DRAFT FOR PUBLIC REVIEW

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

TRANSPORTATION FACILITY RELOCATION PROJECT

MITIGATED NEGATIVE DECLARATION (MND)

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

April 3, 2018

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

TRANSPORTATION FACILITY RELOCATION PROJECT

MITIGATED NEGATIVE DECLARATION (MND)

Prepared for:

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

Prepared by:

Planning Dynamics Group (PDG)

In association with:

Saxelby Acoustics, Noise Consultants
Air Quality Specialists, Air Quality Consultants

April 3, 2018

SCUSD TRANSPORTATION FACILITY RELOCATION PROJECT

Mitigated Negative Declaration (MND)

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MITIGATED NEGATIVE DECLARATION

Sacramento City Unified School District (SCUSD)
Transportation Facilities Relocation Project

DETERMINATION. 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.

PROJECT SUMMARY. The proposed project is located at 3101 Redding Avenue and 7050 San Joaquin Street in the City of Sacramento. The project proposes to relocate the District's Transportation Facilities from 3101 Redding Avenue to the new location at 7050 San Joaquin Street. Currently, the Transportation Facilities are located off the north side of San Joaquin Street immediately across the street from the proposed site. Thus, the District's Transportation Facility and operations are moving from the north side of San Joaquin Street to the south side of San Joaquin Street in the 7000 block of that street. Proposed facilities include construction of a new 24,085 square foot (sf) building to house office space for the transportation staff and maintenance bays for the buses. At the 7050 San Joaquin Street site, a parking area (200 spaces) for the District's existing bus fleet and vehicle fleet is proposed. Fueling for the buses will continue to be located on the north side of San Joaquin Street in its current location. In addition, the proposed project would include the construction of a 15,000+/- square foot warehouse in the northeast corner of the 3101 Redding Avenue site.

PUBLIC NOTICE. This Mitigated Negative Declaration (MND) will be circulated for 30-day public review beginning April 3, 2018 and extending to May 3, 2018. Copies of the MND will be available on the District's website at www.scusd.edu/facilities-services or at the District' Facilities Office located at 5735 47th Avenue Sacramento, CA or the District's Transportation Offices located at 3101 Redding Avenue, Sacramento, CA. If you wish to comment on the adequacy of this document under the California Environmental Quality Act (CEQA), please provide your written comments regarding the environmental issue by 4 p.m. May 3, 2013. Comments may be addressed to:

James C. Dobson, Director, Planning and Operations
Sacramento City Unified School District
Serna Center
5735 47th Avenue Sacramento, CA 95824
916-643-9233 (office)

Sacramento City Unified School District
Transportation Facility Relocation Project
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 statutes 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. 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."

PROJECT LOCATION

The proposed project is located 7050 San Joaquin Street and 3101 Redding Avenue in the City of Sacramento. The project would relocate the existing District Transportation Facility from the north side of San Joaquin Street (3101 Redding Avenue) to the south side of San Joaquin Street (7050 San Joaquin Street). This will allow for the existing transportation site on Redding Avenue to be available for expanded warehouse and kitchen uses to serve the District. Figure 1 shows the general location of the project site. Figure 2 shows the location of the improvement components.

BACKGROUND

The District's Facilities Services Department has assessed the physical plant needs of the District's essential support facilities including student transportation and warehouse related functions. Currently the District operates 77 school sites serving nearly 42,000 students. At the current Transportation and Warehouse site at 3101 Redding Avenue, there is inadequate space to store a variety of materials that serve the District. This includes central food storage

for school meals, document and records storage, school furniture and textbooks. Thus, the District proposes to move the existing transportation operations from the north side of San Joaquin Street to a recently acquired site to the immediate south of San Joaquin Street. This will allow the northern site to be available to house additional warehousing and support services. Additionally, the District's longer-term plans call for development of a Central Kitchen to serve the District. Logistically, it is more efficient to house the Central Kitchen in proximity to the existing warehouse and food refrigeration units. Thus, the relocation of the transportation operations will provide space for expanded warehouse and future kitchen operations. Additionally, the relocated Transportation Facility will also provide more efficient space for bus maintenance operations.

PROJECT OBJECTIVES

The objectives of the proposed project are to:

1). Allow for expanded warehouse and future kitchen uses at the existing transportation site. The existing transportation site also includes the District's Central Warehouse which houses documents and records, refrigerated and canned foods and other items requiring storage by the District. The proposed project includes the development of a new 15,000 square foot (sf) warehouse in proximity to the existing warehouse. The new warehouse will allow for documents, records, textbooks and related items to be stored. In turn the existing warehouse which includes refrigeration units, have more space available to house food stuffs.

2). Improve maintenance operations for the existing bus and vehicle fleet by including new maintenance bays at the relocated Transportation Facility.

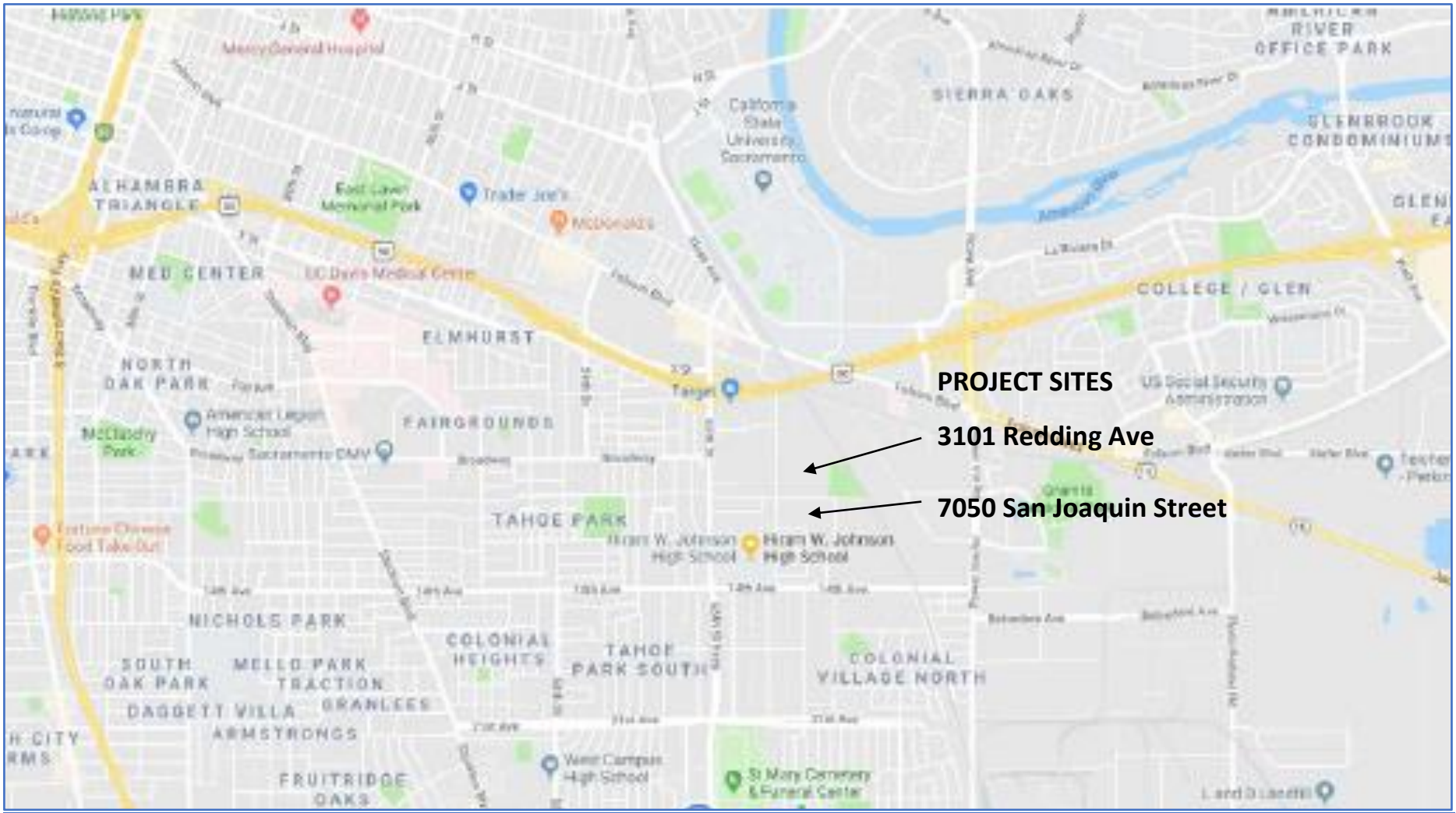


FIGURE 1: REGIONAL LOCATION OF PROPOSED SITES

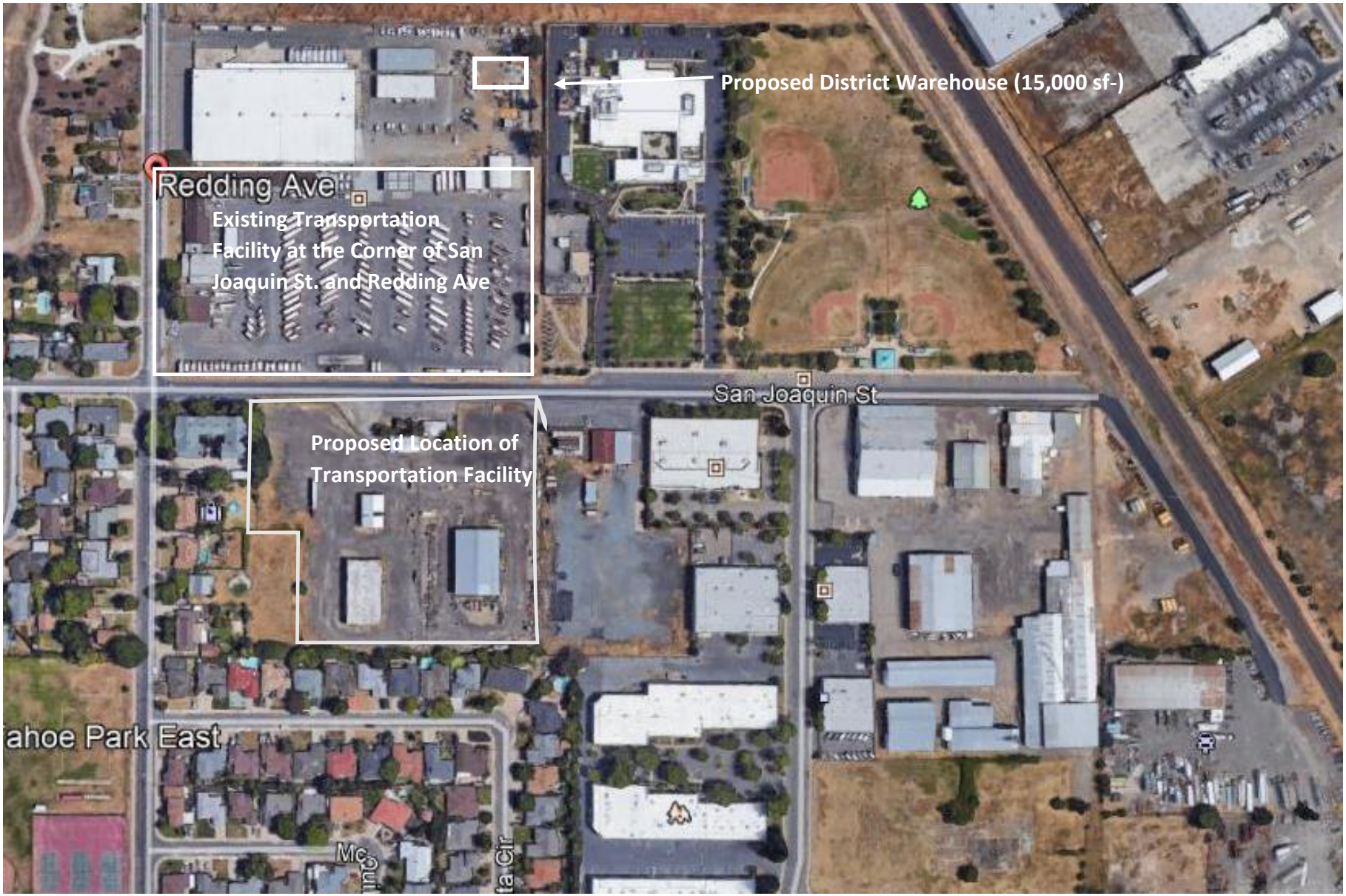


FIGURE 2: LOCATION OF PROJECT COMPONENTS

PROPOSED PROJECT ELEMENTS

The proposed project includes the relocation of the District's Transportation Facility and operations and the development of a new 15,000 sf warehouse for District Storage. Key components of the project include:

1. New Transportation Building. The proposed Transportation building is a two-story facility of 24,085 sf. The building would be 34 feet in height. Approximately 10,008 sf are dedicated to maintenance bays for buses and vehicles. Office space accounts for 5,590 sf of the building. The building also includes 1,313 sf of education and training rooms and 592 sf of meeting rooms. The balance of space is dedicated to restrooms, storage, mechanical and interior hallways. Figure 3 shows the site plan for the proposed Transportation Facility on San Joaquin Street. Figure 4 shows a rendering of the proposed Transportation Facility's front elevation of the building. Figure 5 shows the proposed floor plan for the building.

2. Bus and Vehicle Parking Area. The project includes approximately 200 parking spaces of which 20 spaces are for staff and visitors; 44 spaces are for the District vehicle fleet and small buses (vans); and 136 spaces for larger buses. See Figure 3, Transportation Facility Site Plan.

3. Landscape Screening and Noise Wall on the West and South Perimeter of the Transportation Site. It is proposed to construct a pre-cast concrete panel noise wall along the western and southern perimeter of the transportation site to attenuate noise from bus operations for the residents adjacent to the property. The proposed project includes substantial new landscaping including the planting of 62 trees. Trees and shrubs will be planted along the perimeter of the site to assist with screening the project from adjacent residential uses. Additionally, the project includes some bio-swale areas to retain and filter storm water run-off. Figure 6 is the proposed landscaping plan for the new Transportation Facility and Figure 7 shows the proposed Plant List for the Transportation Facility site. Figure 21 (Noise Section) shows the proposed location and height of a noise wall to be included in the project as mitigation for noise.

4. Sidewalk and Street Improvements. Currently both sides of San Joaquin Street in the project vicinity are unimproved (i.e. no sidewalks, curb or gutter). The proposed project includes site improvements to the frontage of the proposed Transportation site along the south side of San Joaquin Street.

5. New Warehouse Facility. On the northern side of the Redding Avenue and San Joaquin Street site, it is proposed to construct a 15,000-sf warehouse facility to house district records, documents, text books and other items that do not require refrigeration. The building is proposed to be constructed of fabricated steel and would be constructed of similar architectural materials to the two other smaller existing warehouses on the site. Figure 8 shows the proposed site plan for the new warehouse.

6. Demolition Activities. In order to prepare the 7050 San Joaquin Street site for the new Transportation Facility, the existing industrial buildings and sheds will need to be removed and the site graded and prepared. Figure 9 shows the proposed demolition plan for that site.

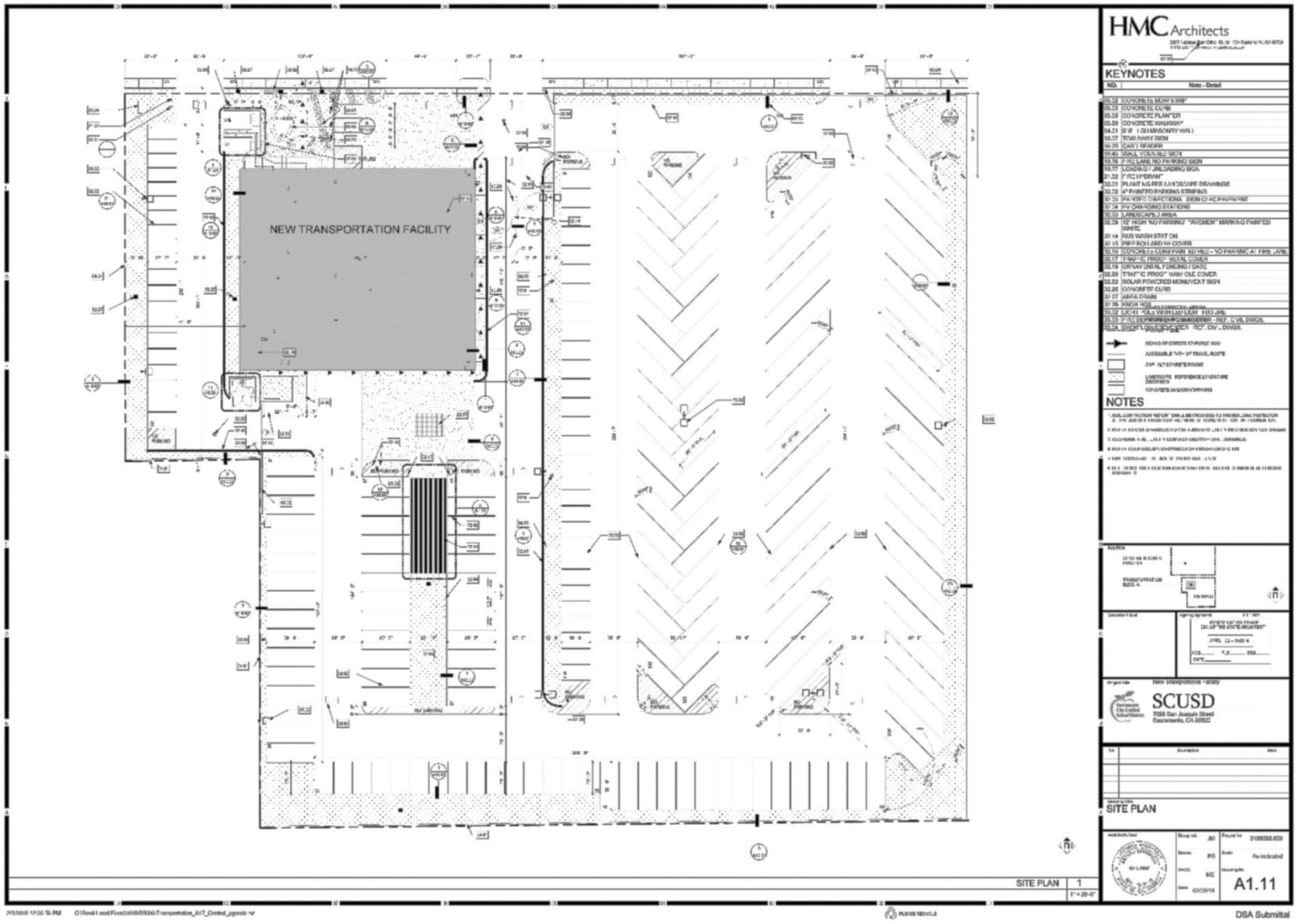


FIGURE 3: SITE PLAN FOR NEW TRANSPORTATION FACILITY TO BE LOCATED AT 7050 SAN JOAQUIN STREET

FIGURE 4: RENDERING OF NEW TRANSPORTATION FACILITY OFFICE TO BE LOCATED AT 7050 SAN JOAQUIN STREET

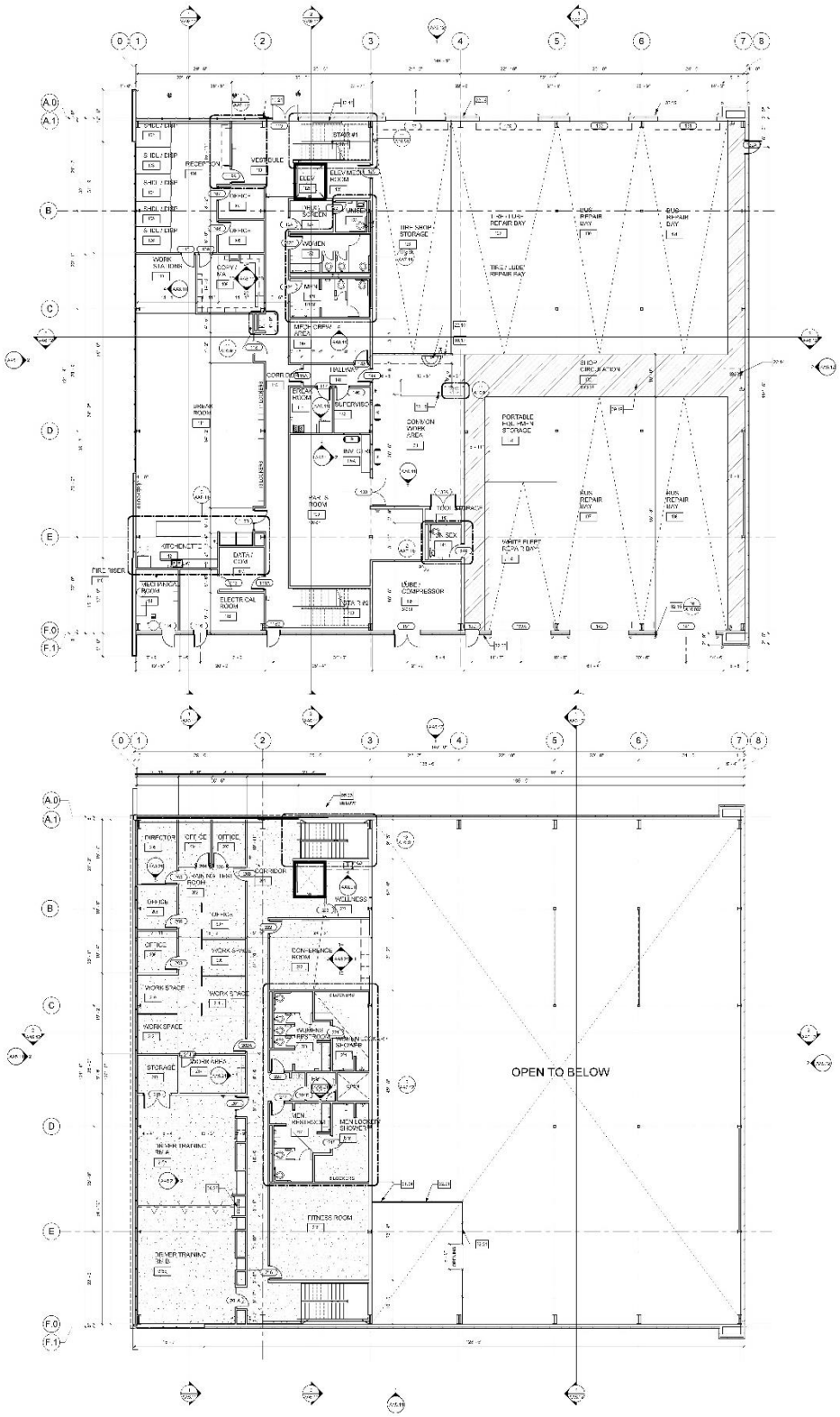


FIGURE 5: FIRST AND SECOND FLOOR PLANS FOR TRANSPORTATION FACILITY TO BE LOCATED AT 7050 SAN JOAQUIN STREET

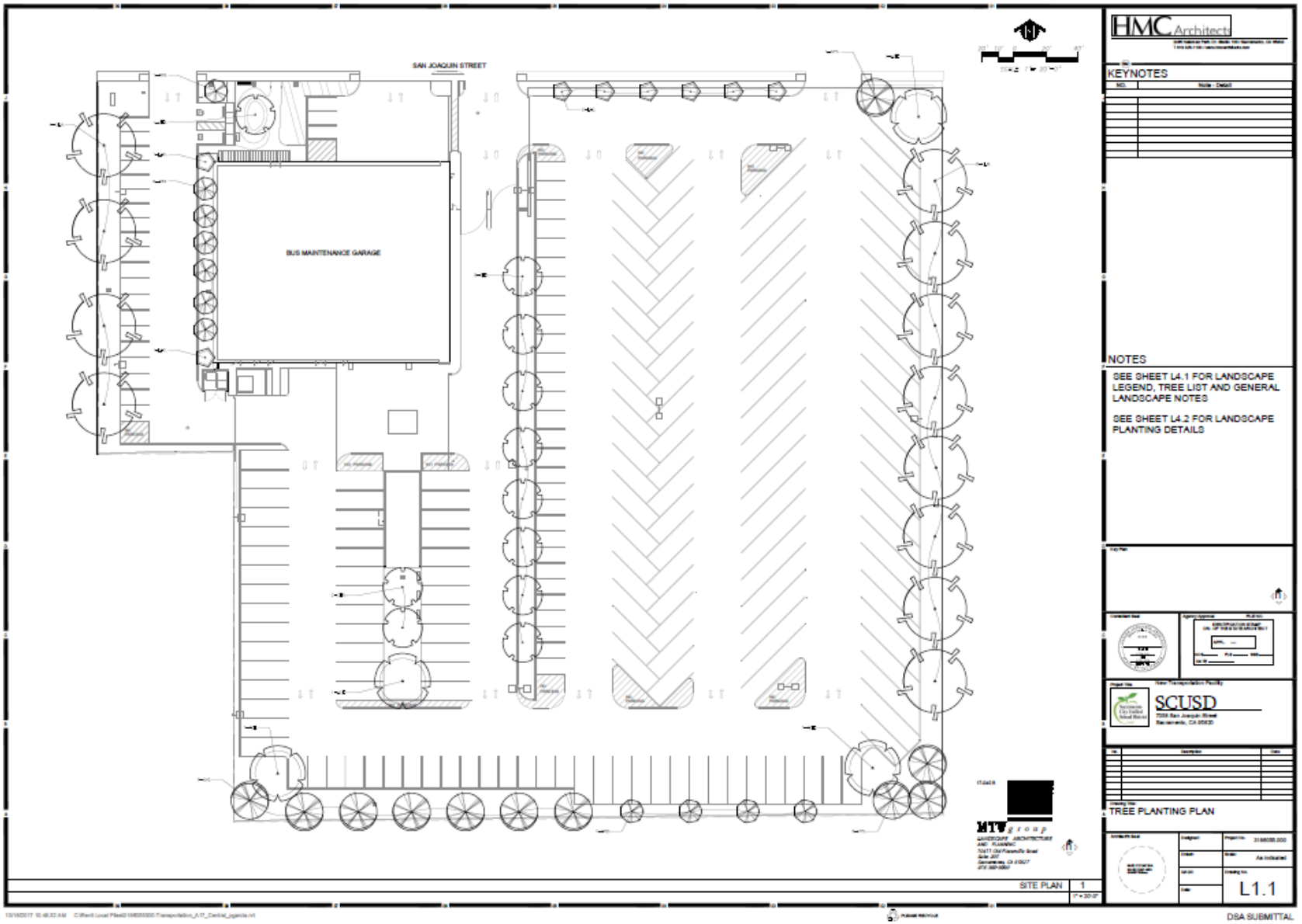


FIGURE 6: LANDSCAPE AND TREE PLANTING PLAN FOR TRANSPORTATION FACILITY TO BE LOCATED AT 7050 SAN JOAQUIN STREET

PLANT MATERIAL LIST

WATER USE	SIZE	QUANTITY	KEY	BOTANICAL NAME ... COMMON NAME
				TREES:
MEDIUM	15 G.C.	9	ACE.	ACER RUBRUM 'OCTOBER GLORY' ... RED MAPLE
LOW	15 G.C.	11	ARB.	ARBUTUS MARINA ... MARINA STRAWBERRY TREE (MULTI)
MEDIUM	15 G.C.	8	LAG.	LAGERSTROEMIA INDICA 'MUSKOGEE' .... LAVENDER CRAPE MYRTLE
MEDIUM	15 G.C.	11	CER.	CERCIS CANADENSIS ... EASTERN REDBUD
MEDIUM	15 G.C.	11	NYS.	NYSSA SYLVATICA ... SOUR GUM
MEDIUM	15 G.C.	12	ULM.	ULMUS PARVIFLORA 'TRUE GREEN' ... TRUE GREEN CHINESE ELM
				SHRUBS:
LOW	5 G.C.	11	ABE.	ABELIA GRANDIFLORA 'KALEIDOSCPE' ... KALEIDOSCOPE ABELIA
LOW	5 G.C.	17	ARC.	ARCTOSTAPHYLOS 'SUNSET' ... SUNSET MANZANITA
LOW	5 G.C.	9	BUL.	BULBINE FRUTESCENS 'HALLMARK' ... STALK BULBINE
LOW	5 G.C.	52	CAL.	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... DWARF BOTTLE BRUSH
LOW	5 G.C.	53	DIE.	DIETES BICOLOR ... FORTNIGHT LILY
LOW	5 G.C.	4	ERY.	ERYSIMUM 'BOWLES MAUVE' ... BOWLES MAUVE WALLFLOWER
LOW	5 G.C.	19	GRE.	GREVILLEA NOELLII ... NOELLII GREVILLEA
LOW	5 G.C.	47	LAN.	LANTANA CAMARA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	28	LEU.	LEUCOPHYLLUM FRUTESCENS 'COMPACTA' ... COMPACT TEXAS RANGER
LOW	5 G.C.	100	LOM.	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY' ... DWARF MATT RUSH
MEDIUM	5 G.C.	4	LOR.	LOROPETALUM CHINENSE 'PURPLE DIAMOND' ... CHINESE FRINGE FLOWER
LOW	5 G.C.	85	MUH.	MUHLENBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	33	MYR.	MYRTUS COMMUNIS 'COMPACTA' ... DWARF MYRTLE
LOW	5 G.C.	36	NAN.	NANDINA DOMESTICA 'OBSESSION' ... HEAVENLY BAMBOO
LOW	5 G.C.	11	NAS.	NASSELLA TENUISSIMA ... MEXICAN FEATHER GRASS
LOW	5 G.C.	67	RHA.	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	1 G.C.	26	TEU.	TEUCRIUM CHAMAEDRYS ... WALL GERMANDER
LOW	5 G.C.	16	WES.	WESTRINGIA 'WYNYABBIE HIGHLIGHT' ... VARIEGATED AUSTRALIAN ROSEMARY
				GROUNDCOVER:
LOW	1 G.C.	34	ACA.	ACACIA REDOLENS 'DESERT CARPET' ... DESERT CARPET PROSTRATE ACACIA
LOW	1 G.C.	20	COP.	COPROSMA PETRIEI 'VERDE VISTA' ... CREEPING COPROSMA
				BIOSWALE PLANTS:
LOW	5 G.C.	157	JUN.	JUNCUS INFLEXUS 'BLUE ARROWS' ... BLUE ARROWS RUSH
				VINES:
MEDIUM	1 G.C.	13	VIT.T.	VITAS 'THOMPSON SEEDLESS' ... THOMPSON SEEDLESS GRAPE
MEDIUM	1 G.C.	9	VIT.F.	VITAS 'FLAME SEEDLESS' ... FLAME SEEDLESS GRAPE

FIGURE 7: PROPOSED PLANT LIST FOR TRANSPORTATION SITE

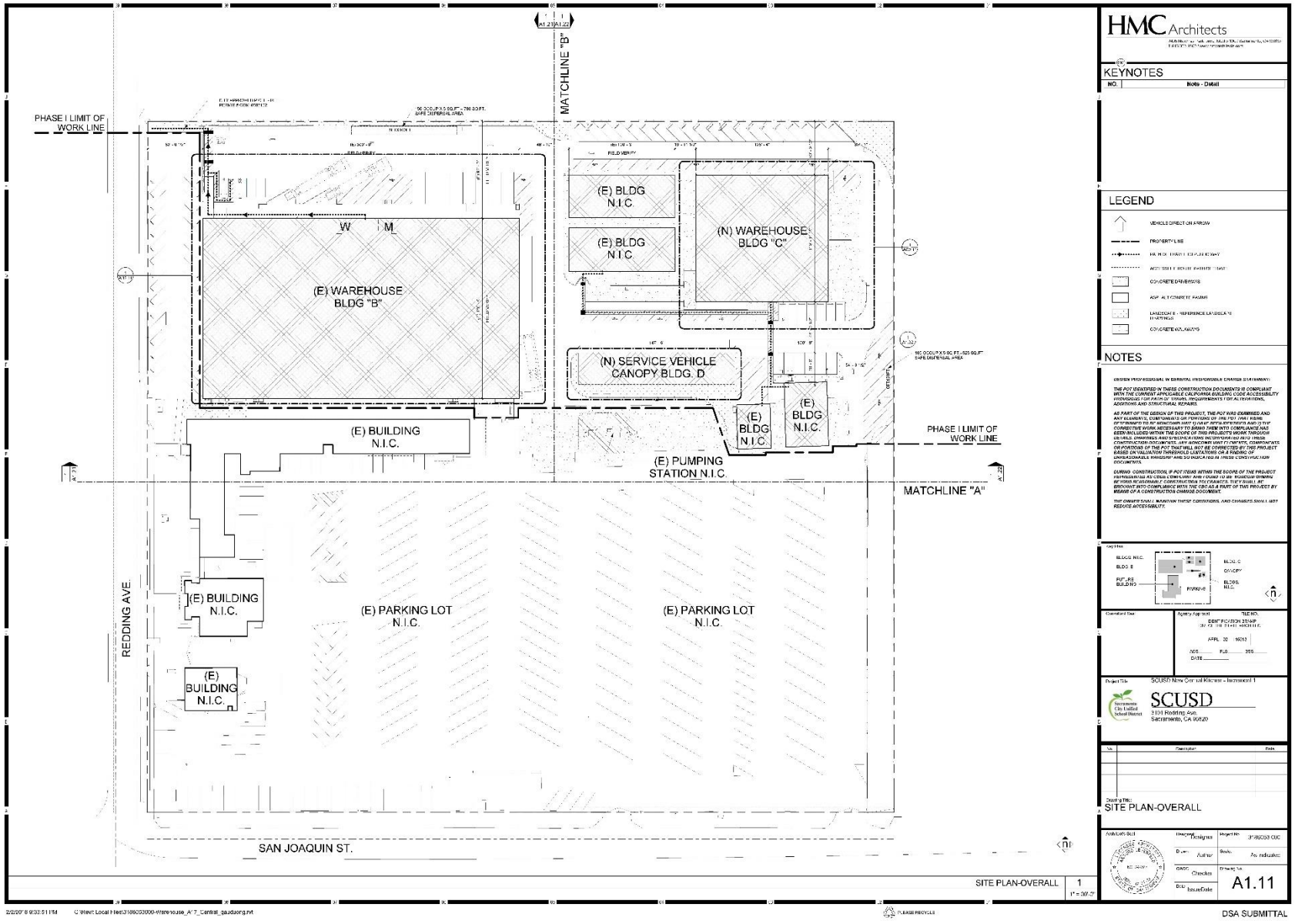


FIGURE 8: SITE PLAN FOR NEW WAREHOUSE (BUILDING C) ON REDDING AVENUE SITE

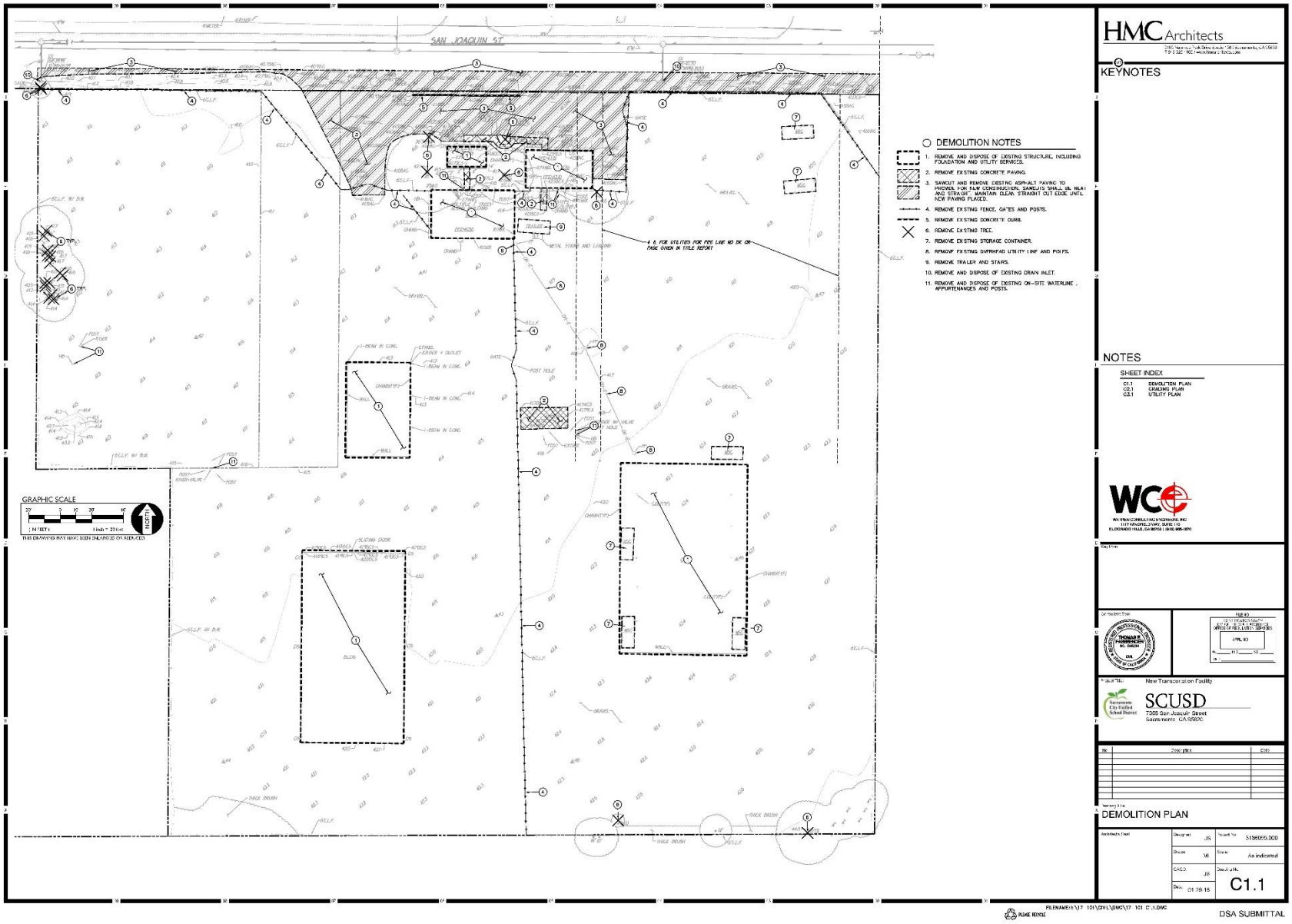


FIGURE 9: DEMOLITION PLAN FOR 7050 SAN JOAQUIN STREET

Expected Hours of Operation

Hours of operation for the proposed Transportation Facility would be the same as the operations and hours of the facility at its current location. General hours of operation are 5:00 am to 9:30 pm. During the early hours 5:00 am to 6:00 am, dispatchers, morning shift mechanics, office staff and bus drivers arrive to work. From 6:00 am to 7:00 am, the bus drivers conduct a safety check of the buses and begin leaving the transportation yard for their designated pick up routes. The morning buses usually return to the yard between 8:40 am and 9:30 am. For the afternoon bus routes, the buses leave the yard between 1:15 pm to 2:00 pm and return from their routes between 3:15 pm to 4:45pm. After 5 pm, the afternoon mechanics may be on site until 9:30 pm maintaining the buses.

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 THIS PROJECT

The following mitigation measures are proposed to be included in this project to reduce any potential effects to a less-than-significant level.

Mitigation Measure Air Quality 1: Dust Control. The School District shall require all

construction contractors on the site to comply with Sacramento Metropolitan Air Quality Management District Rule 403 which requires the following construction period dust control practices:

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. The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. 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.
h. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Mitigation Measure Biology 1: Nesting Birds. Prior to any tree removals the District shall retain a biologist to determine if there are any active migratory bird nests. If there are active nests the District shall make all possible efforts to leave the tree with an active migratory bird nest undisturbed until all young have fledged and are capable of foraging independently.

Mitigation Measure Hazards 1: Vehicle Oil Disposal. Disposal of oils shall be in accordance with State guidelines and regulations including disposal of any used motor oil at a State Certified Collection Center.

Mitigation Measure Noise 1: Construct a Sound Wall on the Western and Southern Perimeter of the Site. The District shall construct a pre-cast concrete sound wall along the west and south project property lines. On the western perimeter of the project the sound wall shall have a minimum height of 8 and 12 feet as shown on Figure 21. The southern perimeter of the project shall have a sound wall of a minimum of 10 feet in height as shown on Figure 21.

LEAD AND RESPONSIBLE AGENCIES FOR THE PROJECT

The Sacramento City Unified School District is the lead agency for this project. Responsible agencies include the Department of the State Architect (DSA) an agency responsible for reviewing school sites, and the City of Sacramento, the agency responsible for reviewing the proposed frontage improvements.

DISTRICT CONTACT FOR FURTHER INFORMATION

The District contact for this project is:

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

SOURCES CONSULTED AND INCORPORATED BY REFERENCE

- City of Sacramento *General Plan 2035*, City of Sacramento, March 3, 2015 Sacramento, CA.
- City of Sacramento General Plan 2035, Draft Master Environmental Impact Report and Appendices, August 2014, Sacramento, CA.
- City of Sacramento 65th Street Station Area Plan Draft and Final Environmental Impact Report City Project #T15068100 (TH16) Prepared for: City of Sacramento Prepared by PBSJ, October 2010.
- City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2011, as updated 2015. Sacramento, CA.
- City of Sacramento. *Zoning Ordinance*, Chapter 17.28.30. City of Sacramento, CA.
- City of Sacramento 2*016 Bicycle Master Plan*, Sacramento, CA, adopted August 16, 2016.
- Draft City of Sacramento *2016 Bicycle Master Plan Implementation Plan*, prepared by the City of Sacramento, 2018.
- 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 through 2017. 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 Memorandum, *Evaluation of Carbon Monoxide Emissions from School Bus Idling from New Transportation Facility* prepared for SCUSD by Environmental Permitting Specialists (EPS), March 07, 2018.
- *Noise Study for SCUSD Transportation Relocation Project*, prepared for SCUSD by Saxelby Acoustics, February 28, 2018.
- *Geotechnical Engineering Report* Wallace and Kuhl Associates (WKA) No. 11638.01P, November 7, 2017.
- *Geotechnical Engineering and Geologic Hazards Report* WKA No. 11638.01P January 11, 2018.
- *Phase I Environmental Site Assessment, 7050 San Joaquin Street, Sacramento, California,* prepared for the District by AETNA Facility Services, August 18, 2017.

Attachment 1:

CEQA INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

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 the City of Sacramento in the Fruitridge and Broadway Community Planning Area (CPA). The surrounding area is generally level and developed with a mix of uses ranging from industrial and manufacturing to single family homes and multifamily apartments. The portion of the CPA where the project is located remained in agricultural and open space until WWII. In 1941, the Sacramento Army Depot was developed along Power Inn Road (in the area to the east of the site). With the construction of the Depot, the general area was initially developed with industrial uses including Proctor and Gamble. Single family housing in the Tahoe and Colonial Parks (to the west of the site) were also developed during the 1940's. In 1953, California State University at Sacramento (CSUS) officially opened to the north of Folsom Boulevard. The need for student housing and the development of the Folsom Light Rail line spurred new interest in developing the area for transit oriented mixed uses. The 65th Street/University light rail station was the focus of two transit village planning efforts. The 65th Street/University Transit Village Plan was adopted in 2002 and the South 65th Street (Transit Village) Area Plan was adopted in 2004.

To the immediate north of the Redding Avenue site, is a large recently developed student housing project developed in response to the South 65th Street planning process. To the west of the San Joaquin Street site is another multi-family project. Thus, although the general area is largely industrial, it is also an area with a patchwork of mixed uses. Uses to the north, west and south of the site are generally residential. Uses to the east of the site are industrial.

Significant scenic resources in the area include the American River Parkway located 1.22 miles to the north of the site.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetic 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.

Views. Substantially impede a public view corridor or viewing area or damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

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

ASSESSMENT AND FINDINGS

I a) Would the project affect scenic vistas?

Significant protected views in the Sacramento include views of the State Capitol, the American River and the Sacramento River. None of these visual resources are visible from the site or surrounding area and thus the project would not affect these views. There are no significant visual resources in or visible from the site which would be impacted by the project. Impacts to views, vistas and visual resources are less-than-significant.

I b) Would the project degrade scenic resources?

There are no scenic highways near the site. The American River Parkway is considered a significant scenic resource however, it is located 1.22 miles north of the project and not visible from the project site. There are no unusual rock outcroppings on the site. The proposed project would not affect any scenic highways, historic buildings, major trees or rock outcroppings. Impacts are less-than-significant.

I c) Would the project degrade the visual character of the site and surrounding area?

The proposed project is not expected to substantially change the visual character of the area. As noted above, both the 7050 San Joaquin Street site and the 3101 Redding Avenue site are currently developed for warehouse and industrial uses. The Redding Avenue site is a former lumber mill site which is currently used for office space, concrete construction equipment storage, and minor fabrication work. The San Joaquin Street site is currently used for warehousing, office and parking, deployment and repair of District school buses. Figures 10, 11 and 12 show the existing visual character of the site. On the Redding Avenue site, a new warehouse is proposed which will be similar in size and materials to the existing warehouses on the site. Thus, visual character of the views from the student housing complex to the north of the site will not substantially change in character. Similarly, at the Redding Avenue site, views from the two story multi-family units at Redding and San Joaquin Street would continue to be views of office and industrial uses. The proposed uses do not represent a

significant change in the visual character of the sites. Thus, impacts to visual character are considered less-than-significant.

I d) Would the project create light and glare?

Residential uses to the west and south of the San Joaquin Street site and the student housing complex to the north of the Redding Avenue site are considered sensitive uses for light and glare. At the Redding Avenue site, the proposed warehouse does not include highly reflective materials such as glass which would create glare. The new Transportation building does include some windows; however, new glass products meet both low reflectivity and energy efficiency requirement. Glare impacts are not expected to be significant.

Parking area lighting and lighting for the bus maintenance bays are proposed at the San Joaquin site. Maintenance operations may be conducted until 9:30 pm which during some times of the years would require lighting in the maintenance bays. Lighting in the bays would be directional (aimed at the vehicle under repair). Exterior lights outside the bays are proposed with shields to minimize spillover light. The backyards of residents are more than 150 feet from the light source. At this distance, any spillover effects of field lighting would be diminished. The Photometric Site Plan prepared for the San Joaquin site shows that any spill-over lighting at the perimeter of the site near the residential areas would generally be equivalent to less than 1 candle-foot per square foot which is comparable to twilight or deep twilight. Light sensitive residents are more likely to notice the unshielded porch lights from adjacent homes. Impacts are less-than-significant.

CONCLUSION

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

FIGURE 10: Looking East along San Joaquin Street showing the existing Transportation Facility on the north side of street and proposed new location for facility on the south side of the street.

FiGURE11: View of existing industrial uses on the proposed site for the Transportation Facility. This photo also shows the views of the site from the existing apartment complex at the south east corner of San Joaquin Street and Redding Ave.

FIGURE 12: View of Proposed Location of New Warehouse on the Redding Avenue site.

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 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) Would the project convert prime agricultural or other lands of statewide importance?

The site is designated "Urban and Built-Up Lands" on the CFMMP map. As such, the proposed project is estimated to have *no impact* on Prime Farmlands and Farmlands of Statewide Importance.

II b) Would the project adversely affect properties under Agricultural Zoning and the Williamson Act?

The site is not under the Williamson Act. There are very few Williamson Act contracts in the City of Sacramento with the exception of sections of North Natomas and the Delta (Figure 6.2, Environmental Resources Background Report, City of Sacramento 2035 General Plan). The San Joaquin Street site is zoned M-1 (Light Industrial) and the Redding Avenue site is

zoned R-2A (Multi-unit Dwelling Zone). Thus, the proposed project will not affect agricultural zoning or any Williamson Act contracts.

II c) Conflict with forestry zoning or forests or timberlands?

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 on either farmlands or forestry lands. The proposed project does not convert any agricultural or forestry lands to a new use. As such no other impacts to such lands are expected from the project.

CONCLUSION

The action would have no effect on agricultural resources and 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 Construction Period Emissions		
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 is located in the Sacramento Valley Air Basin and falls in an area of the basin under the jurisdiction of the Sacramento Metro Air Quality Management District (SMAQMD). The Sacramento Valley Air Basin is bounded by the North Coast Ranges on the west and the Northern Sierra Nevada Mountains on the east. The intervening terrain is flat. Sacramento is often described as a bowl-shaped valley. The relationship between geography and air quality is described in the following section on meteorology. SMAQMD characterizes the climate of the Sacramento Valley as a Mediterranean climate, characterized by hot dry summers and mild rainy winters. During the year the temperature may fluctuate from 20 to 115 degrees Fahrenheit and average annual rainfall is about 20 inches with snowfall being very rare. The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley under certain meteorological conditions.

The project site lies within the City 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 SVAB is designated as non-attainment for federal and

State ozone (O3) standards. 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 and particulate matter. In summary, Sacramento County does not attain the following state and federal ambient air quality standards (AAQS):

- 1-hour state ozone standard
- 8-hour federal and State ozone standards
- 24-hour federal particulate matter PM2.5 standard
- 24-hour and annual state particulate matter PM10 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. The size of particles is directly linked to their potential for causing health impacts.

Fine particles less than 2.5 microns in size (PM2.5) pose the greatest threat. They can block the flow of oxygen from the lungs to the bloodstream and can also pass from the lungs to the bloodstream and heart. Scientific studies have linked long-term PM pollution, especially fine particles, with significant health problems. Elevated particulate 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 under the 24-hour standard. The area however, does not meet state air quality particulate standards or federal standards for PM2.5.

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. No exceedances of the State or federal standards for CO have been recorded at a monitoring station in Sacramento County since 1993.

STANDARDS OF SIGNIFICANCE

In accordance with the Sacramento Metropolitan Air Quality Management District's CEQA Guidebook (December 2009 as revised through to 2017), 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 (SMAQMD Rule 403) 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 (SMAQMD Rule 403) during either construction period or operational phases.
d. Carbon Monoxide (CO): The project will cause a concentration of CO which exceeds 20 parts per million (ppm) 1-hour standard (23 mg/m3) or 9 ppm 8-hour standard (10 mg/m3).

ASSESSMENT AND FINDINGS

III. a) and b) Would the project conflict with air quality plans 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 is largely based on the number of new vehicle trips resulting. In this case, the proposed project does not increase vehicle trips in that the project would move the existing Transportation Facility and operations from the north-east corner of San Joaquin Street and Redding Avenue to the south side of San Joaquin Street.

The California Emissions Estimator Model (CalEEMod) was used (Appendix A) to estimate emissions from the project's operations. The results show that the project would generate 45.02 pounds per day (ppd) of ROG which is below the threshold of 65 ppd set by

SMAQMD. Similarly, the project would generate 10.6 ppd of NOX which is below the SMAQMD's threshold of 65 ppd. PM 10 estimated to be generated by the project is 5.4ppd which is below the threshold 80 ppd. PM2.5 emissions were estimated at 1.5 ppd which is below the threshold of 82 ppd. Thus, for ROG, NOX, PM10 and PM2.5 emissions the project is below the threshold of significance set by SMAQMD. The CalEEMod results are summarized in Table 2 below.

TABLE 2:
Comparison of Project Operational Emissions with SMAQMD's Thresholds of Significance

Emission	Project Emission Based (ppd)	Threshold of Significance(ppd)	Significance
Nitrogen Oxides (NOX)	10.6	65	Less than Significant
Reactive Organic Gases (ROG)	5.02	65	Less than Significant
Particulate 10 (PM10)	5.4	80	Less than Significant
Particulate 2.5 (PM 2.5)	1.5	82	Less than Significant

CO effects were estimated using the AERMOD CO dispersion model (see CO AERMOD technical memo prepared for the project by Air Quality Specialists, Appendix B). These results are summarized in Table 3. Based on this analysis, the project's CO impacts are below the established standard and below the SMAQMD's threshold of significance.

TABLE 3:
Comparison of Project Operational CO Impacts with CO Air Quality Standards Based on AERMOD Results

Averaging Time	Project Impact	Current Standard
1-Hour	20.2 ug/m3	23,000 ug/m3
8-Hour	2.5 ug/m3	10,000 ug/m3

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. California Emissions Estimator Model (CalEEMod) was used to estimate construction period emissions for the new transportation and maintenance building, the new warehouse, and the 200-space bus and vehicle parking lot. The CalEEMod also assumed demolition of the existing structures on site and site preparation and grading. Table 4 summarized construction period emissions for the project based on the CalEEMod.

The CalEEMod model construction period emissions for the project (Appendix A) are all substantially below the threshold of significance.

TABLE 4: Comparison of Project Construction Period Emissions with SMAQMD's Thresholds of Significance			
Emission	**Project Emission Based (ppd)**	**Threshold of Significance(ppd)**	**Significance**
Nitrogen Oxides (NOX)	24.4	85	Less than Significant
Reactive Organic Gases (ROG)	44.8	65	Less than Significant
Particulate 10 (PM10)	7.8	80	Less than Significant
Particulate 2.5 (PM 2.5)	4.5	82	Less than Significant

None-the-less, the School District is required to comply with Air District Rule 403, regarding dust control. To ensure compliance with this rule, the following Mitigation Measure is proposed.

Mitigation Measure Air Quality 1: Dust Control: The School District shall require all construction contractors on the site to comply with Sacramento Metropolitan Air Quality Management District Rule 403 which requires the following construction period dust control practices:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out of mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. 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. The District shall ensure these measures are included in the construction specifications.

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

III. c) Would the project result in considerable cumulative air quality impacts?

Chapter 8 of the SMAQMD CEQA Handbook states that the District's approach to thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable adverse contribution to the SVAB's existing air quality conditions. If a project's emissions would be less than these levels, the project would not be expected to result in a cumulatively considerable contribution to the significant cumulative impact. 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) Would the project result in 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 there would be a change in substantial pollutant concentrations. However, because the new Transportation Facility and bus operations will be located nearer residential areas, the AERMOD model was used to determine if CO concentrations from the bus operations would affect the adjacent residents. Figures 13 and 14 show the results of this model (see also Appendix B, CO Technical Memorandum). The concentration of CO emissions was estimated for both a one-hour period and eight-hour period. Figure 13 shows that a one-hour period, emissions, residents would experience CO concentrations below the state and federal standards and the SMAQMD's threshold of significance for one-hour CO concentrations. The highest one-hour concentration of CO for adjacent residential area is 20.2 ug/m3 which is substantially below the 23,000 ug/m3 (or 23 mg/m3) threshold of significance which reflects the state and federal standards for CO. Similarly, Figure 14 shows the 8-hour CO concentrations for which are also below SMAQMD standard of 10,000 ug/m3 (or 10 mg/m3). Thus, although the project will generate CO in closer proximity to residential uses, the concentration of CO will be below threshold.

III. e) Would the project create objectionable odors affecting a substantial number of people?

The proposed project will result in intermittent odors related to the operation of diesel bus engines. The odors would be primarily limited to the on-site parking area within the new Transportation Facility. Odors would occur during a brief period when the school buses are idling while drivers complete bus safety checks. Occasionally, diesel exhaust odors may migrate to off-site areas. However, these would be intermittent and would depend on local wind conditions.

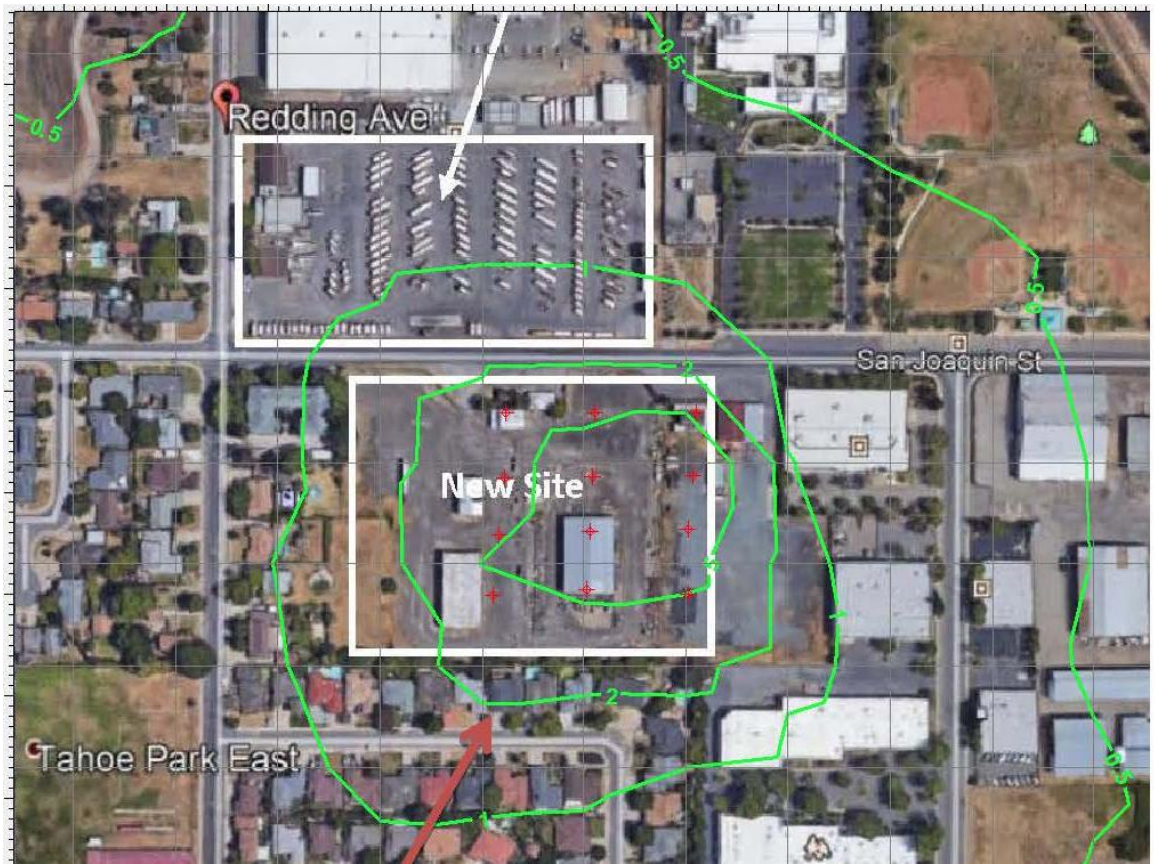
The sensitivity of persons to diesel odors varies greatly and is highly subjective. It is estimated that occasionally diesel odors may be noticeable at some off-site areas in the

morning when buses deploy to pick up students. During this time, the bus drivers will turn on the engines for a safety check. California State Law requires that idling time for diesel engines be 5 minutes or less. Thus, for a few minutes the buses may idle on site but then will depart the facility for their routes. Diesel odors therefore, would not be persistent and would disperse fairly quickly. Unlike some stationary sources like waste water treatment plants or certain manufacturing facilities, the odor would not be permanent or occur throughout the day. Diesel odors from the site would be similar to or less than that experienced by persons in outdoor areas adjacent to peak hour intersections where diesel engines may idle or move slowly through congested traffic. This occurs frequently in Sacramento, and may be noticeable to some, but there is no standard of significance for such odors. Finally, it is important to note that odors in the future will continue to decline as new buses will be equipped with diesel filters and have newer more efficient engines. The District is also replacing some of the buses with CNG fueled and electric buses that release no odors. It is not expected that the intermittent odors would affect substantial numbers of people.

Area of greatest concentration for adjacent residential uses (20.2 ug/m3)

FIGURE 13: ONE HOUR CO CONCENTRATIONS (ug/m3)

Source: Air Quality Permitting Specialists, 2018



Area of greatest concentration for adjacent residential uses (2.5 ug/m3)

FIGURE 14: EIGHT-HOUR CO CONCENTRATIONS (ug/m3)

Source: Air Quality Permitting Specialists, 2018

CONCLUSION

The proposed action does not exceed any of the SMAQMD's thresholds for significance. With incorporation of Air Quality Mitigation Measure 1, 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

The site 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. The American River and the Sacramento River are the major river corridors that flow through the City of Sacramento. Major tributaries to the Sacramento River within the City of Sacramento include: Dry Creek, Magpie Creek, and Arcade Creek north of the American River; and Morrison Creek, Elder Creek, and Laguna Creek south of the American River.

Vegetative Communities and Habitats. The project vicinity is generally developed with a mix of residential and light manufacturing uses. As such, vegetation in the area is largely ornamental. Typical species include Sycamore, 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 include, 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. There are no recorded sitings of special status species on the project site. The project site is largely hardscape (paved surface). At the western and southern perimeter of the San Joaquin Street site is a small stand of ornamental trees. There are also three mature trees which shade the existing office on the San Joaquin Street site. On the east side of the Redding Avenue site, there are mature Eucalyptus trees in an easement located between the District's property and the County of Sacramento's Communications Facility.

REGULATORY SETTING

Federal Migratory Bird Treaty Act (MBTA). The MBTA enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs. A large number of common bird species are migratory and are afforded protection under the Migratory Bird Treaty Act (MBTA). Examples of common migratory bird species that may use the project area include northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), cliff swallow (*Petrochelidon pyrrhonota*) and western kingbird (*Tyrannus verticalis)*. Occupied nests of all migratory birds are protected under the MBTA, which makes it illegal to destroy any active migratory bird nest. Migratory birds may utilize trees within the urban setting for nesting.

California Endangered Species Act and State Fish and Game Code. Under the California Endangered Species Act (CESA), CDFW has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code [FGC] 2070). Sections 2050 through 2098 of the FGC outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for State-listed species. CDFW maintains a list of "candidate species" which are species that CDFW formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will

have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from CDFW would be in the form of an Incidental Take Permit.

CDFW maintains a list of Species of Special Concern. Species of special concern include those whose declining population level, range, and/or because continuing threats have made the species vulnerable to extinction. The CEQA requires state agencies and local governments to disclose impacts to these species.

Certain species are considered fully protected, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

Under Section 3503 of the FGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

City of Sacramento Tree Ordinance. Ordinance No. 2016-0026 adopted by the Sacramento City Council in August 2016 protects the following trees:

1. Any "public tree" which includes any tree on City owned land or right-of-way;
2. Any "private tree" which includes any of the following:
    a. A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
    b. Any native Valley Oak (Quercus lobata), Blue Oak (Quercus douglasii), Interior Live Oak (Quercus wislizenii), Coast Live Oak (Quercus agrifolia), California Buckeye (Aesculus californica), or California Sycamore (Platanus racemosa), that has a DSH of 12 inches or more, and is located on private property;
    c. A tree that has a DSH of 24 inches or more located on private property that is an undeveloped lot; or does not include any single unit or duplex dwellings; or
    d. A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

THRESHOLDS OF SIGNIFICANCE

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.

ASSESSMENT AND FINDINGS

IV a) Would the project adversely affect 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) Would the project adversely affect Sensitive Natural Communities or riparian habitat?

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 2035 General Plan Master EIR, or the County of Sacramento General Plan (2011). There are no riparian communities or sensitive habitats on or adjacent to 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) Would the project affect 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 2035 General Plan Master EIR, or the County of Sacramento General Plan (2011). As noted above, both sites are largely paved with no areas that would support vernal pools or wetlands. Thus, the project is not anticipated to have any direct or indirect effect of jurisdictional waters or wetlands.

IV. d) Would the project affect 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 1.22 miles north of the site. Because of the drainage patterns and the amount of urban development between the site and the river there is very little chance of surface run-off or other discharges from the project directly or indirectly affect any nursery sites. The project would not affect fish or nursery sites.

IV. e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project will remove approximately 36 trees from the San Joaquin Street site but the landscape plans call for the planting of 62 new trees. The majority of the trees are to be removed are ornamental trees, although there are clusters of small volunteer trees on the western and southern perimeter of the site. Based on the engineering survey prepared for the San Joaquin Street site, the following trees by location and size would need to be removed.

LOCATION AND SIZE OF TREES TO BE REMOVED ON THE SAN JOAQUIN STREET SITE								
Number of Trees by Area	Diameter at Breast Height (in inches)							
	2"	4"	6"	10"	12"	26"	32"	Total
North Part of Site Near Existing Offices					1	1	1	3
Western Perimeter Near Apartments	3	6	10	2		1		22
Southern Perimeter		7		1	3			11
TOTAL	3	13	10	3	4	2	1	36

The proposed landscape plan for the San Joaquin Street site shows that a total of 62 new trees will be installed on the site. The new trees would be a minimum of 15-gallon container size at planting. Species to be planted are those have low or medium water requirements and the species include Red Maple, Eastern Redbud, Lavender Crape Myrtle, Sour Gum and Chinese Elm.

The District consulted the City of Sacramento Urban Forestry Department and the City has stated that the District does not fall under the City's Tree Ordinance. Removal of these trees therefore, does not conflict with any applicable tree preservation policy.

It is possible that some of the larger trees to be removed on site would be suitable habitat for nesting birds. In order to comply with the Federal Migratory Bird Act, the following mitigation is proposed:

> **Mitigation Measure Biology 1: Nesting Birds**. Prior to any tree removals the District shall retain a biologist to determine if there are any active migratory bird nests. If there are active nests the District shall make all possible efforts to leave the tree with an active migratory bird nest undisturbed until all young have fledged and are capable of foraging independently.

IV f) Would the project conflict with a Habitat Conservation Plans or other conservation plans?

There is no approved Habitat Conservation Plan (HCP) or other conservation plans that cover the 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

With implementation of Mitigation Measure Biology 1, Nesting Birds, the proposed project is expected to have a less-than-significant impact on biological resources.

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

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 2035 General Plan Environmental Resources Background Report (Figure 6.4.1 Archaeological Sensitivity) provides a map of areas which are 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.

Both the Redding Avenue and San Joaquin Street sites are located in an area which is designated as having low sensitivity for pre-historic and archeological resources.

Recent History

According to the City of Sacramento 2035 General Plan the Fruitridge-Broadway Community Plan Area encompasses a large area of land with a long history. Prior to development, this area was primarily an agricultural area. In the late 1800s, the area began to urbanize with development occurring south from Downtown Sacramento. Oak Park, now only a small part of Fruitridge-Broadway, was one of Sacramento's first suburbs. Originally platted as a separate city in the late 1800s, Oak Park was annexed by Sacramento in 1911. The former State Fair Grounds began in 1908. Development of other traditional neighborhoods provided housing opportunities and commercial development began extending along Stockton Boulevard and Broadway. Neighborhoods such as Elmhurst began in 1908 and Colonial Heights in 1910. The Tahoe Park neighborhood developed in the 1930s and '40s. The Fruitridge-Broadway Area continued to develop after World War II because there was so much open land in the area. Major landmarks such as The Army Depot started construction in 1945 and Proctor and Gamble in 1952.

The San Joaquin Street site was originally agricultural land until first developed between the late 1940s and early 1950s. Initially developed as a trucking site, the site has also recently been used for a lumber mill, office and storage.

Historic Resources and Landmarks

The project site and vicinity are not in a designated historic district nor is the site a designated landmark or listed on any local, state or federal register.

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:

- 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 a historical resource would be materially impaired; and/or (2) alter or materially impair the significance of a historical resource.

ASSESSMENT AND FINDINGS

V a) Would the project result in a substantial adverse change to any historic resources? There are no known historic resources on or adjacent to the site and the site is not within an historic district. No significant impact.

V b) Would the project result in a change in the significance of any 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. Both the transportation site and the proposed warehouse site are developed and disturbed sites. The proposed project will not require extensive deep excavation of soils which could unearth buried artifacts. As such, impacts are less-than-significant.

V c) Would the project destroy any paleontological resources or unique geological resources? There are no known geological or paleontological resources in the vicinity of the affected school site. No anticipated impact.

V d) Would the project disturb any human remains. The school site is not located in an area with known or suspected burial sites.

CONCLUSION

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 Sacramento urbanized area 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 active 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 ground-shaking 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 5: 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 to the lack of known major faults and low historical seismicity in the region. The maximum earthquake intensity expected from this amount of ground-shaking 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 ground-shaking 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) Would the project expose people or property to seismic risks such as earthquakes, liquefaction or groundshaking?

As noted above, Sacramento and the project site are located in an area of relatively low seismic risk. The project site is not located on a fault area or Alquist-Priolo zone. Seismic risks to the to the project would be similar to the seismic risks of ground shaking experienced by the general Sacramento area. Seismic risks are less-than-significant.

VI b), c) and d) Would the project be subject to soil erosion, unstable soils or geological conditions and expansive soils?

The subject site is level and is not known to have unstable or hazardous soil conditions. The Natural Resources Conservation Service (NRCS) provides maps and descriptions of soils throughout the United States. The subject site is underlain by the San Joaquin Soil series (Figure 7-1, City General Plan Public Health and Safety Element). The San Joaquin series consists of soils that formed in alluvium derived from mixed but dominantly granitic rock sources. Generally, these soils are found on undulating low terraces at slopes of zero to nine percent. These soils are typically well and moderately-well drained, with medium to very high runoff, and very slow permeability. Some areas with these soils are subject to rare or occasional flooding. The Soil Survey does not list any hazardous conditions such as highly expansive soils related to this series. No unusual soils risks have been identified. Additionally, a Geotechnical Report and a Geological Hazards Report were prepared for the site.[1] These reports did not identify any unusual soil conditions or risks.

VI e) Would the soil pose septic tank risks?

The site is served by the public sewers (City of Sacramento) and therefore, there is no risk of septic tank failure.

[1] *Geotechnical Engineering Report* Wallace and Kuhl Associates (WKA) No. 11638.01P, November 7, 2017 and *Geotechnical Engineering and Geologic Hazards Report* WKA No. 11638.01P January 11, 2018.

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. For any quantity and type of greenhouse gas, CO2e signifies the amount of CO2 which would have the equivalent global warming impact over a set period of time. In this analysis, greenhouse gases are analyzed as metric tons of greenhouse gases per year or CO2e metric tons/year.

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) Will the project 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 1,010 metric tons of CO2 equivalent. This is below the SMAQMD's recommended threshold of 1,100 metric tons per year. It should be noted that since the major contribution of CO2 equivalent is related to the operation of the school buses, that these are not net new emissions since this same level of emissions currently occurs at the Redding Avenue site where the facility is located. New greenhouse gas emissions related to the project are therefore considered, less than significant.

VII b) Will the project 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. In 2012, the City of Sacramento adopted a community wide Climate Action Plan (CAP). The CAP outlines multiple initiatives intended to help the City achieve its overall goals of reducing community-wide emissions by 15% below 2005 levels by 2020, 38% below 2005 levels by 2030, and 83% below 2005 levels by 2050. Included in the CAP are a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. These GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline and projected emissions from new growth and development anticipated in the 2035 General Plan. In addition, the CAP identifies potentially adverse physical effects related to climate change on the community and includes specific adaptation measures to address and mitigate such effects. The proposed project meets the requirements of the CAP in a number of ways. First, the new Transportation Facility will be constructed using the most recently adopted State Building Code. The 2016 Building Energy Efficiency Standards went into effect on January 1, 2017. The California Energy Commission has stated that the 2013 Title 24 standards would use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the Title 24 standards used for the City's CAP (2008 Title 24 standards),14 and that residences. Buildings built to the 2016 standards will use about 28 percent less energy for lighting,

heating, cooling, ventilation and water heating than those built to the 2013 standards.[2] Energy savings for non-residential buildings are comparable and would satisfy the reduction requirements that are identified in the City's CAP. Secondly, the District is in the process of converting the bus fleet where possible to Clean Natural Gas (CNG) fueled vehicles. When new buses are required, CNG vehicles are purchased. Currently, the District has 15 CNG fueled buses and 3 electric buses and will be converting their fleet to CNG and electric overtime. Overall, the proposed project would not conflict with the CAP reduction strategies of the City. Thus, 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.

[2] *California Energy Commission Website, 2017. 2016 Building Energy Efficiency Standards. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Available: www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf. Accessed March 7, 2018.*

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	
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.

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). Would the project affect public safety through the transport, storage or risk of upset of hazardous material? The proposed project is not expected to involve the routine transport, or disposal of hazardous materials. As noted in the Air Quality Section, buses do emit diesel emissions however, the level of these emissions including CO emissions does not exceed air quality standards. Fueling operations will continue to be located at the existing bus facility north of San Joaquin Street. Oil and transmission fluids may be stored on site as part of the bus maintenance operations. Maintenance of school buses and vehicles could result in accidental spills or inappropriate disposal of fuels and oils. In order to reduce impacts related to spill, handling and disposal of oils and fuels to a less-than-significant level the District shall comply with Mitigation Measure Hazards 1:

> **Mitigation Measure Hazards 1: Vehicle Oil Disposal:** Disposal of oils shall be in accordance with State guidelines and regulations including disposal of any used motor oil at a State Certified Collection Center.

VII c) Would the project result in hazardous emissions within one-quarter mile of a school site? Hiram Johnson High School is located to the southwest of the site. The tennis courts and outdoor play area are located approximately 380 feet from the perimeter of the Redding Avenue site. The Air Quality Section of this document determined that emissions from operations of the buses at the Redding Avenue site would not exceed air quality standards. 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. Impacts are less-than-significant.

VII d) Would the project be located on a hazardous materials site? The Environmental Site Assessment, 7050 San Joaquin Street, Sacramento, California was prepared for the District by AHTNA Facility Services, Inc. and dated August 18, 2017. The subject site and immediately surrounding parcels are not located on any recognized environmental sites listed on the State Department of Toxic Substances Control's Envirostore Database of hazardous sites. As such, risk of exposure to hazardous materials is less-than-significant.

VII e) and f) Is the project located in an Airport Land Use Plan or Airport Safety or within 2 miles of an airport? Are there private air strips in the area that pose a public risk? The site is not within any airport's Comprehensive Land Use Plan "over-flight" zone. No significant impacts related to air traffic risks or airport safeties are anticipated.

VII g) Would the project interfere with an Emergency Response or Evacuation Plan? The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The project does not increase traffic on the local roadway system but rather, relocates the existing school bus fleet from the north side of San Joaquin Street to the south side of San Joaquin Street. As such the project is not expected to interfere with emergency response efforts.

VII h) Would the project expose people or properties to Wildlands Fire Risk.
Risks of wildfire are minimal. The site is developed with ornamental landscaping. Adjacent open areas are generally irrigated pasture.

VII i) Other Public Hazards. No other public hazards affecting the site or affected by the project are proven or known.

CONCLUSION

The proposed action does not pose any new, unusual or significant public hazards. Any hazards associated with the maintenance of bus vehicles can be mitigated and managed through incorporation of Mitigation Measure Hazards 1 regarding disposal of fuels and oils. With incorporation of this mitigation measure impacts are less-than-significant.

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 storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Substantially degrade water quality?			X	
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	

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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

The project site lies within the Sacramento-San Joaquin Watershed Basin. Major surface water resources in Sacramento include the Sacramento River, the American River, the Cosumnes 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 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 a system of dams, canals, and pipelines for power generation, flood control, water supply, recreation, and fisheries and wildlife management. Folsom Dam is located on the American River, owned and operated by the U.S. Bureau of Reclamation. Folsom Lake and its after-bay, 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.

The Cosumnes River is the last free flowing river west of the Sierra Nevada. The Cosumnes River watershed is part of the San Joaquin Basin. The main tributaries to the Cosumnes River include Laguna Creek and Deer Creek.

Ground Water Resources

The aquifer system underlying the Sacramento 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 Sacramento County. 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) Would the project violate any water quality standards or waste water discharge requirements?

Water quality could be impacted if a proposed project caused a discharge into a waterway or ground water basin. The new Transportation Facility will surface drain to detention and bio-swale area located at the south of the site. The project will also have to prepare a Storm Water Prevention and Protection Plan (SWPPP) in compliance with the National Pollution Discharge Elimination System (NPDES) requirement of the Clean Water Act. These laws and regulations are implemented through NPDES municipal storm water discharge permits. An element of the program, the Construction Element (CE), was designed to reduce the discharge of storm water 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. Sacramento area public agencies, including the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova have joined together to form the Sacramento Storm

Water Quality Partnership (SSQP). These agencies are regulated by Order No. R5-2002-0206 NPDES No. CAS082597 "Waste Discharge Requirements for County of Sacramento and Cities of Citrus Heights, Elk Grove, Folsom, Galt and Sacramento Storm Water Discharges from Municipal Separate Storm Sewer Systems Sacramento County" issued by the Central Valley RWQCB.

The proposed project is designed to retain storm water on site by directing the drainage to bio-swales on site which assist in filtering metals out of storm water and allow the storm water to be absorbed rather than run-off. The District is required to comply with the NPDES requirements by either applying for their own NPDES permit or through compliance with the County of Sacramento's NPDES permit. With compliance with NPDES impacts to water quality are considered to be less-than-significant.

VIII b) Would the project deplete or adversely affect ground water resources?

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) Would the project alter waterways or drainage patterns or increase run-off and drainage?

The proposed project will not require any alteration of waterways or drainage patterns. The proposed project is designed to retain storm water on site and thereby limit any storm drainage or run-off from the site onto adjacent properties. Impacts are expected to be less-than-significant.

VIII e) and f) Would the project degrade water quality or result in run-off beyond the capacity of storm drains?

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 through the preparation of a SWPPP. The SWPPP generally require the use of best management practices (BMPs) to reduce erosion and run-off during construction and operations of the project. As noted above, the project is designed to retain storm water on site and therefore, the project is not expected to impact the capacity of the storm drains. The district is required to prepare a SWPPP which will reduce any run-off and water quality impacts to a less-than-significant level.

VIII. g) h) and i) Would the project expose people or property to flood risks, dam inundation or interfere with flood flow?

The Sacramento area is a flood prone area. Nearly the entire City of Sacramento is located within the 200-year flood plain. The Federal Emergency Management Agency (FEMA) categorizes the risk of flood by mapping flood zone. The project is located in Zone X on the Flood Insurance Rate Map (FIRM) Number 06067C0195H, effective on 08/16/2012. This designation indicates that the 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 change the flooding potential or increase the flood risks on the site. The minor grading to prepare for site improvements will not substantially change drainage patterns or increase flood potential. Impacts are less-than-significant.

VIII. j) Would the project expose people to other hazards such as seiche, tsunami, or mudflows?

There are no known occurrences of inundation by seiche, tsunami, or mudflows on or in the vicinity of the City of Sacramento or the project site. 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

The project site is located in the Fruitridge Broadway Community Planning Area of the City of Sacramento. Land uses in this area are governed by the designations and policies of the City of Sacramento 2035 General Plan and the Fruitridge Broadway Community Plan of the General Plan. Although the Fruitridge Broadway Plan area is predominantly residential, the project site is located in the north-eastern portion of the plan area which includes a mixture of industrial and residential uses. The Community Plan characterizes this area as follows:

> "The Fruitridge Broadway Community Plan Area has a higher proportion of employment in industrial and office sectors than most other community plan areas. The Fruitridge Broadway area contains Sacramento's largest concentration of industrial areas including Florin-Perkins Industrial Area, Depot Business Park, and Granite Regional Office Park. The Florin-Perkins Industrial Area (2,500 acres); bounded by Folsom Boulevard on the north, Florin Road on the south, Power Inn Road on the west, and Watt Avenue on the east; is the single largest industrial area within the city of Sacramento. The Depot Business Park (400 acres); bounded on the north by Fruitridge Road, on the south by Glen Elder, on east by Power Inn Road, and on the west of Florin-Perkins; is the former Sacramento Army Depot. The Sacramento Army Depot, which closed in 1995, has been converted to a 1-million-squarefoot business park with improved manufacturing, distribution, warehouse, and office space. Granite Regional Office Park (250 acres); bounded by light-rail line on the north, 14th Avenue on the south, Power Inn Road on the west, and Florin-Perkins on the east; includes 120-acre office park with 3 million square feet of office space, supporting retail and light-industrial development and Granite Regional Park. The Florin-Perkins Enterprise Zone, which includes Florin-Perkins Industrial Area, Depot Business Park, and Granite

Regional Office Park, provides sales and employee tax credits to employers. The jobs-to-housing ratio in the incorporated area of Fruitridge Broadway is 2.4 jobs for every housing unit."[3]

Figure 15 shows the Fruitridge Broadway Plan designations. The existing zoning and planning designations for the site and surrounding area are summarized in Table 6 below:

TABLE 6: APPLICABLE LAND USE AND ZONING DESIGNATIONS

Area	2035 General Plan Fruitridge Broadway Community Plan	Zoning	Uses
Redding Avenue New Warehouse Site	"Urban Neighborhood Low"	R-2A (Multi-family 17 units per acre)	District Transportation and Warehouse Facility
San Joaquin Street New Transportation Site	"Employment Center Low Rise"	M-1 (light manufacturing) R-1-R (single family rural)	Lumber mill and Fabrication
North of Sites	"Urban Neighborhood Low"	R-2B (Multi-family 21 units per acre)	Student Multi-family housing
East of Sites	"Public" and "Employment Center Low Rise"	Open Space (County) and M-1 (light manufacturing)	County Communications Center and light industrial
West of Sites	"Urban Neighborhood Low" and "Traditional Neighborhood Low"	R-1 (Single family) and R-3 (Multi-family 30 units per acre)	Multi-unit housing and single-family homes
South of Sites	"Traditional Neighborhood Low" and "Employment Center Low Rise"	M-1 (light industrial) and R-l (single family)	Single Family homes and light industrial

ASSESSMENT AND FINDINGS

IX a) Would the project 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.

[3] Fruitridge Broadway Community Plan of the 2035 General Plan, March 3, 2015, City of Sacramento, Page 3-FB-5

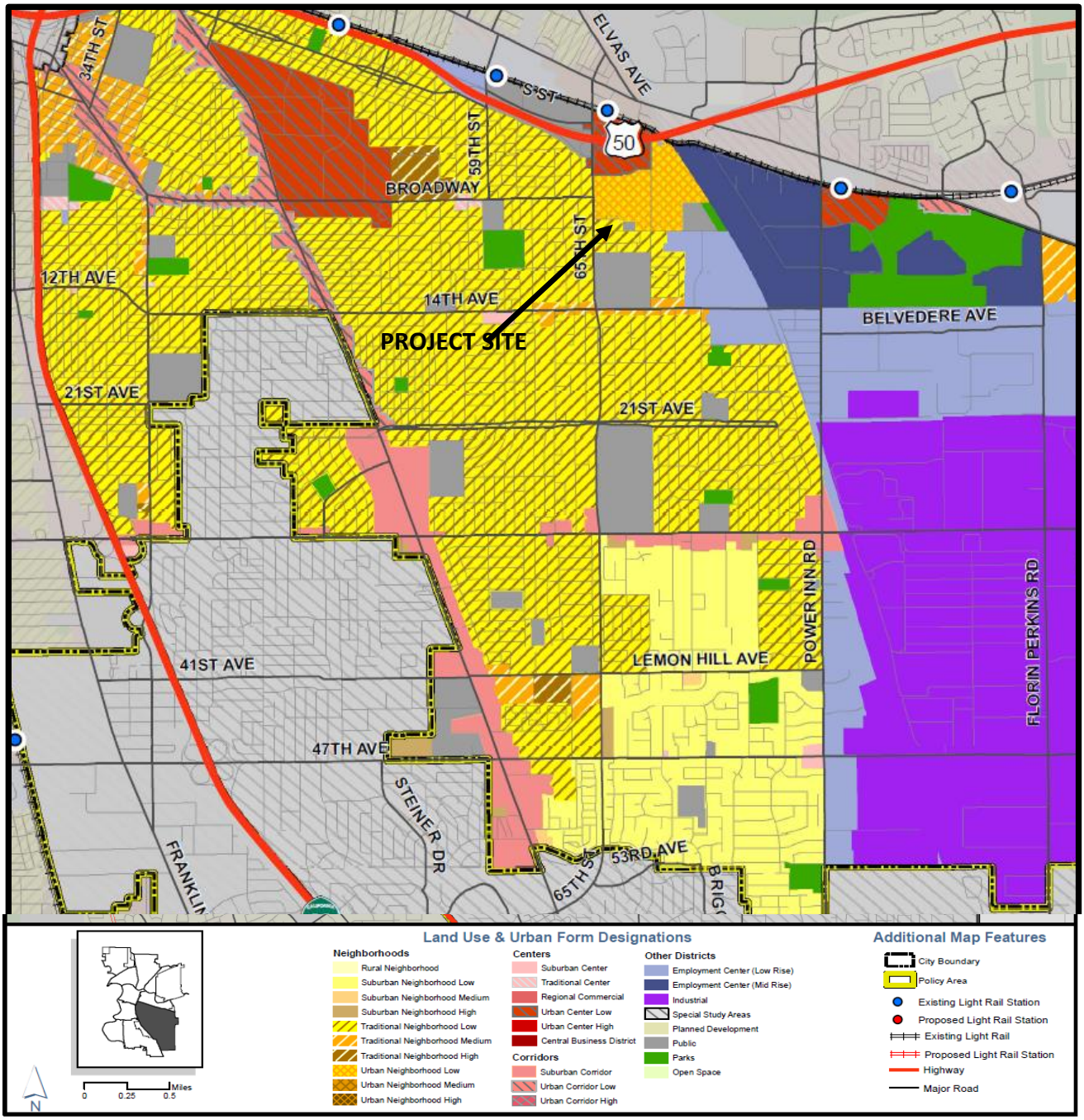


FIGURE 15: 2035 GENERAL PLAN DESIGNATIONS FOR THE SUBJECT SITE

IX b) Would the project conflict with any applicable land use plans, policies, regulations adopted for the purpose of avoiding or mitigating an environmental effect?

The relocation of the District's Transportation Facility and services to the San Joaquin Street site is generally consistent with the policies of the 2035 General Plan and the Fruitridge and Broadway Community Plan. These plans designate the site as "Employment Center Low Rise." This designation is described by the General Plan as a light industrial area that allows industrial or manufacturing that occurs entirely within an enclosed building or an enclosed outdoor area with appropriately landscaped setbacks. The designation also allows office use and flexible space. The proposed Transportation Office is consistent with the designation. The bus parking and maintenance facility are generally consistent with this designation in that these activities occur either within an enclosed building or an enclosed outdoor area with appropriately landscaped setbacks. Noise issues related to the project will be mitigated to a less-than-significant level by implementation of Mitigation Measure Noise 1 which provides for a sound wall and landscaping to buffer adjacent residential uses.

The Redding Avenue site (the existing Transportation and Warehouse Facility) is located at the southern extreme of the 65th Street Transit Village. The South 65th Street Transit Village is envisioned as a mixed-use district which provides direct bicycle and pedestrian connections to the 65th Street Transit Center. As a result, the District-owned property on Redding Avenue has been designated "Urban Neighborhood Low" with the intent that eventually multi-family units would be developed there. However, the District even after the District relocates the Transportation Facility, the District will continue to operate this site for warehousing and support uses. The site will continue to support the District's main warehouse with refrigerated units for school cafeteria products, the print shop and District records and storage. Thus, although the addition of an additional warehouse on this site is not strictly consistent with the South 65th Street Transit Plan, it is consistent with the current uses of the site which are scheduled to remain in operation and as such is not a significant conflict with the general plan or any policy adopted for avoiding and environmental effect. Impacts are considered less-than-significant.

IX c) Would the project conflict with any applicable Habitat Conservation Plans?

The proposed project is not located within an area covered by a Habitat Conservation Plan. No impact.

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, zoning or existing uses 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. According to the County of Sacramento 2030 General Plan Update Background Document, "Mineral resources in Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas and petroleum. The principal resources which are in production are aggregate (sand and gravel) and natural gas. The larger producers are located in the Fair Oaks and Perkins-Kiefer areas. They also produce asphaltic and Portland concrete cement along with free gold and silver recovered from the crushing process. At present, peat and lignite deposits in the Delta are not commercially minded. Resource conservation issues associated with natural gas production and the lesser minerals are not significant. In upstream areas along the American River, gold mining occurs although no gold mines are currently located in urbanized areas of the County."[4]

Both the Redding Avenue and the San Joaquin Street sites are designated by the State Department of Conservation MR-3 which denotes an "area containing mineral resources the significance of which cannot be evaluated with available data." To the south east of the area there is some (MRZ-2) designated lands which denotes an area with "Significant Mineral Deposits." Some of the MRZ-2 areas such as Granite Regional Park (a former sand and gravel mine) are designated as mined out.

ASSESSMENT AND FINDINGS

X. a and b Would the project result in the loss of or impact Mineral Resources or mineral resource plans and policies?

As noted above, the subject sites are classified by the State Department of Conservation as areas containing mineral resources the significance of which cannot be evaluated with available data. Thus, there may be underground mineral resources. The proposed project would not change the significance or access to these resources. For example, the San Joaquin Street site is currently developed and paved and would continue to be developed and paved

[4] Sacramento General Plan Update, Conservation Element Background Report, page 61.

once the Transportation Facility relocated. Impacts to mineral resources are expected to be less-than-significant.

CONCLUSION

The proposed action would not result in loss of the availability of existing mineral resources. The impact is considered less-than-significant.

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 be 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 be residing or working in the project area to excessive noise levels?				X

ENVIRONMENTAL SETTING

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz). Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (DNL or Ldn) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 7 lists several examples of the noise levels associated with common situations.

TABLE 7: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)

TABLE 7: TYPICAL NOISE LEVELS		
Common Outdoor Activities	**Noise Level (dBA)**	**Common Indoor Activities**
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing
Source : Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.		

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and

- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

Existing and Future Noise and Vibration Environments

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing multi-family and single-family residential uses located along the west and south sides of the proposed relocated Transportation Facility. Existing multi-family uses are also located north of the proposed 15,000 s.f. warehouse.

Existing General Ambient Noise Levels

The existing noise environment in the project area is defined primarily by existing SCUSD Transportation Facilities, existing industrial uses in the project vicinity, and traffic noise from U.S. Highway 50 located approximately ½ mile to the north. Existing freight train activity is also audible at times from the existing rail line located approximately 900 feet to the east of the project site.

To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the existing Transportation Facility site and one location on the new proposed Transportation Facility site. The noise level measurement results are provided in Table 8.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

TABLE 8: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA								
Site	**Date**	**Average Measured Hourly Noise Levels, dBA**						
		L_{dn}	**Daytime (7:00 am - 10:00 pm)**			**Nighttime (10:00 pm – 7:00 am)**		
			L_{eq}	**L_{50}**	**L_{max}**	**L_{eq}**	**L_{50}**	**L_{max}**
LT-1: On-site near fueling canopy.	Feb 13-14, 2018	72	63	57	83	66	60	73
LT-2: On-site near northeast corner of bus parking lot.	Feb 13-14, 2018	64	57	52	75	58	53	68
LT-3: Adjacent to existing residences at the south boundary of the new proposed Transportation Facility site.	Feb 13-14, 2018	61	52	50	65	55	51	65
Source: Saxelby Acoustics – 2018								

Evaluation of Existing Ambient Noise

On-Site Noise Prediction Methodology

The existing noise levels measured at sites LT-1 and LT-2, along with existing traffic counts for U.S. Highway 50 were used to calculate existing ambient noise levels at each of the nearby residential receptors. This was done using the SoundPLAN noise prediction model with existing buildings, existing SCUSD facility locations, and other existing site features as input data. The SoundPLAN model was found to accurately predict noise levels to within 1 dBA of measured levels at all measurement sites.

It should be noted that the existing bus repair facilities were measured to generate noise levels of 68 dBA L_{eq}, 58 dBA L_{50}, and 76 dBA L_{max} at a distance of 120 feet from the open shop doors during a busy period of normal operations. This data was also input into the SoundPLAN model.

Existing ambient noise levels are shown on Figure 16.

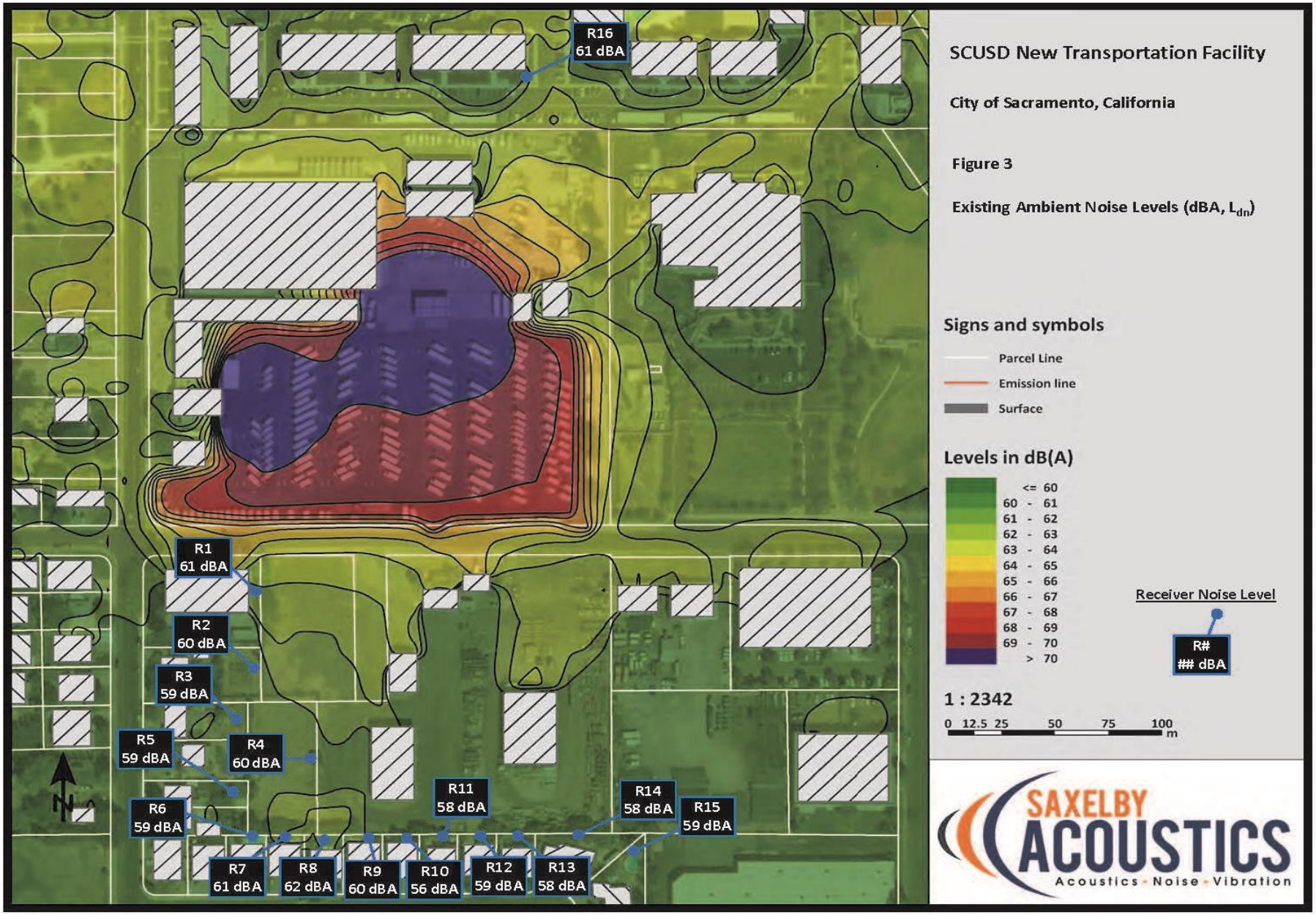


FIGURE 16: EXISTING AMBIENT NOISE LEVELS

Evaluation of Existing Plus Project Noise Levels

In order to evaluate the existing plus project exterior noise levels around the project site, Saxelby Acoustics re-ran the SoundPLAN model to include the new locations of the Transportation Facilities operating at the same sound power output as calculated based on existing conditions. New facilities located on the new project site include bus parking facilities and the bus repair shop. The existing fuel canopy was assumed to remain in its current location. The results of this analysis are shown graphically on Figure 17. Table 9 shows the predicted noise levels at the existing residential receptors versus the City of Sacramento General Plan Noise Standards.

TABLE 9:
PREDICTED NOISE LEVELS AT SENSITIVE RECEPTORS AROUND PROJECT SITE

Receiver [1]	Existing Ambient Noise, dBA L_{dn}	Existing + Project Noise, dBA L_{dn}	Change	Existing Ambient Noise, dBA L_{50}	Existing + Project Noise, dBA L_{50}	Change	Existing Ambient Noise, dBA L_{max}	Existing + Project Noise, dBA L_{max}	Change
R1	61	63	+2	60	62	+2	72	77	+5
R2	60	62	+2	58	61	+3	68	76	+8
R3	59	62	+3	58	60	+2	68	73	+5
R4	60	63	+3	58	62	+4	68	78	+10
R5	59	60	+1	58	59	+1	68	71	+3
R6	59	60	+1	58	59	+1	68	70	+2
R7	61	60	-1	60	59	-1	70	71	+1
R8	62	61	-1	60	60	0	70	74	+3
R9	60	62	+2	59	61	+2	69	77	+8
R10	56	63	+7	55	61	+6	66	77	+11
R11	58	63	+5	57	61	+4	67	77	+10
R12	59	63	+4	58	62	+4	68	78	+10
R13	58	63	+5	57	62	+5	67	78	+11
R14	58	62	+4	57	61	+4	67	77	+10
R15	59	60	+1	58	59	+1	69	70	+1
R16	61	61	0	60	59	-1	74	69	+5

As shown in Table 9, the proposed project is predicted to result in noise level increases of up to 11 dBA versus existing ambient noise levels. Figure 17 shows the predicted existing plus project noise levels in terms of the day/night average (L_{dn}) metric.

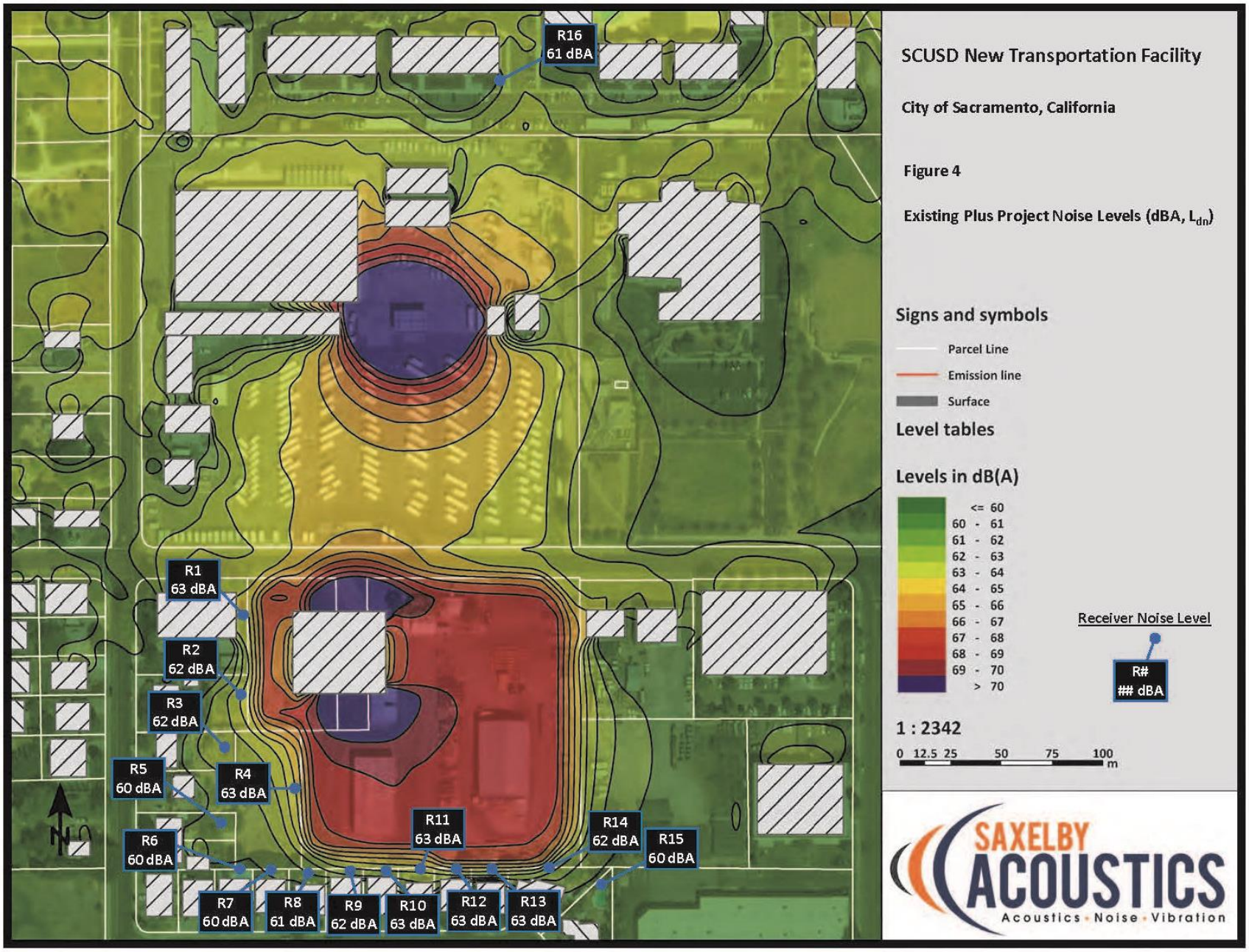


FIGURE 17: EXISTING PLUS PROJECT NOISE LEVELS WITHOUT MITIGATION

Construction Noise Environment

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 10**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 10: CONSTRUCTION EQUIPMENT NOISE	
Type of Equipment	**Maximum Level, dBA at 50 feet**
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85
Source: *Roadway Construction Noise Model User's Guide*. Federal Highway Administration. FHWA-HEP-05-054. January 2006.	

Construction Vibration Environment

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. Table 11 shows the typical vibration levels produced by construction equipment.

TABLE 11: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT			
Type of Equipment	**Peak Particle Velocity at 25 feet (inches/second)**	**Peak Particle Velocity at 50 feet (inches/second)**	**Peak Particle Velocity at 100 feet (inches/second)**
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009

TABLE 11: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT			
Type of Equipment	**Peak Particle Velocity at 25 feet (inches/second)**	**Peak Particle Velocity at 50 feet (inches/second)**	**Peak Particle Velocity at 100 feet (inches/second)**
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026
Source: *Transit Noise and Vibration Impact Assessment Guidelines.* Federal Transit Administration. May 2006.			

REGULATORY CONTEXT

City of Sacramento General Plan

The Noise Element of the City's General Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to "minimize noise impacts on human activity to ensure the health and safety of the community."

Table EC 1 Exterior Noise Compatibility Standards for Various Land Uses

Land Use Type	*Highest Level of Noise Exposure That Is Regarded as "Normally Acceptable"[a] (L_{dn}[b] or CNEL[c])*
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA[d,e]
Residential—Multi-family	65 dBA
Urban Residential Infill[f] and Mixed-Use Projects[g]	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

SOURCE: Governor's Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003

a. As defined in the *Guidelines*, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."

b. L_{dn} or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.

c. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.

d. dBA or A-weighted decibel scale is a measurement of noise levels.

e. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

f. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).

g. All mixed-use projects located anywhere in the City of Sacramento.

FIGURE 18: CITY OF SACRAMENTO GENERAL PLAN TABLE EC-1

Noise and vibration policy EC 3.1.2 specifies the City considers significant noise impacts to occur if a project would increase noise levels by more than the allowable limits shown in Table EC 2 (Figure 19).

Table EC 2 Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)

Residences and buildings where people normally sleep[a]		*Institutional land uses with primarily daytime and evening uses[b]*	
Existing L_{dn}	*Allowable Noise Increment*	*Existing Peak Hour L_{eq}*	*Allowable Noise Increment*
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

SOURCE: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006

a. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

b. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

FIGURE 19: CITY OF SACRAMENTO GENERAL PLAN TABLE EC-2

City of Sacramento Municipal Code

The City of Sacramento Municipal Code, Section 8.68.060 establishes and allowable exterior noise level limit of 55 dBA L_{50} and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L_{50} and 70 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) for sources of noise which occur for more than 30 minutes per hour (L_{50}).

If the existing ambient noise level exceeds the 50/55 dBA L_{50} standard the allowable limit is increased in five dBA increments to encompass the ambient noise level. If the existing ambient noise level exceeds the 70/75 dBA L_{max} noise standard, the limit becomes the measured L_{max} existing ambient noise level. For example, if measured existing ambient daytime noise levels are 57 dBA L_{50} and 77 dBA L_{max}, the noise ordinance limits would be 60 dBA L_{50} and 77 dBA L_{max}.

Section 8.68.080.D, Exemptions, exempts from the Noise Ordinance standards those noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 a.m. and 6 p.m., on Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order.

Criteria for Acceptable Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it 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. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 12**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 6 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.2 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 12: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

TABLE 12: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS			
Peak Particle Velocity		**Human Reaction**	**Effect on Buildings**
mm/second	**in/second**		
		to some people walking on bridges	
Source: *Transportation Related Earthborne Vibrations.* Caltrans. TAV-02-01-R9601. February 20, 2002.			

IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria include: Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- Expose persons to, or generate, excessive groundborne vibration or groundborne noise levels;
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project;
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels without the project;
- Expose persons residing or working in the project area to excessive noise levels if located within an airport land use plan or where such a plan has not been adopted within 2 miles of a public airport or public use airport; or
- Expose persons residing or working in the project area to excessive noise levels if located within the vicinity of a private airstrip.

ASSESSMENT AND FINDINGS

XII. a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

As shown in Table 9, the proposed project would cause exterior noise levels to exceed the City of Sacramento 60 dBA L_{dn} General Plan Noise level standard for single-family residential uses, as well as the City's daytime and nighttime Municipal Code standards. Impacts resulting from exterior noise levels exceeding the thresholds of significance due to project-related noise would be considered potentially significant.

In order to reduce project noise levels to within the City of Sacramento exterior noise level standards, noise control measures were evaluated for the project. Specifically, a property line

sound wall was evaluated for reducing exterior noise at the adjacent sensitive receptors. The results of this analysis are shown in Table 9. The resulting noise levels with the incorporation of a sound wall are shown graphically in terms of the day/night average (L_{dn}) level on Figure 20. Figure 21 shows the placement and height of the proposed sound wall.

TABLE 13: PREDICTED NOISE LEVELS AT SENSITIVE RECEPTORS AROUND PROJECT SITE – WITH SOUND WALL

Receiver [1]	Existing Ambient Noise, dBA L_{dn}	Existing + Project* Noise, dBA L_{dn}	Change	Existing Ambient Noise, dBA L_{50}	Existing + Project* Noise, dBA L_{50}	Change	Existing Ambient Noise, dBA L_{max}	Existing + Project* Noise, dBA L_{max}	Change
R1	61	60	-1	60	59	-1	72	70	-2
R2	60	59	-1	58	58	0	68	68	0
R3	59	60	-1	58	58	0	68	68	0
R4	60	59	-1	58	57	-1	68	67	-1
R5	59	59	0	58	58	0	68	68	0
R6	59	59	0	58	58	0	68	68	0
R7	61	59	-2	60	58	-2	70	68	-2
R8	62	54	-8	60	53	-7	70	66	-4
R9	60	53	-7	59	52	-8	69	67	-3
R10	56	53	-3	55	52	-3	66	67	+1
R11	58	55	-3	57	54	-3	67	68	+1
R12	59	55	-4	58	54	-4	68	69	+1
R13	58	56	-2	57	55	-2	67	69	+2
R14	58	54	-4	57	53	-4	67	67	0
R15	59	59	0	58	58	0	69	69	0
R16	61	61	0	60	59	-1	74	69	-5

*Project Noise Levels with sound wall shown on Figure 21.

The Table 13 data indicate that a sound wall can be used to reduce project-related noise at the nearest sensitive receptors. As shown in Table 13, the proposed project would not cause day/night average (L_{dn}) noise levels to exceed the City's 60 dBA L_{dn} exterior noise level standard for single-family residential uses or 65 dBA L_{dn} for multi-family residential uses. Thus, with mitigation, the proposed project would not cause median L_{50} noise levels to exceed existing measured levels. In fact, with mitigation, L_{50} noise levels would be reduced by up to 8 dBA. Additionally, maximum noise levels would meet the City's 70 dBA L_{max} nighttime noise level standard with mitigation.

Mitigation Measure Noise 1: Construct a Sound Wall on the Western and Southern Perimeter of the Site. The District shall install a pre-cast concrete panel sound wall along the west and south project property lines. On the western perimeter of the project

the sound wall shall have a minimum height of 8 and 12 feet as shown on Figure 21. The southern perimeter of the project shall have a sound wall of a minimum of 10 feet in height as shown on Figure 21.

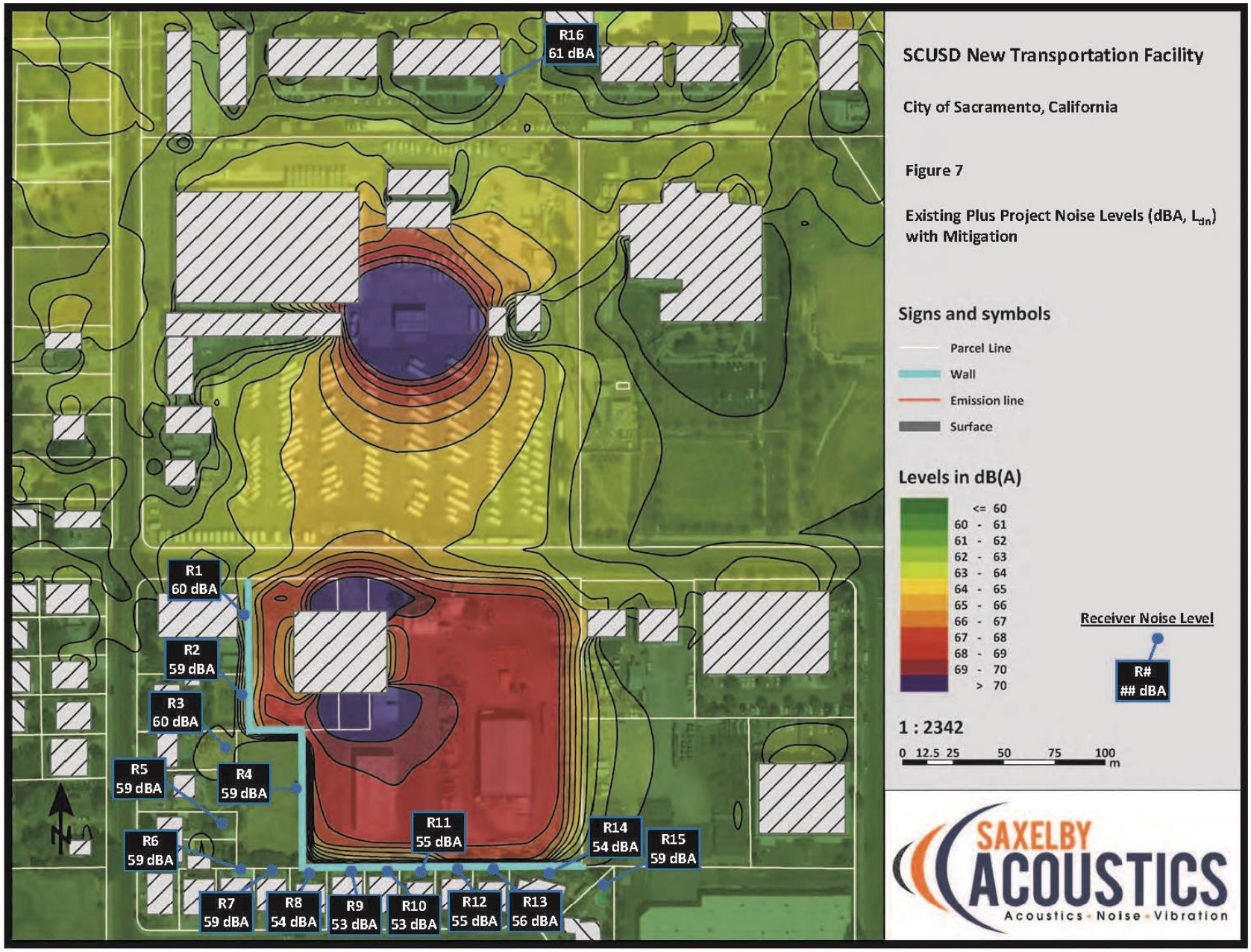


FIGURE 20: EXISTING PLUS PROJECT NOISE LEVELS WITH MITIGATION (NOISE WALL)

FIGURE 21: PROPOSED SOUND WALL LOCATIONS AND CONFIGURATIONS

XII. b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. The Table 11 data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. This is a less-than-significant impact and no mitigation is required.

XXII. c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As shown in Table 13 with mitigation measure Noise 1, the project would not cause any increase in L_{dn} noise levels. Therefore, the project would comply with the City's allowable increase standards outlined in Table EC-2 (Figure 19) of the General Plan Noise Element. In fact, reductions in daily noise levels of -1 to -8 dBA L_{dn} are predicted at most locations. This is a less-than-significant impact and no additional mitigation is required.

XXII. d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 10, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Most of the building construction would occur at distances of 50 feet or greater from the nearest residences. Construction noise associated with parking lot paving would be similar to noise that would be associated with public works projects, such as a roadway widening or street paving projects. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Additionally, construction activities would be shielded by the 8 to 12-foot-tall pre-cast concrete sound wall required under Mitigation Measure Noise 1. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur primarily during daytime hours.

The City of Sacramento exempts construction noise from the Noise Ordinance provisions if construction activity is limited to daytime hours. These exemptions are typical of City and County noise ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of

what residents of urban areas expect as part of a typical urban noise environment (along with sirens, etc.) This is a less-than-significant impact and no mitigation is required.

XXII. 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 expose people residing or working in the project area to excessive noise levels?

There are no public airports in the project vicinity. Therefore, this impact is not applicable to the proposed project. This is a less-than-significant impact and no mitigation is required.

XXII. 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?

There are no private airstrips in the project vicinity. Therefore, this impact is not applicable to the proposed project.

CONCLUSION: With implementation of Mitigation Measure Noise 1, impacts related to noise generation and exposure would be 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 proposed project is located in an urbanized and developed area of the City of Sacramento. The area is served by City urban services.

ASSESSMENT AND FINDINGS

XIII. a) Would the project require the extension of services and result in growth inducement?

The proposed project does not involve the extension of public services or new growth and development. The proposed project is located in a developed area which is currently served by city services and no extension of services is required. No new population or housing will be generated by the project. As such, no growth inducement impact would occur and no extension of public services is required for the project.

XIII. b) and c) Would the project displace persons from existing housing and require 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 adversely 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 in a developed and urbanized area. Public services are provided by the City of Sacramento.

Police and Fire Services. The project site is located in the incorporated area of the City of Sacramento. The City provides both fire and police services to the site. The Sacramento Fire Department has 24 active Fire Stations strategically located throughout its service area. Eight stations are located north of the American River, seven stations in the central downtown and eastern sections of the City, and nine stations in the southern portions of the City. The project site is served by Fire Station 6 located at 310 Martin Luther King Boulevard, and Fire Station 8 located at 5990 H Street. The City also provides police services to the site. The site is located in Police Service District 6C which is covered by the Central and East Command and located at 300 Richards Boulevard**.**

Schools. The project is located in and sponsored by the Sacramento City Unified School District.

Parks. Parks in the area are administered by the City of Sacramento. The City of Sacramento manages 226 parks and parkways totaling nearly 3,200 acres of land.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

ASSESSMENT AND FINDINGS

XIV. a) through d) Would the project increase demand for or adversely affect public services and facilities? A project would have a significant impact if it results in the construction of new facilities which require substantial new public services or create a substantial new permanent demand for new public services. The project does not involve the construction of new housing units or employment generating facilities which would require new public safety facilities or personnel 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 or increase the use such that substantial deterioration of facilities would result?				X
b) Does the project include or require the construction of recreational facilities that might have an adverse effect on the environment?				X

ENVIRONMENTAL SETTING

Parks in the area are administered by the City of Sacramento. The City of Sacramento manages 226 parks and parkways totaling nearly 3,200 acres of land. Major parks near the project site include Granite Regional Park, Tahoe Park, and Tahoe-Tallac Park.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to 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 General Plan.

ASSESSMENT AND FINDINGS

XV. a) and b) Would the project increase demand for park and recreational facilities or affect existing recreational opportunities?

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

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	

ENVIRONMENTAL SETTING

The project site is located east of the intersection of Redding Avenue and San Joaquin Street in the Fruitridge and Broadway Community Planning Area. The project site is also within the 65th Street Station Area Plan, a transit-oriented plan adopted by the City Council in 2010. The proposed site will be served by driveways off of the 7000 block of San Joaquin Street. As previously noted, the project proposes to relocate the School District's existing bus and Transportation Facility and operations from the north side of San Joaquin Street to the south

side of San Joaquin Street. The project in and of itself, does not increase the number of buses or significantly change the routes of the buses. Buses would continue to use San Joaquin Street to enter and exit the District's parking area. This analysis uses the findings of the 65th Street Station Area Plan EIR and the City of Sacramento 2035 General Plan Draft and Final EIR which are the most recent analysis of cumulative traffic conditions with full build-out of the area. [5]

Regional Roadway System

The site can be accessed from a number of regional roadway corridors which connect with or lead to the primary access roads of San Joaquin Street and Redding Avenue. These include:

- **Highway 50 (US 50)** is a major regional highway extending from Interstate 80 (I-80) in West Sacramento through the Sacramento metropolitan area into the Sierra Nevada Mountains and the State of Nevada. Within the project area, US 50 is an eight-lane freeway at the 65th Street interchange with four mixed-flow lanes in both the eastbound and westbound directions.

- **Folsom Boulevard** is an east-west arterial roadway that extends from Alhambra Boulevard in midtown Sacramento, through Sacramento County, the city of Rancho Cordova, and into the city of Folsom. It provides two to four travel lanes in each direction within the project area and serves mainly commercial and industrial uses.

- **65th Street** is a north-south arterial roadway that extends from Elvas Avenue in the City of Sacramento to Florin Road in Sacramento County. South of 14th Avenue, it becomes the 65th Street Expressway. It provides two travel lanes in each direction with a short section under the US 50 overcrossing that provides three travel lanes in each direction.

- **59th Street** is a north-south arterial roadway that extends from 14th Avenue to J Street within the project area and provides one travel lane in each direction. It also provides a direct connection to westbound US 50 (with ramp metering) and an eastbound US 50 off-ramp at the S Street/59th Street intersection. It serves mainly residential uses south of S Street and north of Folsom Boulevard. Between S Street and Folsom Boulevard, it serves office, industrial, and some commercial uses including a significant amount of trucks related to the adjacent SMUD corporate yard.

- **Broadway** is an east-west arterial roadway that extends from I-5 in downtown Sacramento to 65th Street in the city of Sacramento. Within the project area, Broadway provides one travel lane in each direction, has a posted speed limit of 30 mph, and mainly serves residential uses.

[5] 65th Street Station Area Plan Draft and Final Environmental Impact Report City Project #T15068100 (TH16) Prepared for: City of Sacramento Prepared by PBSJ, October 2010.
City of Sacramento 2035 General Plan Update Draft and Final Master Environmental Impact Report SCH #2012122006 City Project #LR12-003, prepared by Ascent Environmental, March 3, 2015.

- **14th Avenue** is an east-west collector roadway that extends from east of Power Inn Road to Martin Luther King Boulevard in the City of Sacramento, where it merges with 12th Avenue. 14th Avenue provides one travel lane in each direction and mainly serves residential uses at the west end of the project area and industrial uses at the east end.

Local Roadways Serving the Site

- **San Joaquin Street** is an east-west road that extends from 65th Street east to the Union Pacific railroad (UPRR). It serves residential, recreational, office, and industrial uses.
- **Redding Avenue** is a north-south road that extends from Folsom Boulevard to East 14th Avenue.
- **4th Avenue** is an east-west road that extends from 65th Street to Redding Avenue. It serves as the primary access for the recently approved Target store**.**
- **Q Street** is an east-west road located immediately adjacent to the 65th Street/University light rail station. Q Street runs from 65th Street to Redding Avenue**.**

Public Transit Service

The Sacramento Regional Transit District manages local light rail and bus systems serving the greater Sacramento area. Light Rail stations are located 65th Street and Power Inn Road near the project site. The site is also served by bus route 65.

Bicycle Facilities

Bike lanes are located along Redding Avenue south to San Joaquin Street and 4th Avenue in the project vicinity. The Draft City of Sacramento Bicycle Master Plan Implementation Plan (2018) shows the proposed extension of bike lanes along Redding Avenue between San Joaquin Street and 14th Avenue and along San Joaquin Street.

EXISTING TRAFFIC CONDITIONS (Without Project)

Intersections. Level of Service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in Table 15. Level of Service was calculated for this traffic impact study using the methodology contained in the latest edition of the *Highway Capacity Manual*, which is the *Highway Capacity Manual 2000* (Transportation Research Board 2000). The LOS for intersections is based on the average length of delays for all motorists at both signalized and un-signalized intersections.

TABLE 14: INTERSECTION LEVEL OF SERVICE DEFINITIONS		
Level of Service	**Signalized Intersection**	**Un-signalized Intersection**
A	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/vehicle
B	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/vehicle and ≤ 15 sec/vehicle
C	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/vehicle and ≤ 25 sec/vehicle
D	Significant congestion of critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/vehicle and ≤ 35 sec/vehicle
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/vehicle and ≤ 50 sec/vehicle
F	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/vehicle
Source: Transportation Research Board 2000.		

Intersections in the study currently function at acceptable levels of service.

TABLE 15: EXISTING INTERSECTION LEVELS OF SERVICE IN THE VICINITY OF THE PROJECT		
Intersection	**Control**	**Level of Service**
4th Avenue and Redding Avenue	Stop Sign	AM Peak: LOS A PM Peak: LOS A
65th and Broadway	Signal	AM Peak: LOS D PM Peak: LOS E
Source: 65th Street Station EIR, Table 4.3-7 Intersection Operations- Existing Conditions		

Roadway Segments. In the City of Sacramento, LOS D is generally considered to be an acceptable LOS. However, within the 65th Street Priority Investment Area where the site is located, LOS F is generally considered an acceptable LOS.[6] This is based on the 2035 General Plan determination that expansion (or widening) of the roadways would cause undesirable

[6] City of Sacramento 2035 General Plan, Policy M 1.2.2, page 2-166. Adopted March 3, 2015

impacts or conflict with other community values. LOS and volumes for roadway segments in the area are summarized in Table 16 below:

TABLE 16: AVERAGE DAILY TRAFFFIC VOLUMES AND LOS IN THE VICINITY OF THE PROJECT			
Segment	**Number of Lanes**	**Average Daily Traffic Volume (ADT)**	**Level of Service**
Redding Avenue – 4th Avenue to San Joaquin Street	2	4,800	E
65th Street between San Joaquin Street and 14th Avenue	4	22,500	B
Source: 65th Street Station Area EIR, Table 4.3-6, ADT Volumes- Existing Conditions			

CUMULATIVE PLUS PROJECT ANALYSIS

Conditions forecast for the Year 2035 represent a long-term future background condition. Development of land uses and roadway improvements associated with the development under the City of Sacramento 2035 General Plan are assumed in this condition. Tables 17 and 18 summarize the expected future conditions with build-out of the 2015 General Plan.

TABLE 17: FUTURE (2035) CUMULATIVE INTERSECTION LEVELS OF SERVICE IN THE PROJECT AREA		
Intersection	**Control**	**Level of Service**
4th Avenue and Redding Avenue	Stop Sign	A
65th and Broadway	Signal	F
Source: 65th Street Station Area EIR, Table 4.3-24, Cumulative Plus Scenario B Conditions		

TABLE 18: FUTURE (2035) CUMULATIVE CONDITIONS LEVELS OF SERVICE IN THE PROJECT AREA			
Intersection/ Street Segment	**Number of Lanes**	**Average Daily Traffic Volume**	**Number of Lanes**
Redding Avenue – 4th Avenue to San Joaquin Street	2	6,400	C
65th Street between San Joaquin Street and 14th Avenue	4	25,400	C
Source: 65th Street Station Area EIR, Table 4.3-25, Cumulative Plus Scenario B Daily Volumes			

Under cumulative conditions, the LOS on Redding Avenue near San Joaquin Street improves as a result of planned improvements included in the 2035 General Plan. These improvements include a long-range plan to extend Broadway east to Redding Avenue.

STANDARDS OF SIGNIFICANCE

Impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

Roadway Segments

- The traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C, or D (without the project) to E or F (with the project), or

- The LOS (without the project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

• The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
• The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Transit

• Adversely affect public transit operations or
• Fail to adequately provide for access to public transit.

Bicycle Facilities

• Adversely affect bicycle travel, bicycle paths or
• Fail to adequately provide for access by bicycle.

ASSESSMENT AND FINDINGS

XVI. a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The City of Sacramento 2035 General Plan Mobility Element sets the performance standards for the City's circulation system. Policy M.M.2 (See Figure 22 for full text of policy) of the General Plan sets forth the Level of Service performance standards expected. This policy states that generally the City will strive to maintain LOS D however in certain areas maintaining this standard would not be feasible or desirable. Thus, certain streets and areas are exempt from this standard. Policy M.M.2, Section B specifically sets the LOS for priority investment areas such as the 65th Street Station area where the project is located at LOS F. The proposed project does not increase traffic in the area. Rather buses that currently enter and exit on the north side of San Joaquin Street would now enter and exit on the south side of San Joaquin Street. Since there would be no increase in the number of bus trips on San Joaquin Street, there would be no level of service change resulting from the project. Thus, the proposed project will not

conflict with the general plan policy regarding LOS in the area. The proposed project will include frontage improvements which will include sidewalk and a bike lane on the south side of San Joaquin Street which is consistent with the General Plan policies regarding pedestrian and bike paths. The project does not conflict with any applicable circulation plan or policy.

XVI. b) Would the project conflict with any congestion management plans?

As noted above, the proposed project does not increase bus trips but rather changes the point of entrance and exit for the buses from the north side of San Joaquin Street to the south side of San Joaquin Street. No conflict with the Sacramento Congestion Management Plan is expected.

XVI. 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?

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) Would the project substantially increase safety hazards because of design (sharp curves)? The proposed project does not create any new roadway design features or substantially modify any existing features (e.g., sharp curves or dangerous intersections) which would present new roadway hazards. The section of San Joaquin Street served by the project will continue to be a level and straight roadway. Impacts are less-than-significant.

XVI e) Would the project result in inadequate emergency access? The proposed project will not present barriers to emergency access to the site. Impacts are less-than-significant.

XVI f) Would the project conflict with alternative transportation plans and policies or degrade the performance of such alternative transportation facilities?

The project is not expected to have a significant impact on public transportation or bicycle transportation. The project will have a beneficial impact of providing a bike lane and sidewalk in an area which currently lacks such facilities.

CONCLUSION

The proposed project will have less-than-significant transportation impact.

M 1.2.2 Level of Service (LOS) Standard. The City shall implement a flexible context- sensitive Level of Service (LOS) standard and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1:

A. Core Area (Central City Community Plan Area) - LOS F allowed B.
B. Priority Investment Areas – LOS F allowed
C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values. ■ 65th Street: Elvas Avenue to 14th Avenue ■ Arden Way: Royal Oaks Drive to I-80 Business ■ Broadway: Stockton Boulevard to 65th Street ■ College Town Drive: Hornet Drive to La Rivera Drive ■ El Camino Avenue: I-80 Business to Howe Avenue ■ Elder Creek Road: Stockton Boulevard to Florin Perkins Road ■ Elder Creek Road: South Watt Avenue to Hedge Avenue ■ Fruitridge Road: Franklin Boulevard to SR 99 ■ Fruitridge Road: SR 99 to 44th Street ■ Howe Avenue: El Camino Avenue to Auburn Boulevard ■ Sutterville Road: Riverside Boulevard to Freeport Boulevard LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.
D. LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values. ■ 47th Avenue: State Route 99 to Stockton Boulevard ■ Arcade Boulevard: Marysville Boulevard to Roseville Road ■ Carlson Drive: Moddison Avenue to H Street ■ El Camino Avenue: Grove Avenue to Del Paso Boulevard ■ Elvas Avenue: J Street to Folsom Boulevard ■ Elvas Avenue/56th Street: 52nd Street to H Street ■ Florin Road: Havenside Drive to Interstate 5 ■ Florin Road: Freeport Boulevard to Franklin Boulevard ■ Florin Road: Interstate 5 to Freeport Boulevard ■ Folsom Boulevard: 47th Street to 65th Street ■ Folsom Boulevard: Howe Avenue to Jackson Highway ■ Folsom Boulevard: US 50 to Howe Avenue ■ Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South) ■ Freeport Boulevard: 21st Street to Sutterville Road (North) ■ Freeport Boulevard: Broadway to 21st Street ■ Garden Highway: Truxel Road to Northgate Boulevard ■ H Street: Alhambra Boulevard to 45th Street ■ H Street 45th: Street to Carlson Drive Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard ■ Howe Avenue: US 50 to Fair Oaks Boulevard ■ Howe Avenue: US 50 to 14th Avenue ■ Raley Boulevard: Bell Avenue to Interstate 80 ■ South Watt Avenue: US 50 to Kiefer Boulevard ■ West El Camino Avenue: Northgate Boulevard to Grove Avenue

E. If maintaining the above LOS standards 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, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally, the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

FIGURE 22: CITY OF SACRAMENTO GENERAL PLAN POLICY ON LEVEL OF SERVICE STANDARDS

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

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. The project site is part of the City's Combined Sewer System. Wastewater collected at the site 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 storm water management in the City. The City is active in the Sacramento Storm Water 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 site is currently served by existing utilities including adequate water and wastewater services to the site. Since this project is a relocation of the existing transportation services and staff from the north side of San Joaquin Street to the south side of San Joaquin Street, there will be no increase in employees or population which would generate increased demand for water or wastewater services.

Run off and storm water are designed to be retained on-site and as such there should be minimal if any increase in discharges to the storm water drainage system.

The project will result in solid waste from the demolition of the existing older industrial buildings on the San Joaquin Street site. 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 to 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) Does the project have substantial effects to habitat, fish, wildlife, plant species or eliminate important examples of California History or Pre-History?

The Initial Study/MND reviewed the potential impacts that the project could have on habitat, fish, wildlife, plants and historic and cultural resources and determined that there would be less-than-significant impacts to these resources. There are no sensitive habitat, riparian environments, special plant species or recorded siting of special status animal species on or adjacent to the site. There are no known pre-historic or paleontological resources which have been recorded on or near the site.

XVIII b) Does the project result in cumulative impacts?

Cumulative effects refer to effects of the proposed project when combined with other related projects were considered in analyzing the traffic, air, noise, public services and other impacts of the project. The Initial Study 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 will relocate an existing facility and as such will not increase population, housing or traffic. Thus, the project does not cause an increase in population, housing or growth which would adversely and cumulatively impact public services, open space or natural resources.

XVIII b) Does the project result in substantial adverse effects on human beings, either directly or indirectly?

The proposed project site is not located on, or near, a hazardous materials site, Alquist-Priolo Zone or known fault zone and is not located within an Airport Community Planning Area which would expose humans to substantial adverse effects. Air emissions and hazardous material effects which could impact human health were reviewed in the Initial Study/MND and determined to be less-than-significant with mitigation.

DETERMINATION

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

	I find the Proposed Project would not have a significant effect on the environment and that the project qualifies for an CATEGORICAL EXEMPTION (Class 14) under Section of the CEQA Guidelines.
	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.

_____ March 20, 2018

Trish Davey,
Planning Dynamics Group