Mitigated Negative Declaration

HIRAM JOHNSON HIGH SCHOOL ATHLETIC IMPROVEMENTS

Prepared by Planning Dynamics Group in Association with

KD Anderson Transportation and Saxelby Acoustics for the

Sacramento City Unified School District

May 7, 2022

HIRAM JOHNSON HIGH SCHOOL ATHLETIC IMPROVEMENTS

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the Sacramento City Unified School District (SCUSD). The district is serving as the lead agency for the project. Hiram Johnson High School is a public high school at 6879 14th Ave, Sacramento, CA 95820 in the Tahoe Park area of the City of Sacramento. Because the project is located within the City of Sacramento, the City's environmental guidelines prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento have been used as guidance for this document.

ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this IS/MND was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project specific effects) that were not evaluated in the City of Sacramento Master EIR for the 2035 General Plan.

SECTION IV – MANDATORY FINDINGS AND DETERMINATION: This section reviews any environmental factors were determined to have additional significant environmental effects despite mitigation and based on the findings determines the appropriate level of environmental review required by CEQA.

SECTION V- SOURCES CONSULTED AND REFERENCES CITED: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the IS/MND.

SECTION 1 BACKGROUND

Project Name and File Number:	Hiram Johnson High School
Project Location:	6879 14th Ave, Sacramento, CA 95820
Assessor's Parcel Number:	(APN) 015-0301-001
Lead Agency:	Sacramento City Unified School District 5735 47th Avenue Sacramento, CA 95824 (916) 643-7400 www.scusd.edu
Lead Agency Contact:	Nathaniel Browning, Facilities Director Facilities Support Services 425 1st Avenue Sacramento, CA 95818 916-395-3970 Nathaniel-Browning@scusd.edu

This IS/MND was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the Sacramento City Unified School District (SCUSD or District).

The Sacramento City Unified School District has reviewed the proposed project and on the basis of the whole record before it, has determined that the proposed project would not result in any significant and unavoidable impacts which cannot be mitigated. The initial study identifies new significant effects as well as mitigation measures that would reduce each such effect to a less-than-significant level. A Mitigated Negative Declaration is the appropriate CEQA document (CEQA Guidelines Section 15378(b)).

The project is located within the City of Sacramento. Thus, the surrounding area is governed by the City of 2035 Sacramento General Plan. Where appropriate, the analysis contained in this IS/MND incorporates by reference the general discussion portions of the 2035 General Plan Master EIR (CEQA Guidelines Section 15150(a)).

The District will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the District's intention to adopt the Mitigated Negative Declaration, and provides dates for public comment. The NOA/NOI will be available on the District's web site at:

https://www.scusd.edu/mnd-hjhs-sports

Comments on this document will be accepted by the District between May 11, 2022, to June 9, 2022. Please send written responses by 4:00 p.m. June 9, 2022, to:

Nathaniel Browning, Facilities Director
Facilities Support Services
425 1st Avenue
Sacramento, CA 95818
916-395-3970
Nathaniel-Browning@scusd.edu

SECTION II PROJECT DESCRIPTION

Project Location

The project site is located at in 6879 14th Ave, Sacramento, California in the Tahoe Park neighborhood of the City of Sacramento, California (see Figure 1 and Figure 2). The 38.8-acre site is identified by Assessor Parcel No. 015-03010010000. The site is owned and operated by the Sacramento City Unified School District. Regional access is primarily provided by Interstate 50 and although State Route (SR) 99 also provides access. Figure 1 shows the regional location of the site. Figure 2 shows the existing campus layout of the site.

Background

The project site is currently utilized as a public high school and was founded in 1958 by the Sacramento City Unified School District. The school serves grades 9 through 12 and had an enrollment of 1,879 in 2021/2022.[1]

The site has included athletic fields since its inception, however, the fields and markings deteriorated overtime. In 2017, as part of the District's ongoing facility planning process, a safety assessment was commissioned by the District for the site. The "Athletic Assessment for Hiram Johnson High School" prepared by Verde Group (2017) identified a number of safety issues related to the fields and athletic facilities. Subsequently, a Master Plan for the athletic fields was prepared which outlined the improvements needed to address the safety issues and improve the sports facilities at the school.[2]

The first phase of improvements under the Master Plan was constructed in 2019 with the upgrading of the stadium and track field to include artificial turf, new track footing, and striping. Electrical conduits for the stadium lighting were also installed as part of the project, although due to budget constraints the actual permanent stadium lights were not installed at that time. Temporary night lights have been rented by the District for the past several years for evening practice and night games.

The proposed project covers the second phase of improvements for safety and optimal field use. The proposed project would replace older bleachers, install permanent stadium lights, and a concession stand in the stadium area. In the ball fields area, it is proposed to level and re-seed the current ballfields turf and re-seed the area for better footing. New dug-out areas, equipment storage, striping of the diamond, fencing, and netting to catch errant balls. Also proposed is the addition of a golf practice area. Figure 3 shows the area of campus for improvement.

---

[1] Data Quest, California Department of Education

[2] Hiram Johnson Athletic Facilities Master Plan (2017) available online at https://www.scusd.edu/sites/main/files/file-attachments/hiram_johnson_masterplan_20171106_rendered_-_final-final_mp.pdf?1510267298

Existing Conditions and Surrounding Uses

The site is located in the Tahoe Park neighborhood located southeast of the Central City of Sacramento. The area is within 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 site itself is surrounded by residential uses. The City of Sacramento 2035 General Plan designates the project site as Public/Quasi-Public. The current zoning designation for the project site Single Family Residential (R-1) which is a zone that allows school uses. The western border of the site is the 65th Street, a low access multi-lane arterial. The southern border of the site is 14th Avenue, also considered an arterial from 65th Street east.

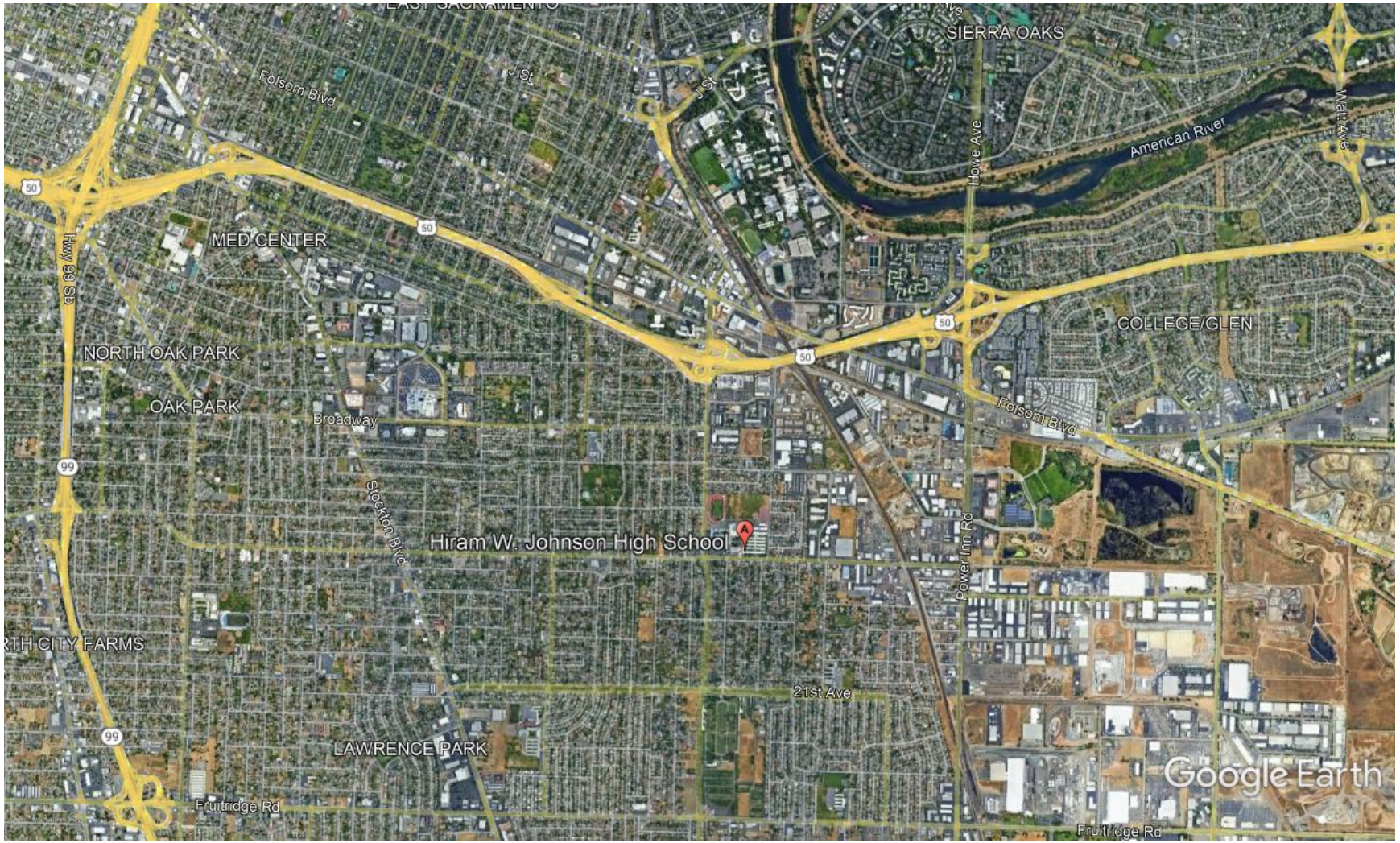


FIGURE 1: HIRAM JOHNSON HIGH SCHOOL REGIONAL LOCATION

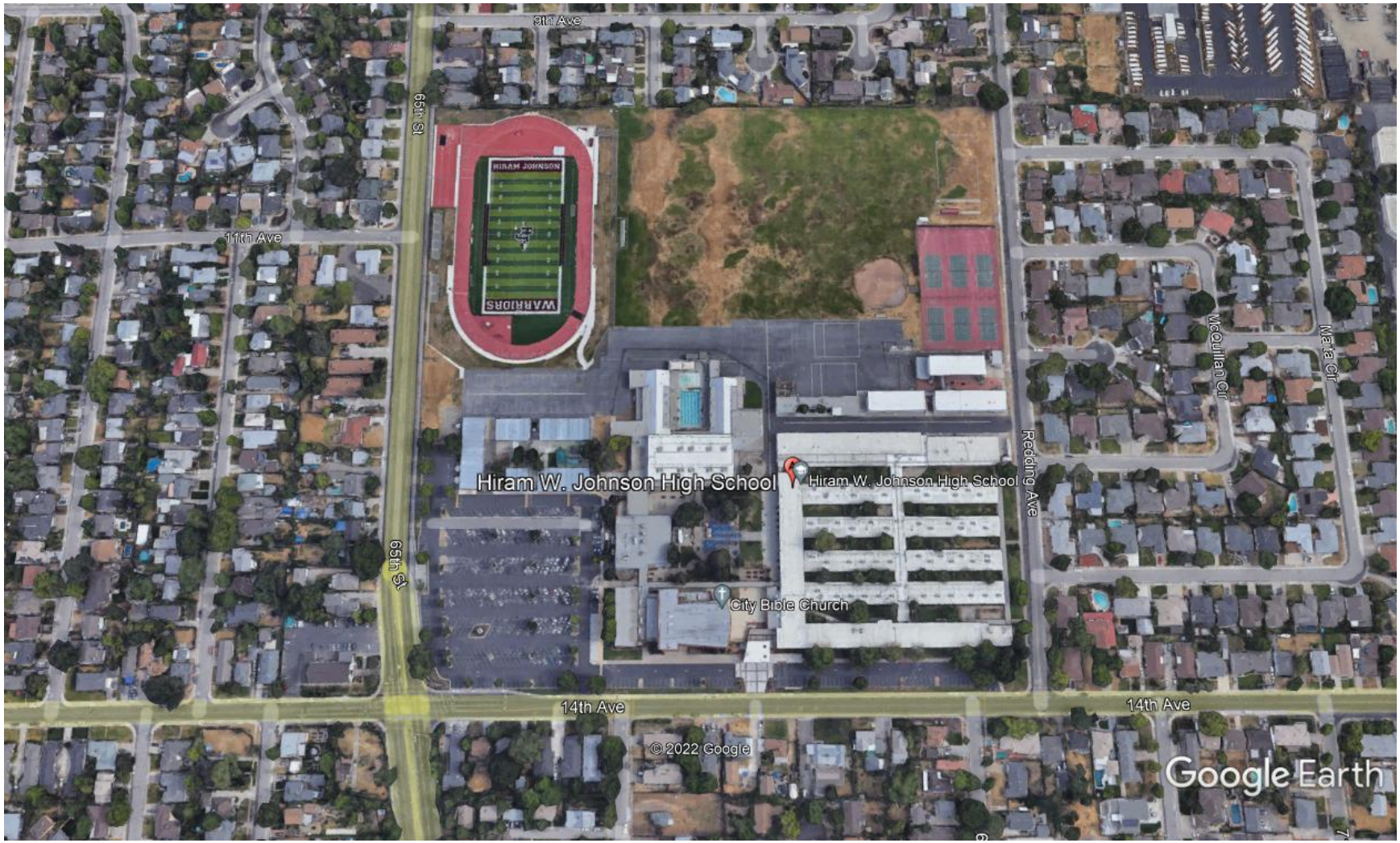


FIGURE 2: HIRAM JOHNSON HIGH SCHOOL CAMPUS LOCATION AND LAYOUT

FIGURE 2: HIRAM JOHNSON HIGH SCHOOL SPORTS FIELD IMPROVEMENT AREA

Project Description Summary

The proposed project would include installation of permanent stadium lighting at the existing stadium; the addition of restrooms and a concessions stand to serve the athletic areas; replace the bleachers in the stadium area; grade and re-seed the turf in the ballfields and other improvements such as new dug outs, fencing and catch nets, and the development of a golf practice area.

Project Components

The following sections provide details related to the various components associated with the proposed project.

Stadium Capacity.

The proposed project would result in a minor increase in the seating capacity of the stadium. Currently, the stadium has a seating capacity of approximately 1,410 persons. The proposed project would replace the bleachers and result in 1,674 seats of which 1,027 would be on the home side of the stadium and 647 on the visitor side. The net increase in spectator seating would be 264 seats. Figure 4 and 5 shows the stadium improvement plans.

The majority of use at the stadium would be practice games and track and field practice which currently occurs. Football competitions would also be held; however, the lighting would change from the current diesel operated temporary stadium lights to permanent electric stadium lights. The most likely major event capacity used for analysis is 1,600+/- spectators. Such an event is estimated to happen only a few times a year.

Stadium Lights

As noted above, currently the stadium is light with diesel operated temporary lights on 30-foot poles. The proposed project would replace these lights with permanent lights specifically designed to focus the lighting evenly on the stadium play area to increase safety. Masts for the light poles would be approximately 100 feet in height. The plans call for two light masts on the east side of the stadium and two on the west side of the stadium.

Restrooms and Concession Stands

Two 960-foot modular buildings (one on the home side and one on the visitor side) are proposed which would house restrooms for sports participants and spectators and also have a small areas devoted to a walk-up concession stand. Six (6) women's restroom stalls of which one is an accessible stall are proposed and 6 men's stalls/urinals are proposed in each building. Both the women's and the men's rooms will have three wash basins in each building.

Stadium Entry Improvements and Sign

New hardscape will replace older asphalt and dirt pathway from the parking area to the stadium and athletic fields. The new pathway will be handicapped accessible and landscaped. A new overhead sign identifying the Hiram Johnson Warriors is proposed to be placed over the walkway as one approaches the stadium. See Figure 6.

Softball and Baseball Field Improvements

On the eastern portion of the athletic fields the current softball and baseball diamonds are proposed to be refurbished by leveling and re-seeding the turf; updating the dug-out and bullpen areas and equipment storage areas, and renovating the diamond and batting stations. Catch nets and fencing will be installed to catch errant balls. No night lighting is proposed in this area. See Figure 7.

Golf Practice Area

A small golf practice area is proposed at the northeast portion of the athletic fields. This area will remain in turf and will be fenced to keep golf balls in the practice area. See Figure 7.

Parking

As noted above, the proposed project does not increase enrollment and results in only a small increase in stadium seating. As such, the District proposes to use the existing parking spaces on site. The site includes 356 parking spaces which would be available for most major events which are generally held outside of school hours. Bus parking for visiting teams would be made available on the hardcourts in the athletic field.

Drainage

The areas surrounding the stadium where the concession stand structures and new hardscape will be installed will have a storm drainage collector system included with drop inlets and energy dissipators to collect and reduce the speed of run-off before discharge into the City's storm sewer system.

The softball and baseball fields will be graded to direct drainage to a series of drop inlets and storm drains to be located to the north of each field. The storm drains will convey excess run-off to two bio-retention areas on the ballfields site.

Emergency Access

Emergency access to the sports fields is provided by an emergency access lane located along the southern perimeter of the sports field. Figure 8.

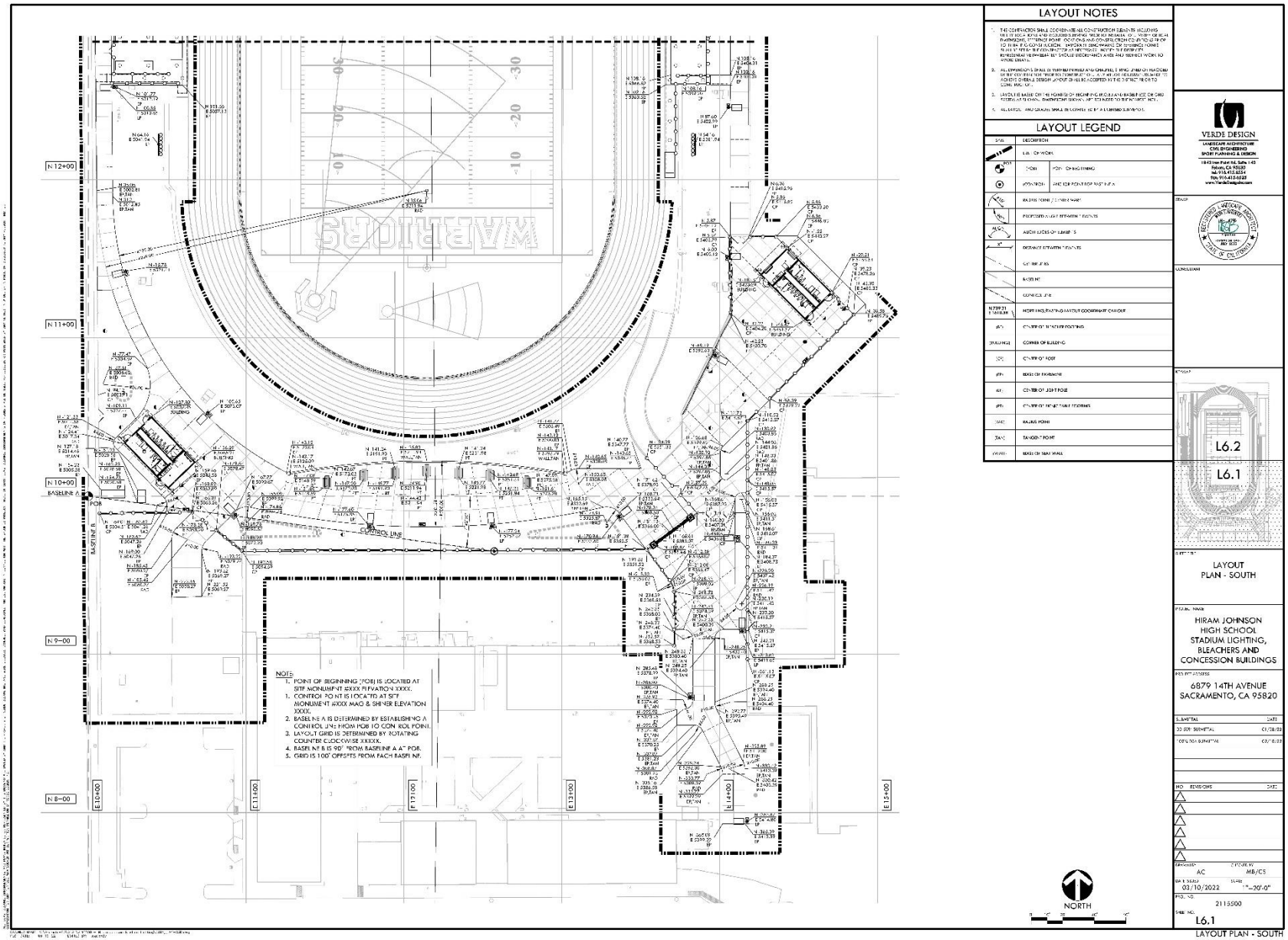


FIGURE 4: SOUTH PORTION OF STADIUM IMPROVEMENT PLANS

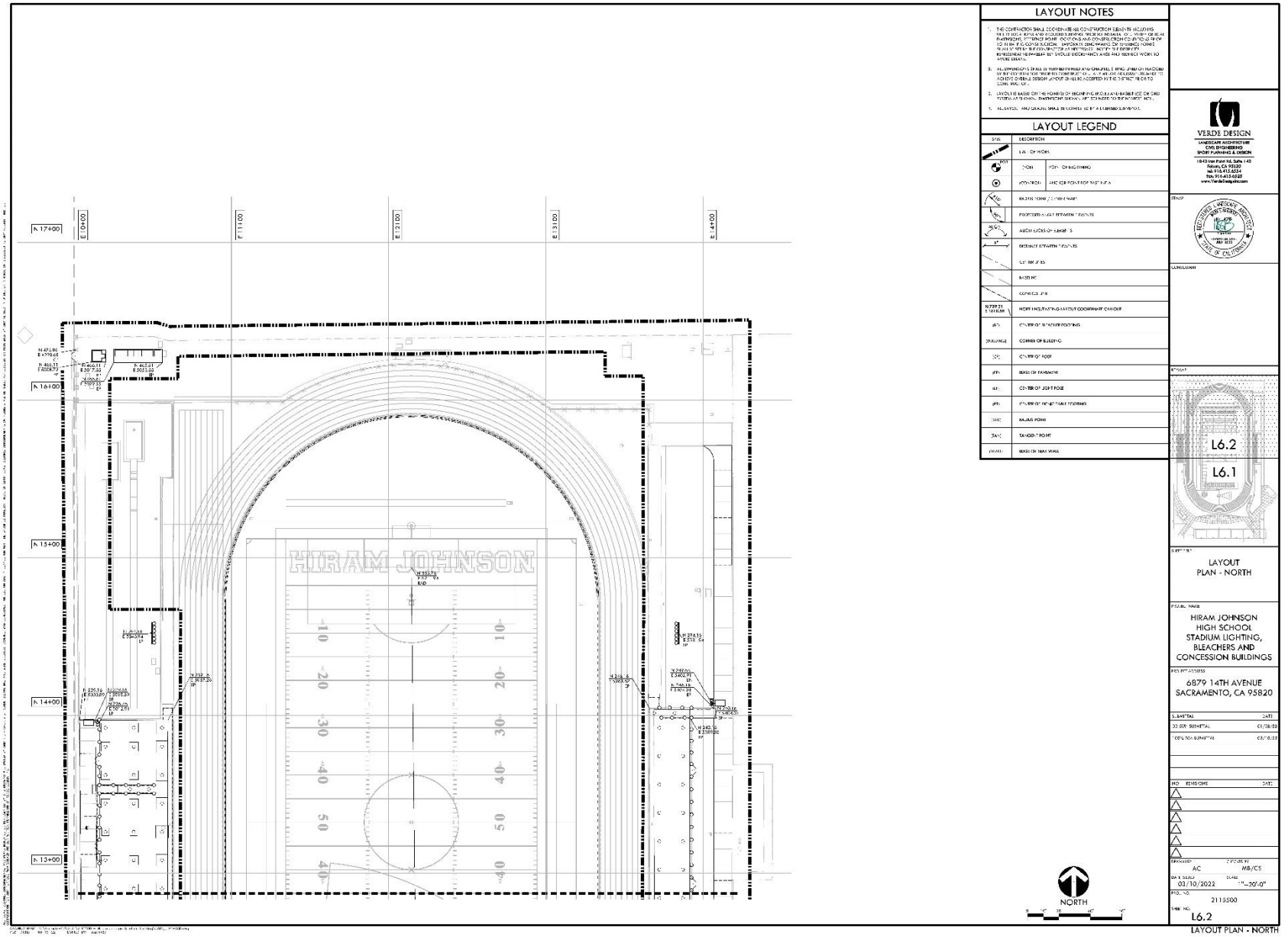
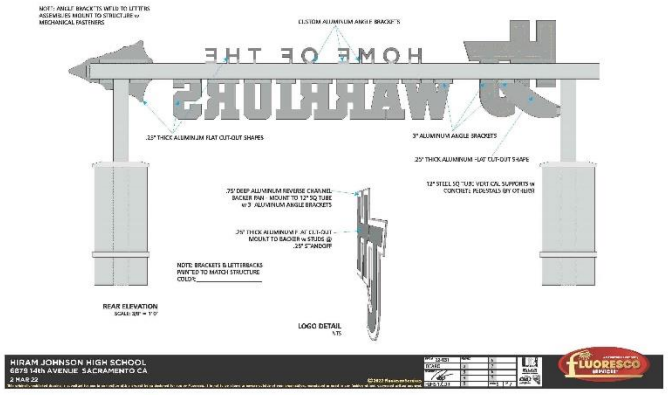


FIGURE 5: NORTH PORTION OF STADIUM IMPROVEMENT PLANS



VERDE DESIGN
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
SPORT PLANNING & DESIGN

FLUORESCO OVERHEAD SIGN

HIRAM JOHNSON HIGH SCHOOL STADIUM LIGHTING, BLEACHERS AND CONCESSION BUILDINGS

6879 14TH AVENUE SACRAMENTO, CA 95820

SUBMITTAL	DATE
50 PDR SUBMITTAL	01/28/22
100% DSA SUBMITTAL	03/10/22

NO	REVISIONS	DATE

DRAWN BY: MB/CS
DATE ISSUED: 03/10/2022
SCALE: AS NOTED
PROJECT NO: 2115500
SHEET NO: FS1.1

FLUORESCO OVERHEAD SIGN

FIGURE 6: PROPOSED STADIUM ENTRANCE SIGN

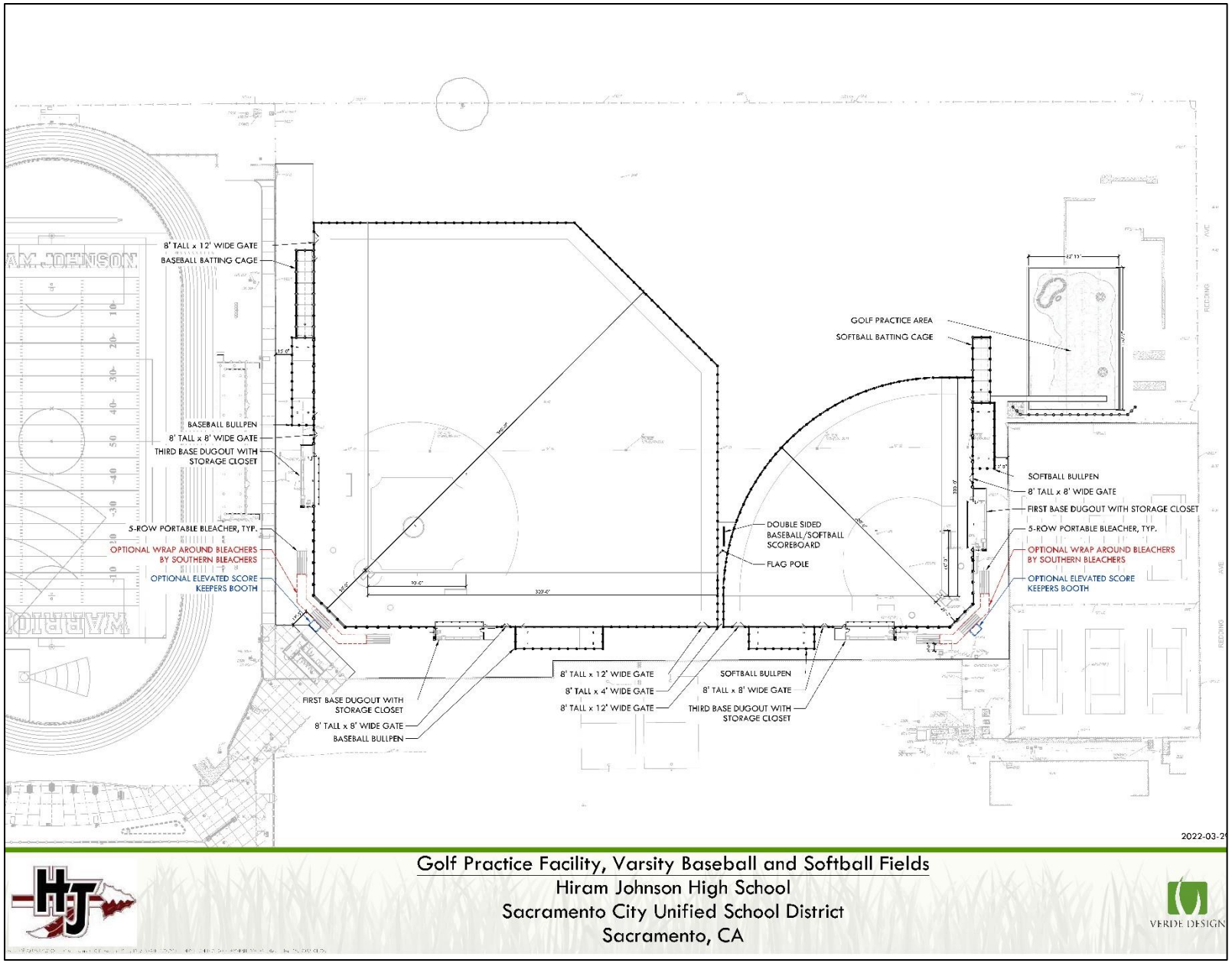


FIGURE 7: BALLFIELDS AND GOLF PRACTICE AREA SITE PLAN

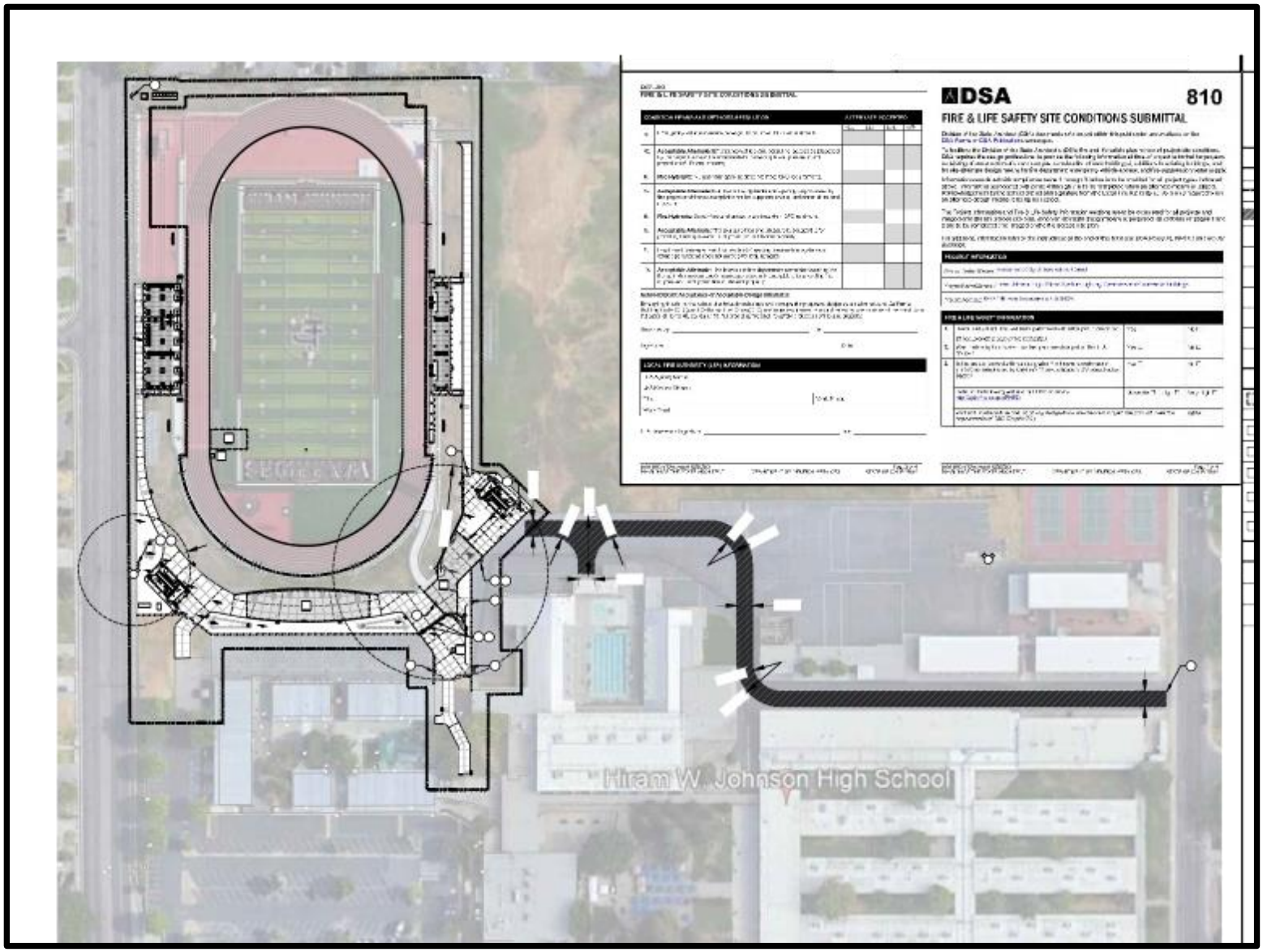


FIGURE 8: EMERGENCY ACCESS ROUTE TO ATHLETIC FIELDS

SECTION III. ENVIRONMENTAL DISCUSSION AND CHECKLIST

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.”

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.

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.

DISTRICT CONTACT FOR FURTHER INFORMATION

The District contact for this project is:

Nathaniel Browning, Facilities Director
Facilities Support Services
425 1st Avenue
Sacramento, CA 95818
916-395-3970
Nathaniel-Browning@scusd.edu

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 Broadway Community Planning Area (CPA). 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.

Views, View Corridors and Protected Views in Sacramento. The City of Sacramento, although relatively flat in terrain, does have views and view corridors of significance. These include views of the American and Sacramento Rivers, views of the State Capital, and scenic highways. Designated scenic highways in the City include the Garden Highway along the Sacramento River. Obstruction of views of the State Capital in the downtown area are protected by Section 17.96.100 of the Sacramento City Code which establishes building height limits, setback requirements and parking alternatives within a portion of the Central Business District surrounding Capitol Park.

Design Compatibility. Sections of the City are within Design Review Districts which set guidelines for design of buildings and new developments and renovations require approval by the City to ensure consistency with the design guidelines for the designated area. Design Review Districts have been established in the Central City (including the Alhambra Corridor); the Railyards; the River District; Stockton and Broadway corridors; Curtis Park Village; Del Paso Heights and Del Paso Nuevo; Florin Road Corridor; Marysville Corridor; North Sacramento; sections of Oak Park and Swanston Street Station area. In addition to Design Review Districts, some sections of the City are designated historic districts which require review to ensure new uses do not compromise the integrity of the historic district.

Light and Glare. The 2040 General Plan Background Report prepared for the City of Sacramento provides background on light and glare. The report states: "Light levels are measured in foot candles (1 lumen of light per square foot). Streetlight can be as much as 80 times as bright as ambient moonlight. Light that falls beyond the intended area is referred to as light trespass. Types of light trespass include spill light and glare. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spill light and glare, waste energy, and if designed incorrectly, could be considered unattractive. Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. The city of Sacramento is primarily built-out, and a significant amount of artificial light and glare from urban uses already exists."

TABLE 1: Typical Illumination Levels in Foot-Candles

Light Source	***Foot-Candles***
Starlight	*0.0001*
Moonlight (Full Moon)	*0.01*
Direct Sunlight	*10,000*
Overcast Daylight	*100*
Office Lighting	*500*

Source: City of Sacramento 2040 General Plan Background Report

PROJECT SETTING

The area immediately surrounding the site is generally level with residential uses, predominantly single-family homes build in between 1950'sand 1970's. The school's sport fields where the improvements are proposed, were developed as part of the original school development in 1958. Most recent improvements to the sports fields included the installation of artificial turf and other improvements for the stadium in 2019. Electrical conduits for stadium lights were installed in 2019 however due to budget constraints the actual lights were not installed. Temporary stadium lights have been used for night practice and games in the stadium.
The entrance and exits to the school site are located on 14th Avenue (southern border of the site). 65th

Street forms the western border of the site. Redding Avenue is the eastern border of the site. To the north are the back or side yards of homes that front on 9th Avenue.

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. Because the site is level and surrounded by either development, there are no significant visual resources on 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 1.4 miles northeast of the project and not visible from the project site because of the distance. The American River Parkway is also on the northside of US 50 which is slightly elevated in the area. There are no unusual rock outcroppings on the site. The proposed project would not affect any scenic highways, historic buildings, 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 would not change the layout of the campus. The areas currently designated to sports fields will remain as sports fields. The most visible new improvements of the project would be the golf practice area at the northeast corner of the site, and the new restroom building near the stadium. Upgrading of the ball fields will result in newer, more level and greener turf. Light masts for the stadium will be visible and will be slightly higher than the existing rental stadium lights. It is not anticipated that the light masts and fixtures will degrade the visual quality of the area since it is common for high schools to have such lights. Thus, impacts to visual character are considered less-than-significant.

I d) Would the project create light and glare which would adversely affect day and nighttime views in the area?

The City of Sacramento, including the general vicinity of the affected high school site, is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2035 General Plan would add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic.

The proposed project would replace the existing temporary stadium lights set on masts of approximately 25 to 30 feet in height with permanent four stadium lights set on masts between 100 and 110 feet high. The proposed lights although set on higher masts, allow the light to be directed more uniformly on the play field for safety and visibility. The proposed light fixtures are also specifically designed to direct the majority of light onto the play area while minimizing spillover light into adjacent areas.

During night practice games (which typically conclude by 9 p.m.) residents adjacent to the site maybe aware of diffuse light. Persons traveling on 65th Street will also see the lights although the lights are designed to minimize glare (direct light into the drivers eye). Because of the height of the masts, light will shed downward, and the light source will not be at the level of the driver's eyes. Similar to streetlighting, no dangerous glare effects are expected on adjacent roadways.

Adjacent residents may see some change in ambient light levels at the playing fields when the field lights are used. Residents in the area currently experience some light effects from streetlights, porch lights, the headlights of cars, and the temporary stadium lights currently in use at the site.

To ensure that the new light fixtures do not result in disruptive or harmful spill-over light, the project design team submitted the lighting plans to the International Darksky Association (IDA). IDA has developed "Community Friendly Outdoor Sports Lighting Program" which includes criteria for minimizing spillover light. IDA reviewed the project lighting plan and determined that the lighting design meet all criteria and should not present unacceptable levels of light and glare. The IDA "Community Friendly Outdoor Sports Lighting Program Criteria" and the IDA Review results are included in Appendix A.

The project would pose a significant glare impact if it were to cast in such a way as to cause public hazard or annoyance for a sustained period of time. Based on the light design's compliance IDA standards, the seasonal nature of the use of the lights and the expected limited duration of the lighting (lights generally off at 9 pm), the project is not expected to create a public hazard or annoyance for a sustained period of time. Impacts are less-than-significant.

CONCLUSION

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

II. AGRICULTURAL AND FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

ENVIRONMENTAL SETTING

The California Farmland Mapping and Monitoring Program (CFMMP) of the California Resources Agency is used to identify, map, and monitor important agricultural lands in the State. For purposes of CEQA, the California Department of Conservation Farmland Monitoring and Mapping Program (FMMP) is typically used to identify the agricultural value of the land. The categories used in FMMP are briefly described in Table 2. 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 2: 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). 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) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

ENVIRONMENTAL AND REGULATORY SETTING

The project is located in the Sacramento Valley Air Basin and is 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 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:

- 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 is 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.

Toxic Air Contaminants

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and

xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by California Air Resources Board (CARB). Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in an area identified as likely to contain NOA.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site would be the single-family residences surrounding the site and the school itself.

METHODOLOGY

To estimate both construction period and operational emissions from the project, the California Emissions Estimator Model (CalEEM) version 2020.4 was used. The model assumed the grading and site preparation of 14 acres of play fields of which approximately 5 acres is currently developed with artificial turf and will not be graded. Additionally, the construction of two restroom
and concession stand buildings each 960 sf in size (total building square footage of 1,920 sf.) was included in the model assumption.

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 from the project and any stationary sources of the project. In this case, the project does not increase student or employee vehicle trips since it does not change the enrollment at the school or the types of school athletic events on site. The major operational change relates to improvements to the stadium which includes new bleachers. The number of seats at the bleachers would increase from 1,461 currently on site to 1,674 or a total net increase in seating of 241 seats. This would accommodate a slight increase in attendance at major games such as homecoming and major track competitions. Thus, some increase in vehicle trips would result when the occasional large event is held. Currently, when the school hosts major events in the stadium, temporary lights run by diesel generators are used which cause emissions. With the installation of permanent electrical lights, direct diesel emissions will be reduced. Secondary emissions related to the production of electricity for lighting would still result. Night lighting is expected to be seasonal (late fall and winter with less daylight). It is estimated that the stadium lights during these times would operate from approximately 5:30 or 6 pm to 9:00 pm. Only during the occasional night competition game with overtime would the lights remain on after 9:00 pm.

The California Emissions Estimator Model (CalEEMod, Version 2020.4) was used (See also Air Quality Appendix A) to estimate emissions from the project's operations. The model includes emissions related to any increased vehicle trips, changes in the type and amount of energy used on site, and other factors to estimate the project emissions. The results show that the project would generate 0.15 pounds per day (ppd) of ROG which is below the threshold of 65 ppd set by SMAQMD. Similarly, the project would generate 0.14 ppd of NOX which is below the SMAQMD's threshold of 65 ppd. PM 10 estimated to be generated by the project is 0.2 ppd which is below the threshold 80 ppd. PM2.5 emissions were estimated at 0.05 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 3 below.

TABLE 3: Comparison of Project Operational Emissions with SMAQMD's Thresholds of Significance - Summer Unmitigated (Winter Unmitigated Shown in parenthesis)

Emission	Project Emission Based (ppd)	Threshold of Significance (ppd)	Significance
Nitrogen Oxides (NOX)	0.14 (0.20)	65	Less than Significant
Reactive Organic Gases (ROG)	0.15 (0.16)	65	Less than Significant
Particulate 10 (PM10)	0.2 (0.21)	80	Less than Significant
Particulate 2.5 (PM 2.5)	0.05 (0.06)	82	Less than Significant

Short Term, Construction Period Emissions. Short term construction period impacts include the vehicle 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 site clearance, and level grading, and construction of the 960 square foot restroom and concession stand building.

Table 4 summarized construction period emissions for the project based on the CalEEMod results. 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 – Summer Unmitigated (Winter Unmitigated shown in parenthesis)			
Emission	**Project Emission Based (ppd)**	**Threshold of Significance(ppd)**	**Significance**
Nitrogen Oxides (NOX)	38.9 (25.7)	85	Less than Significant
Reactive Organic Gases (ROG)	3.7 (2.6)	None	N/A
Particulate 10 (PM10)	21.4 (21.4)	80	Less than Significant
Particulate 2.5 (PM 2.5)	11.6 (11.6)	82	Less than Significant

As discussed above and below, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and a less-than-significant.

Although the emissions are less than the thresholds, the applicant is required to comply with all Air District rules including 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 applicant 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 Air 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?

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC (toxic air contaminants) emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities. The CARB has identified DPM (diesel particulate matter) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM.

The analysis using the CalEEMod model provided emission rated of particulate matter (PM-10 from equipment exhaust) and from vehicle emissions and determined particulate emissions would be less than the threshold of significance. Some emissions are expected during drop-off/pick-up periods prior to and after games or practice however, this would be similar than the daily pick-up and drop off of students during active school days. As noted above, by replacing the diesel operated temporary stadium lights with permanent electrical lights, the diesel emissions on site will be greatly reduced. Impacts are considered less-than-significant.

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

The proposed project does not include any new activities which would generate objectionable odors. No impact.

CONCLUSION

The proposed action does not exceed any of the SMAQMD's thresholds for significance. Air quality impacts are less-than-significant with compliance with all required Air District rules including Air District Rule 403 incorporated as Mitigation Measure No. 1 above.

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 bioregion 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 single-family homes. As such, vegetation in the area is largely ornamental. Typical tree species include Sycamore, London Plane tree, European hackberry, ginkgo, sweetgum, gum trees, pepper trees, Canary Island date palm and Mexican fan palm. Despite the maintained appearance of urban landscapes, these areas 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 hummingbird, northern flicker, dark-eyed junco, mallard, wood duck, great blue heron, Canada goose, American robin, western scrub jay, red-tailed hawk, and red-shouldered hawk. There are no recorded observations of special status species on the project site.

The site itself, is developed as a high school with ornamental landscaping. The athletic fields are a combination of artificial turf, turf, and hardscape (ex: tennis courts). There is no riparian, wetland, or woodland habitat on or adjacent to the site.

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. The MBTA was amended in 2020 to eliminate sanctions for incidental take but still covers intentional taking or harm of covered species. 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 intentionally destroy any active migratory bird nest. Migratory birds may utilize trees within the urban setting for nesting.

Currently, the MBTA is subject to revisions as a result of the changes in the Federal administration and pending lawsuits. However, since many of the migratory birds covered by the act are also subject to the California Endangered Species Act, the MBTA is discussed and analyzed here.

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. The California Department of Fish and Wildlife (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 also 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.

The Ordinance further defines required tree replacement standards when tree subject to the Ordinance is removed. Section 12.56.060 Tree Replacement Plans requires:

A. Replacement standards.

1. A tree replacement plan for private protected trees located on lots that include single-unit or duplex dwellings must provide for the replacement of one tree for each private protected tree removed.

2. Any other tree replacement plan must provide for the replacement of trees at a ratio of one-inch DSH of tree replaced for each inch DSH of tree removed (1:1 ratio).

B. Replacement options. A tree replacement plan must include one or more of the following options:

1. On-site or off-site replacement. A tree replacement plan that includes on-site or off-site replacement shall specify where the trees shall be planted and how the trees shall be monitored and maintained for a time period as determined by the director. The director may require security to ensure that the replacement trees survive for the minimum establishment period as provided in section 12.56.060.E.

2. Payment of an in-lieu fee as adopted by resolution of the city council. The applicant may pay an in-lieu fee for the loss of the trees in an amount established by resolution of the city council. Such monies shall be deposited in the tree planting and replacement fund described in section 12.56.060.F.

3. Credit for existing trees smaller than a private protected tree. An applicant may be entitled to replacement credit when the applicant preserves trees that are on the same lot from which the private protected trees were removed and that are smaller than the size requirements of private protected trees. To be entitled to the credit, the preserved trees must be viable long-term. The director shall determine whether a tree is viable long-term, by considering the location of the trees, the quality of the environment in which the trees are located, potential impacts to the trees from any proposed development, and other factors that the director deems relevant. If approved the applicant shall receive credit at a rate of one-inch DSH per one-inch DSH of tree preserved with a two-inch minimum credit.

C. Replacement equivalents.

1. Unless funded through the tree planting and replacement fund, trees planted as replacement trees shall be the same species as those removed or a species that is acceptable to the director, with consideration given to species diversity.

2. The following equivalent sizes shall be used whenever new trees are planted (either on-site or off-site) pursuant to a tree replacement plan: a. A tree in a 15-gallon container or smaller = one-inch DSH. b. A tree in a 24-inch box = two-inch DSH. c. A tree in a 36 box or larger = three-inch DSH.

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 a developed and urbanized area 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, the major portions of the site are currently developed and paved and there are no areas that would support wetlands. Thus, the project is not anticipated to have any direct or indirect effect of jurisdictional waters or wetlands. No impact.

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 1.4 miles northeast 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. No impact.

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 does not involve the removal of any trees and therefore, would not conflict with the City's tree ordinance or endanger nesting birds. No impact.

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. No impact.

CONCLUSION

The proposed project is expected to have a no impact on sensitive 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) Disturb any human remains, including those interred outside of formal cemeteries?			X	

ENVIRONMENTAL SETTING

Prehistoric and Historic Archaeology Sensitivity Areas

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. 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.

A records search was conducted to determine the sensitivity of the site for cultural resources. The Northern California Information Center (NCIC) determined that the site has low sensitivity for pre-historic and archeological resources. (See NCIC Letter in Appendix).

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 was the first suburb of the City of Sacramento. Post War suburbanization brought the development of Tahoe Park where the site is located. Major developments in the area such as the Army Depot (1945) and Proctor and Gamble (1952) brought new jobs which further spurred new housing in the area. With the new housing, the need for new schools soon followed. As a result of this, site was developed as a high school in 1958.

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. The nearest historic district is the Oak Park district center around Broadway and 34th Street approximately 1.8 miles west of the site.

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.

Section 15064.5 of CEQA defines historic resources as:

(a) For purposes of this section, the term “historical resources” shall include the following:

> (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
>
> (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

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

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

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

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

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

ASSESSMENT AND FINDINGS

V a) Would the project result in a substantial adverse change to any historic resources?

The proposed project would not alter any historic resources. The existing school buildings constructed in 1958 will not be modified by the project. The general layout of the athletic fields will remain similar to the historic layout. There are no listed or potential eligible historic resources on or adjacent to the site. The project would have no impact on historic resources.

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. A records search was conducted by the Northern California Information Center which confirmed that has low sensitivity. No recorded sites were reported on or near the project. Although the site is not considered to be sensitive for archeological resources, shallow trenching and site grading may reveal buried artifacts. This is a potentially significant effect which can be reduced to a less-than-significant effect by incorporation of Mitigation Measure 3 in the Tribal Resources Section. With TT

V c) Would the project disturb any human remains.

It is not anticipate that human remains will be discovered on site. There are no known burials or near the site. See also Tribal Resources Section

CONCLUSION

With the mitigation measures included in the Tribal Resources section regarding burial sites (human remains) and archeological resources, impacts would be less-than-significant.

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:			X	
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				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 which can cause structural damage. Liquefaction generally occurs below the water table but can move upward through soils after it has developed.

Soils and Soil Stability.

Soils in the area are predominantly alluvial deposits from the American River and tributaries. The site is underlain by San Joaquin Soil Series. The site is level and there are no known instances of subsidence or extremely expansive soils on site. As the site is level, landslides and soil creep are not an issue in this area.

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 project would be similar to the seismic risks 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 7-1-2 City General Plan Public Health and Safety Element Background Report). 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. Soil related hazards are less-than-significant.

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. No impact.

VI f) Unique Geological Formations or Paleontological Resources

There are no unique geological formations or known paleontological resources on the site which would be affected by the project. No impact.

CONCLUSION

No soil or unusual geologic hazards or impacts have been identified. Proper adherence to the soils report recommendations will reduce risks of soil or geological hazards to a less-than-significant level.

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.

A more thorough discussion of the regulatory and policy environment is included in *Greenhouse Gas Thresholds for Sacramento County*, SMAQMD, Sacramento, California, June 2020.[3]

LOCAL POLICIES

The City of Sacramento adopted its first Climate Action Plan on February 14, 2012, which identified how the City and broader community can reduce Sacramento's greenhouse gas emissions (GHG). The 2012 CAP included GHG reduction targets, strategies, and specific actions. It also identified strategies and specific actions that Sacramento can take to adapt to the effects of climate change. The Sacramento Climate Action Plan was incorporated into the 2035 General Plan and adopted on March 3, 2015. The CAP and General Plan policies to reduce GHG include and emphasis on urban infill, reduction of vehicle miles traveled, support of transit-oriented development, protection of open space and trees for carbon sequestering, promotion of green building codes, and other actions.

The 2035 General Plan is currently the City's action plan for reducing greenhouse emissions and adapting to climate change. Currently, the City of Sacramento is updating its Climate Action and Adaptation Plan (CAAP) as a stand-alone document. In addition to providing the City's strategy for reducing greenhouse gas emissions (GHGs) and adapting to climate change impacts, it will also help address other City Council goals related to equity, workforce, and community livability as important co-benefits. Sacramento City Council has committed to a goal of attaining carbon neutrality by 2045. The CAAP will reflect primary recommendations from the Mayor's Commission on Climate Change. The City is updating the CAAP as part of the 2040 General Plan Update, currently underway.

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 during construction would generate 579.5 metric tons per year of GHG emissions. Once operational, the project would generate 40.6

[3] *Greenhouse Gas Thresholds for Sacramento County*, SMAQMD, Sacramento, California, June 2020. http://www.airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf

metric tons of CO2 equivalent. This is below the SMAQMD's recommended threshold of 1,100 metric tons per year.

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. The proposed project meets the requirements of the City of Sacramento CAP in a number of ways. First, the renovated athletic fields will support infill development by providing an up-to-date recreational facilities inn an existing developed area and provide safer recreational opportunities for the community. Secondly, the new restroom building will meet Building Energy Efficiency Standards that went into effect on January 1, 2017. The California Energy Commission has estimated that new Title 24 standards would use 25-30 percent less energy for lighting, heating, cooling, ventilation, and water heating than the previous version. 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.

VIII. HAZARDS AND HAZARDOUS MATERIALS	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?				
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.

VII c) Would the project result in hazardous emissions within one-quarter mile of a school site?

The project is not anticipated to emit hazardous emissions and would not result in new hazardous emissions 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 subject site is not currently listed as a hazardous materials site. 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. 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.

The site will be developed with paved surfaces and ornamental landscaping and as such does not include unmanaged grasslands or wildlands that are most prone to wildfires. The project is not located near State managed open areas or forests and is located within an urbanized area. With changing climate conditions, risk of wildfire is still a remote possibility, however, risks of wildfire are considered less-than-significant.

CONCLUSION

The proposed action does not pose any new, unusual, or significant public hazards. With proper adherence to Mitigation Measure 3 (above), potential impacts can be reduced to a less-than-significant level.

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 decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with an adopted water quality plan or sustainable groundwater management plan?			X	
f) Substantially degrade water quality?			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.

REGULATORY ENVIRONMENT

Federal Regulations

Clean Water Act (CWA). Water quality objectives for all waters of the United States (including the American and Sacramento Rivers) are established under applicable provisions of section 303 of the federal Clean Water Act (CWA). The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a NPDES permit. Additionally, under the California Porter-Cologne

Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Clean Water Act Section 404 and 401 Permits. If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If an USACE permit or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for a project related to state waters including wetlands. Then a 401 Water Quality Certification needs to be obtained from the Central Valley Water Board prior to initiation of project activities. Additionally, if the USACE determines that only non-jurisdictional waters of the State (Le., "nonfederal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board.

National Pollutant Discharge Elimination System Permits (NPDES). The NPDES permit system was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants. The CWA was amended in 1987 to require NPDES permits for non-point sources (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the “maximum extent practicable” through the use of structural and non-structural Best Management Practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures (label storm drain inlets as to impacts of dumping on receiving waters) and structural measures (filter strips, grass swales and detention ponds).

State Regulations

Basin Plans and Water Quality. The Central Valley Quality Control Water Board (CVWQCB) is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. Because the City of Sacramento

is located in the Sacramento and San Joaquin River Basin, all discharges to surface water or groundwater are subject to the Basin Plan requirements.

State Anti-Degradation Policies. All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16), and the Antidegradation Implementation Policy contained in the Basin Plan. The policy states, in part:

> *Any discharge* of *waste to high quality waters must apply best practicable treatment or control not only to prevent* a *condition* of *pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people* of *the State. This information must be presented as an analysis* of *the impacts and potential impacts* of *the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes.

Construction Dewatering. Dewatering during construction is sometimes necessary to keep trenches or excavations free of standing water when improvements or foundations/footings are installed. Clean or relatively pollutant-free wastewater that poses little or no threat to water quality may be discharged directly to surface water under certain conditions. The CVRWQCB has adopted a general NPDES permit for short-term discharges of small volumes of wastewater from certain construction-related activities. Permit conditions for the discharge of these types of wastewaters to surface water are specified in "General Order for Dewatering and Other Low-Threat Discharges to Surface Waters" (Order No. 5-00-175, NPDES No. CAG995001). Discharges may be covered by the permit provided they are (1) either four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 million gallons per day.

Construction Site Runoff Management. Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ**.** In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit (General Permit). General Permit applicants are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs included in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the City's drainage system or receiving waters.

Local

Stormwater Quality/Urban Runoff Management. Sacramento County Water Agency, City of Sacramento, City of Folsom, and the City of Galt have a joint NPDES permit (No. CAS082597) that was granted in December 2002. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. The permit is intended to implement the Basin Plan. The Sacramento Stormwater Quality Improvement Plan (SQIP) provides a comprehensive plan to direct the City's Stormwater Management Program (SWMP) priorities and activities including program management, target pollutant reduction strategy, monitoring program, program element implementation (i.e., industrial, municipal, construction, public education, and outreach elements), and program evaluation.

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 wastewater discharge requirements?

Water quality could be impacted if a proposed project caused a discharge into a waterway or ground water basin. The proposed project does not result in any direct discharges into surface waters or groundwaters. The new restroom building will have a sewer connection to the existing Sacramento Area Sewer District which has 12-24" sewer mains in the area. Wastewater is then conveyed to the Sacramento Regional Sanitation Plant for treatment prior to discharge. Capacity of all existing sewer sheds in the Sacramento Area Sewer District service area are managed by the Sewer System Capacity Plan, which was last updated in 2010 and projects capacity needs of the entire service area at existing, mid-range, and built-out conditions. The Sacramento Area Sewer District Sewer System Capacity Plan also projects capacity requirements of possible "expansion areas." According to the Sewer System Capacity Plan 2010 Update, no capacity deficiencies are projected for existing infrastructure within the Sacramento city limits for the existing and midrange scenario.

Currently the athletic fields (largely turf which is pervious and absorbs water) sheet flow to City streets to be collected into the City's storm drainage system. The project proposes only minimal change in the amount of impervious surface on site. The footprint of the two 960 sf restroom structures, new walkways to the stadium, and footings for the new bleachers are estimated to introduce less than 0.5 acres of new impervious surface on the 15+/- acre sports field area. The area where the new walkways and concessions stands are planned will replace older asphalt and concrete paths with new hardscape, landscaping, and on-site drainage. The on-site drainage system in this area will include with drop inlets and energy dissipators to collect and reduce the speed of run-off. The renovated baseball and softball

fields will be graded to direct sheet flow to an onsite storm drainage system. The drainage system will then convey storm water to the bio-detention areas on 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 District will coordinate with the City of Sacramento regarding stormwater run-off to ensure that any stormwater discharges from the site into the Cit's storm drainage system comply with the City's NPDES requirements. During construction, a separate SWPPP will be prepared to incorporate best management practices on site to reduce construction period run-off. Thus, the proposed project is not expected to have a significant adverse effect on water quality based on the limited discharges and the control of run-off.

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 wastewater (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. No construction period de-watering is required for the project. Impacts are less-than-significant.

VIII c) 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 will not substantially increase the amount of impervious surface on the site which would increase run-off. Impacts are expected to be less-than-significant.

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. The district is required to prepare a SWPPP which will reduce any run-off and water quality impacts to a less-than-significant level.

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 an area mapped by FEMA as "Zone X." This zone includes areas considered by FEMA to be areas of minimal hazard (500-year flood zone) or moderate hazard (100-500-year flood zone), respectively. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Flood insurance is available in participating communities, but is not required by regulation 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. The site is level and grading is only necessary to ensure level playing surface and prepare the ballfields for re-seeding. No substantial increase in impervious surfaces would result which would adversely affect local drainage systems. Impacts are less-than-significant.

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

There are no known occurrences of inundation by seiche, tsunami, or mudflows on or in the vicinity of the project site. As noted above the site mapped by FEMA as an area of minimal to moderate flood hazard. The risk of release of pollutants into waterways as a result of flood, tsunami or seiche is estimated to be less-than-significant.

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.

IX. 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, commercial uses are concentrated along Broadway and Stockton Boulevards located to the north and the east of the site respectively and along Fruitridge Boulevard to the south. 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**
Subject Site	"Public"	R-1 A (Single Family	School
South of the Site	"Traditional Neighborhood Low"	R-1 A (Single Family	Single family homes
North of Site	"Traditional Neighborhood Low"	R-1 (Single Family)	Single family homes
East of Site	"Traditional Neighborhood Low"	R-1 A (Single Family)	Single family homes
West of Site	"Traditional Neighborhood Low"	R-1 (Single Family)	Single family homes/ church

The site is designated "Public" which allows for a variety of public uses such as schools. The surrounding neighborhood is designated "Traditional Neighborhood Low" on the City of Sacramento General Plan.

The General Plan states that this designation provides for moderate-intensity housing and neighborhood-support uses including the following:

- Single-family detached dwellings
- Single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Limited neighborhood-serving commercial on lots two acres or less
- Compatible public, quasi-public, and special uses

The density allowed ranges from a minimum of 3 units per net acre to a maximum of 8 units per net acre.

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.

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 project is consistent with the General Plan Designation of "Public" which allows public and quasi-public uses such as schools. Additionally, the project does not conflict with any of the land use or resource policies of the City of Sacramento 2035 General Plan.

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.

X. 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. In upstream areas along the American River, gold mining occurs although no gold mines are currently located in urbanized areas of the County."[4] The subject site is 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 southeast of the area there is some (MRZ-2) designated lands which denotes an area with "Significant Mineral Deposits."

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 site is currently developed and would continue to be developed once the proposed project is completed. 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.

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

XI. 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) For a project located within the vicinity of a private airstrip or 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

ENVIRONMENTAL SETTING

The District retained Saxelby Acoustics to measure and study the noise environment in the vicinity of the project site. This section is based on the research and findings of the Noise Study for the project.

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

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.

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)
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.

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 single-family residential uses located north, east, and west of the project site.

Existing General Ambient Noise Levels

The existing ambient noise environment in the project vicinity is primarily defined by traffic on 65th Street and Redding avenue as well as existing activity from the school sports fields. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted a continuous (24-hr.) noise level measurement at three locations on the project site. Noise measurement locations are shown on Figure 9. A summary of the noise level measurement survey results is provided in Table 8. The Appendix contains the complete results of the noise monitoring. 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 of 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.

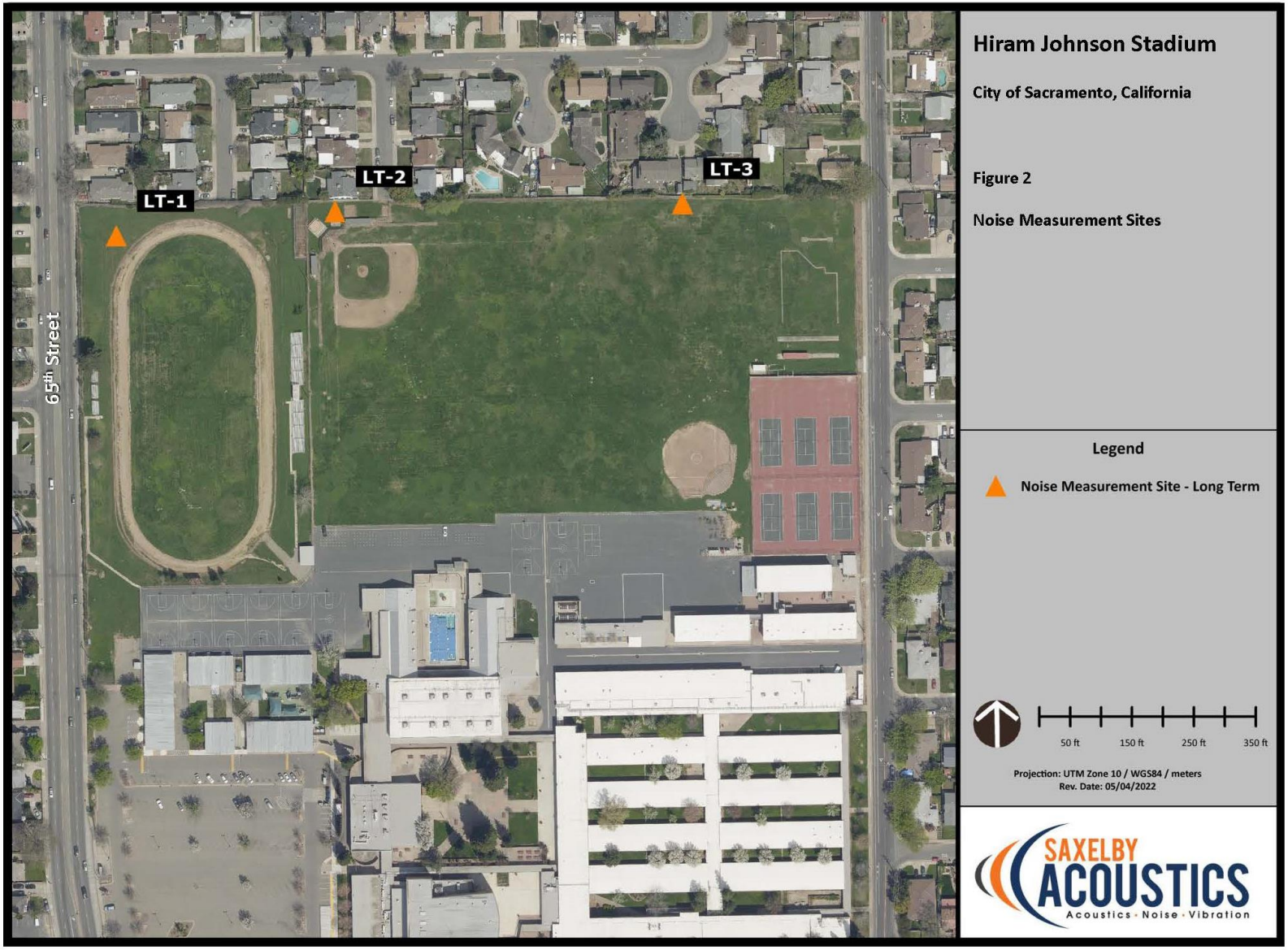


FIGURE 9: HIRAM JOHNSON HIGH SCHOOL NOISE MEASUREMENT LOCATIONS

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL 200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 8: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 100 ft. to CL of 65th Street	4/29/2022 (Friday)	70	66	54	81	63	49	78
	4/30/2022 (Saturday)	69	66	56	83	61	48	76
	5/1/2022 (Sunday)	67	65	52	82	60	45	76
LT-2: 400 ft. to CL of 65th Street	4/29/2022 (Friday)	59	53	52	67	53	50	64
	4/30/2022 (Saturday)	61	56	53	70	55	49	66
	5/1/2022 (Sunday)	61	52	50	67	55	47	68
LT-3: 930 ft. to CL of 65th Street	4/29/2022 (Friday)	54	49	47	65	47	46	61
	4/30/2022 (Saturday)	55	53	50	69	47	46	62
	5/1/2022 (Sunday)	53	49	46	65	47	44	63

Notes :

- *All values shown in dBA Daytime hours : 7 :00 a.m. to 10 :00 p.m.*
- *Nighttime Hours : 10 :00 p.m. to 7 :00 a.m.*
- *Source : Saxelby Acoustics 2022*
- *CL=Center Line of Roadway*

Evaluation of Project Operational Noise at Residential Receptors

The football stadium crowd and game noise, halftime show marching band, PA system announcements, baseball and softball crowd noise and PA system announcements, and the golf practice area are considered to be the primary noise sources for this project. This analysis assumes that each of these sources could potentially occur simultaneously to predict the worst-case noise levels at surrounding residences. The following is a list of assumptions used for the noise modeling. The data used is based upon Saxelby Acoustics data from similar operations.

- ***Football Stadium:*** Recreational Activity including PA system announcements, gameplay, crowd noise, half time band/dance team. 61 dBA L_{50} at 250 feet from center of field for crowd size of approximately 1,700 spectators. Saxelby Acoustics data.
- ***Ball Fields***: Gameplay activity in center of field area at 55 dBA L_{50} at 50 feet. Saxelby Acoustics data.
- ***Ball Field Crowd Noise***: Crowd cheering, talking loudly. 50 dBA L_{50} at 50 feet from bleachers. Saxelby Acoustics data.
- ***Ball Field PA Systems***: Two speakers per field at a level of 70 dBA L_{50} at center of crowd area. Assumed speaker would be active for a maximum of 5 minutes per hour. Saxelby Acoustics data.
- ***Golf Practice Area***: Recreational activity in center of field area at 60 dBA L_{50} at 50 feet from center of practice area. Saxelby Acoustics data.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. Figure 10 shows the noise level contours resulting from operation of all sports activities.

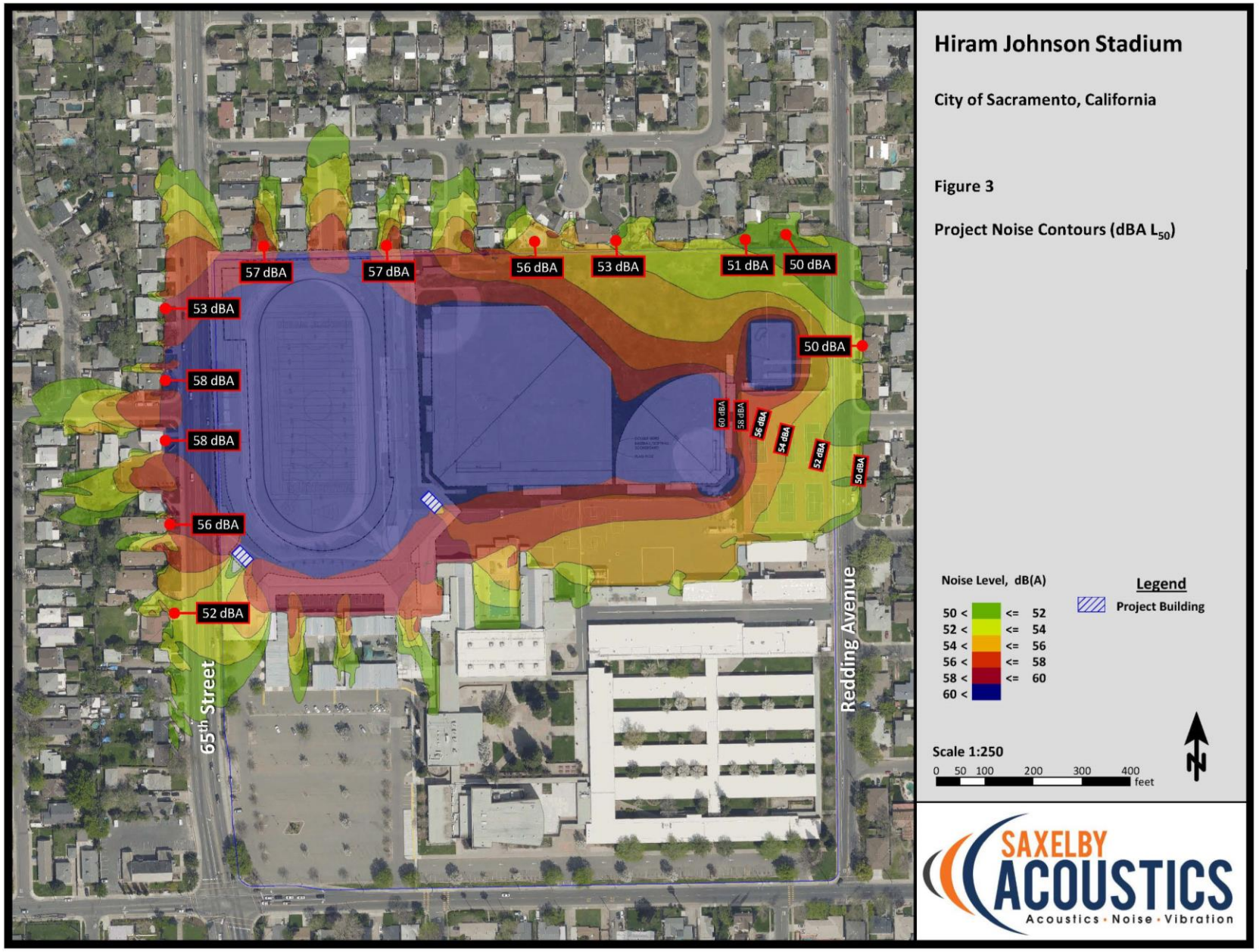


FIGURE 10: HIRAM JOHNSON HIGH SCHOOL NOISE CONTOURS

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 9**, activities involved in con

TABLE 9: 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 10 shows the typical vibration levels produced by construction equipment.

TABLE 10: 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 10: 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 11 below shows exterior noise compatibility standards for various land uses

TABLE 11: CITY OF SACRAMENTO EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES	
Land Use Type	**Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" (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."	

TABLE 11: CITY OF SACRAMENTO EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES
b. L_{dn} of 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.

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The City of Sacramento General Plan Noise Element specifies criteria for determination of significant noise impacts in Table EC 2, which is reproduced in Table 12 below.

TABLE 12: 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.

Based on Table 12, an increase in the traffic noise level of 1 dB or more would be significant where the pre-project noise levels are less than 75 dB L_{dn}, or 2 dB or more where existing noise levels are less than 65 dB L_{dn}. Extending this concept to lower noise levels, an increase in the traffic noise level of 3 dB or more may be significant where the pre-project traffic noise level is less than 60 dB L_{dn}. The rationale for the Table12 criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

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}.

The City of Sacramento Municipal Code section 8.68.070 exempts school bands, school athletic events, and school entertainment events from the noise level standards.

The City Noise Ordinance Section 8.68.080.D, Exemptions, also exempts 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 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 13 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 13: 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 to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" dam age and possibly minor structural damage
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 for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-f]).

A project impact would be significant if it would result in:

- A substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. For this project, non-transportation noise from activities school bands, school athletic and school entertainment events are exempt. For transportation noise, traffic noise which exceeds the Table 12 criteria would be significant;
- The generation of excessive groundborne vibration or groundborne noise levels. A threshold of 0.20 in/sec p.p.v. is considered a reasonable criterion for short-term construction projects.
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport,

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

ASSESSMENT AND FINDINGS

XI 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?

Traffic Noise Increases at Off-Site Receptors

Based upon the transportation analysis prepared for the project (KD Anderson, May 2022) the proposed project is predicted to result in 79 new vehicle trips in the peak hour before an at-capacity stadium event and 110 new peak hour trips during the post-event hour. 14th Avenue has an existing traffic volume of 10,500 vehicles per day (ADT) while 65th Street has an existing ADT of 22,500. If all of the vehicle trips occurred on 14th Avenue, the traffic noise increase would be approximately 0.08 dBA. The increase on If all of those trips occurred on 65th Street, the increase would be approximately 0.04 dBA. Both of these increases are negligible and would not be perceptible. Therefore, impacts resulting from increased traffic noise would be considered less-than-significant.

Operational Noise at Sensitive Receptors

As shown on Figure 10, the proposed project is predicted to generate noise levels ranging from 50 to 58 dBA L_{50} at the adjacent residential uses assuming simultaneous operation of the stadium, ball fields, and golf area. The City's municipal code exempts school bands, athletic events, and entertainment events from the noise level standards. Therefore, operational noise from the project would be considered *less-than-significant.*

Construction Noise

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 9, 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 100 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. 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.

XI. 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 10 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.

XI. e) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, or 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?

The project site is not located within an Airport Land Use Plan area and there are not private air strips within 2 miles of the site. No impact.

CONCLUSION

Impacts related to noise generation and exposure would be less-than-significant.

XII. 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 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

XII. 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. The project is designed to provide educational services to the existing student population in the Sacramento area and the site is currently developed for and used as a school. No new population or housing will be generated by the project. The project will allow for increased enrollment at the site; however, these are existing students of the Sacramento area and are not new students as a result of new housing caused by the project. As such, no growth inducement impact would occur, and no extension of public services is required for the project.

XII. 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.

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

ENVIRONMENTAL SETTING

The proposed project is located in a developed and urbanized area. The subject site is currently developed as a high school, and the proposed project would continue this use at the current site. The City of Sacramento provides public services to the site.

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 proposed project would be served by SFD Station 6 located at 3301 Martin Luther King, Jr. Boulevard with back-up from other fire stations as needed.

Police Services. The Sacramento Police Department (SPD) provides police services to the City of Sacramento. The site is within Police Service District 6C which includes Tahoe Park and is covered by the East Command. The Rooney Substation is located on Franklin Boulevard just north of Fruitridge Road approximately 2.7 miles away from the site. In addition to the SPD, the Sacramento County Sheriff's Department, the California Highway Patrol, and the Regional Transit Police Department provide police protection within the City of Sacramento.

Schools. The project is located within the Sacramento City Unified School District which also owns and operates the project site.

Parks. Parks in the area are administered by the City of Sacramento. The City of Sacramento Department of Youth, Parks, and Community Enrichment (YPCE) maintains all parks and recreational facilities within the City of Sacramento. The YPCE classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and 3) regional parks. Neighborhood parks are typically less than 10 acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City's General Plan Background Report, the City currently contains 226 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 226 parks comprise 3,200 acres. Of these, 1,573 acres are neighborhood and community parks, and the remaining are city and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide.

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

XIII. a) Would the project increase demand for or adversely affect public services and facilities?

A project will 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.

XIV. 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 and recreational facilities near the project site include Tahoe Park, Tahoe-Tallac Park, Mae Fong Park, Colonial Park, Granite Regional Park, McClatchy Park, and the Oak Park Community Center.

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

XIV. 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. The proposed project will, however, improve recreational open space for students by improving the sports fields and facilities on site. No significant impact on recreational resources and parks.

CONCLUSION

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

XV. TRANSPORTATION & TRAFFIC Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) regarding vehicle miles traveled?			X	
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access or access?			X	

ENVIRONMENTAL SETTING

Local Roadways and Regional Access

The proposed project is located at Hiram Johnson High School in Tahoe Park area of the Fruitridge and Broadway Community Planning Area of the City of Sacramento. The site is located at the intersection of 65th Street and 14th Avenue. 65th Street is a multi-lane, major arterial traveling through the south and east area of the City. Although only 2-lanes, 14th Avenue is classified by the City as an arterial. Access into the project site is available from 14th Avenue and 65th Street. Regional access to the site is provided by US 50 or Highway 99. 65th Street has on and off-ramps to US 50. Highway 99 has on and off ramps at 12th Avenue (which becomes 14th Avenue).

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.
- **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. Redding Avenue is nearest street to the east of the site.
- **9th Avenue** is an east-west road that extends from 65th Street to Redding Avenue. It is the nearest street to the north of the site.
- **66th and 67th Streets** are one-block long north-south access streets which extend from 9th Avenue on the north to the northern property line of Hiram Johnson High School.

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. Bus line 81 travels along 65th Street in the area, Bus line 38 travels along Broadway in the project area.

Bicycle Facilities

Bike lanes are located along Redding Avenue south to San Joaquin Street and on 65th Street south of 14th Avenue/ 4th Avenue in the project vicinity. The City of Sacramento Bicycle Master Plan Implementation Plan (2018) shows the proposed extension of Class II bike lanes along 14th Avenue and 65th Street adjacent to the site.

EXISTING AND FUTURE CUMULATIVE TRAFFIC CONDITIONS IN THE PROJECT AREA

The 2035 City of Sacramento General Plan and General Plan EIR assessed current and future (year 2035) cumulative traffic conditions. Conditions forecast for the Year 2035 represent a long-term future background condition. Development of land uses, and roadway improvements associated with the implementation of the City of Sacramento 2035 General Plan are assumed in this condition.

In the project vicinity, the General Plan Background Report, Appendix D, listed the following Level of Service (LOS) ratings for the two major streets in the project area:

TABLE 14: EXISTING AND PROJECTED TRAFFIC VOLUMES IN THE PROJECT AREA

Street Segment	Existing Conditions		Cumulative Future (2035) Conditions with Uses under the General Plan	
	Volume (Average Daily Traffic)	**LOS**	**Volume** (Average Daily Traffic)	**LOS**
65th Street from 14th to Fruitridge*	24,400	B	28,200	C
65th Street between San Joaquin Street and 14th Avenue**	22,500	B	24,400	C
14th Avenue from 65th Street to Power Inn Road*	10,500	A	15,200	A

*City of Sacramento General Plan Update 2035, Master EIR, Appendix D.
**Source: 65th Street Station Area EIR, Table 4.3-6, ADT Volumes- Existing Conditions and 65th Street Station Area EIR, Table 4.3-25, Cumulative Plus Scenario B Daily Volumes

The City's 2035 General Plan Mobility Element Policy M.1.2.2 sets the City's Level of Service standards and states: "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." Table 15 below describes conditions under different levels of service.

TABLE 15: LEVEL OF SERVICE DEFINITIONS, TRANSPORTATION RESEARCH BOARD, 2016	
Level of Service (LOS)	**Description**
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.
C	LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds.
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersection, as indicated by high delay and extensive queuing.
Source: Transportation Research Board 2016, Highway Capacity Manual, Volume 3, pp. 18-6 – 18-7.	

Traffic daily traffic volumes or average daily traffic (ADT) associated with each LOS depend on the type of roadway and its capacity. For example, a 4-lane roadway with limited intersections and driveways would be expected to carry higher volumes of traffic more efficiently that a 2-lane roadway with multiple intersections. The City's thresholds for level of service are shown in Table 16.

TABLE 16: LEVEL OF SERVICE THRESHOLDS FOR CITY ROADWAY SEGMENTS						
Class of Roadway	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial – Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000

TABLE 16: LEVEL OF SERVICE THRESHOLDS FOR CITY ROADWAY SEGMENTS						
Class of Roadway	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial – High Access Control						
Collector Street – Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street – Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000
Source: City of Sacramento 2014, 2035 General Plan Update Master Environmental Impact Report, p. 4.12-4.						

Both 14th Avenue and 65th Street are classified as arterials. 65th Street is considered a moderate access arterial and 14th Avenue is considered a high access arterial.

The City's General Plan Policy also allows some roadways to function below the LOS D standard because expansion of the roadways would cause undesirable impacts or conflict with other community values. For example, Policy M.1.2.2 allows 65th Street Priority Investment Area located to the northeast of the site to be exempt from the LOS Standard. This is based on the areas proximity to transit services most notably the 65th Street Transit Station.

Project Trip Generation

Trip Generation Rates. The project does not change the High School enrollment and thus current trip generation related to the day-to-day travel of students and employees coming or going to and from the school would not change. The existing site already accommodate guests for outdoor events using bleachers that seat 1,410 persons. The addition of permanent stadium lighting, some expansion of the bleachers, and improvement of the ball fields will allow for possibly more frequent and slightly larger sports events. To estimate the changes in traffic, the trip generation associated with the stadium's existing capacity was calculated and compared to the proposed capacity.

Vehicular trip generation associated with athletic events can vary based on attendance and on a number of other factors such as:

- Share of guests residing in local neighborhoods and walkability of the neighborhood,
- Public transit availability
- Car ownership levels among high school students and their families.
- Level of fan support by visiting teams.

KD Anderson & Associates, Inc researched available trip generation rates for high school football stadiums in order to identify data that may be applicable to the Hiram Johnson HS project. No published rates are available from the standard industry reference recognized by the City of Sacramento and Caltrans (i.e., Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition).*

KdAnderson & Associates conducted an on-line survey of available research supplement data developed from their observation of trip generation and parking at Cesar Chavez High School in Stockton, CA. Table 17 below shows the available data as well as the average trip generation rates for an evening stadium event:

TABLE 17: COMPARATIVE TRIP GENERATION RATES FOR EVENING SPORTS EVENTS AT HIGH SCHOOLS

High School	Daily Trips	Trips per 100 attendees					
		Before Varsity game (6 to 7 pm)			After Varsity Game (9-10 pm)		
		In	Out	Total	In	Out	Total
Cesar Chavez HS, Stockton[1]	88.70	15.25	6.67	21.92	15.49	29.37	44.86
Archbishop Mitty HS, San Jose[2]	-	30.85	6.15	37.05	-	-	-
Concord HS and Clayton Valley HS, Concord[3]		28.7	12.27	41.00	6.82	30.90	41.00
Costa Mesa HS, Costa Mesa [4]	47.00	19.0	1.00	20.00	-	-	-
Average Trips per-100	67.85	23.45	6.52	29.97	11.16	30.14	41.29

[1] Traffic Impact Study for Chavez HS Stadium Seating Expansion, Stockton, CA, Stockton Unified School District, KDA. 9/30/2008. Based on game attend by 2,550 persons between Chavez HS and Elk Grove HS
[2]Los Altos High School Lights and PA System Traffic Impact Analysis, Hexagon, April 2020
[3] Trip Generation, Traffic Circulation and Parking Analysis for Changes to Valley Christian Center, Dublin, Omni-Means, November 2015
[3] Traffic Impact Analysis for the Proposed Valley HS Sports Complex, Santa Ana Unified School District, Garland Assoc, March 2014

Trip Generation Forecasts. The existing seating capacity of the stadium is 1,410 seats of which 1,200 are home seats and 210 are visitor seats. The proposed project would increase the maximum seating capacity to 1,674 of which 1,027 would be home seats and 647 would be visitor seats. Table 18 presents the peak hour trips generation forecasts made for these seating scenarios based on the average trip generation rates identified previously. As shown, implementing the project would result in 79 additional trips before an at-capacity event and 110 trips in the hour after an at-capacity event.

TABLE 18: EXISTING AND PROJECTED TRIP GENERATION FOR A MAJOR EVENT AT THE HIRAM JOHNSON HS STADIUM

Hiram Johnson HS Stadium Seating Capacity	Seats	Vehicles per Hour					
		Before Varsity Game (6 to 7 pm)			After Varsity Game (9-10 pm)		
		In	Out	Total	In	Out	Total
Current Seating	1,410	331	92	423	157	425	582
Proposed Seating	1,674	393	109	502	187	505	692
increase	264	62	17	79	30	80	110

Parking Conditions and Availability for Events

Parking Supply. Hiram Johnson High School has a total of 356 parking spaces on site in parking areas which are accessed from 14th Avenue and 65th Street. Generally, major sporting events such as a homecoming game, or track and field competition are held outside of the regular school day and as such, it is expected that the parking area would be available for sports participants and spectators. Practice usually occurs at the end of the school day, but since students at the practice games also attend school, no new parking demand is expected for routine practice sessions.

Event Parking Demands. Parking demand for a major event such as homecoming game would depend in part on modal choice (i.e., how many attendees come by car); the share of students that are dropped off by parents or guardian; auto occupancy (i.e., the average number attendees per car).and the extent of bussing and carpooling by the visiting team. Not all driving age students may have access to a car, and of those that do, many are generally restricted from driving other teenagers based on their age.

An online search was conducted for parking demand information relating to high school stadiums, and the results are noted in Table 19. As shown the lowest parking demand ratios (i.e., spaces per seat) er observed at Cesar Chavez HS in Stockton. Based on these sources an at-capacity event could generate a demand for 402 to 771 parking spaces with an average of 495 spaces. It is estimated that the school parking lot would be at capacity when an event exceeds an attendance of approximately 1,200 persons.

TABLE 19: COMPARATIVE PARKING DEMAND RATES FOR EVENING SPORTS EVENTS AT HIGH SCHOOLS

High School	Demand Calculations			
	Spaces per seat	Automobile occupancy (persons per vehicles)	Seats	Parking needed
Cesar Chavez HS, Stockton[1]	0.240	4.17	1,676	402
Archbishop Mitty HS, San Jose[2]	0.309	3.24		518
Concord HS and Clayton Valley HS, Concord[3]	0.460	2.17		771
Costa Mesa HS, Costa Mesa [4]	0.250[5]	4.00		419
Average	0.295	3.40		495

[1] Traffic Impact Study for Chavez HS Stadium Seating Expansion, Stockton, CA, Stockton Unified School District, KDA. 9/30/2008
[2]Los Altos High School Lights and PA System Traffi0.46c Impact Analysis, Hexagon, April 2020
[3] Trip Generation, Traffic Circulation and Parking Analysis for Changes to Valley Christian Center, Dublin, Omni-Means, November 2015
[4] Traffic Impact Analysis for the Proposed Valley HS Sports Complex, Santa Ana Unified School District, Garland Assoc, March 2014
[5] Based on Santa Ana Municipal Code

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:

Vehicle Miles Traveled (VMT)

In 2013, the State of California passed Senate Bill 743 (SB 743), which alters how transportation impacts from projects are measured in environmental reviews starting on July 1, 2020. Prior to SB743, the City of Sacramento, like most California cities, determined transportation impacts by measuring automobile delay or congestion with a reporting system called Level of Service (LOS). If a project worsened congestion beyond a certain level, then the project would have to mitigate its impact by doing something to lessen congestion. That mitigation often came in the form of adding more lanes of travel. While this could temporarily reduce congestion, it ultimately attracts more cars and comparable, if not worse, congestion while also worsening conditions for pedestrians and bicyclists, now faced with wider streets.

To reflect California's commitment to reducing vehicle emissions that contribute to climate change and pose public health risks, SB743 mandated that congestion would no longer be used to measure transportation impacts and that some other measurement must be used. Measuring project effect on Vehicle Miles Traveled (VMT) is the recommended method. VMT is a calculation of every trip taken by a person multiplied by the length of each trip. While total VMT is projected to increase in Sacramento as our population grows, VMT per person must decrease over time in order to meet State air quality and sustainability goals. Under this new method, if the average VMT per person of a project would exceed an established threshold, then mitigations have to be taken to bring the average down. Instead of adding more lanes, these mitigations could include strategies like enhancing transit, expanding car share, or implementing parking pricing. Such mitigations are more consistent with City goals to balance our transportation system for all modes of travel considering all ages and abilities.

In general, the state and local guidelines for addressing VMT impacts focus on commute travel by new residents or new employees and screening criteria allows agencies to identify those projects where the VMT impacts can be presumed to be less than significant without further analysis. In the case of projects that are not residential or employment specific uses, the significance criterion is zero increase in total regional VMT.

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

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

The proposed project is not anticipated to conflict with the Mobility Element of the City's General Plan, the City's Bicycle Master Plan, or the Pedestrian Master Plan. Policy M.M.2 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. The proposed project is not anticipated to result in a significant adverse effect on the local or regional circulation system.

The proposed project will not increase enrollment at the school and therefore, will not affect the level of service regularly occurring on roadways in the area. The project would increase the volume of traffic occurring on adjoin8ng street during the hours before and after an event, but the project would not appreciably alter the volume of traffic occurring during peak commute hours when background traffic levels are the highest. The expected increase in daily trips caused by the project is unlikely to change the level of service on roadway segments in the area as both 14th Avenue and 65th Street in the area function at LOS A and B which is well above the City's standard for LOS D. Even under future cumulative conditions, these roadways will continue to operate at levels of service above LOS D.

Similarly, the project would add its greatest traffic during late evening hours when the background traffic volumes on adjoining streets would be low, and as a result it violation of City of Sacramento General plan requirements for intersection LOS is unlikely. The proposed project will, however, result in brief periods of congestion when a major event is held during the peak periods when attendees are arriving or departing from the school parking area. The traffic conditions expected on 14th Street at the driveways to the school parking area would be similar to the congestion experienced during the morning peak hour when students are arriving at the school or in the afternoon when students leave. However, the project is not anticipated to result in LOS that exceeds applicable standards or to significantly change traffic patterns in the area.

Site Access and Parking. The project would make use of the existing access to the HJHS parking facility, and short-term congestion may occur immediately before and after "at capacity" events. To ensure the safety of students and guests, it may be necessary to temporarily limit some access movements in order to direct traffic most efficiently and to separate drop-off and pick up activity from motorists who elect to

park. An Event Traffic / Parking Management Plan (ET/PMP) should be developed and implemented for large events. It is estimated that the school parking lot would be at capacity when events with an expected attendance of 1,200 persons or more are held. When the lot is at capacity it is expected that people would seek on street parking. Since on-street parking is prohibited or limited on 65th Street and 14th Avenue, some attendees may seek to park in the surrounding neighborhoods. To reduce overflow parking in the neighborhoods, reduce vehicle conflicts and ensure the safety of pedestrians, Mitigation Measure 3 below is proposed.

Cumulative Traffic. The background traffic volumes on study area streets will increase in the future with build out of the 2035 General Plan. However, projected background condition will satisfy the City's minimum LOS criteria. The project's contribution to cumulative conditions would not result in a change on Level of Service and the project's cumulative impact is not significant.
Transit, Bicycle and Pedestrian Policies and Operations. The project will not substantially affect existing transit, bicycle or pedestrian facilities or operations. Some participants may elect to use the Regional Transit System light rail at Power Inn Road (approximately 1.5 miles from the site). Those that do choose bus or RT are bus (a not expected substantially increase demand such that the capacity of RT rail or bus service would be affected.

Although the project would not affect policies related to transit and traffic operations, the project may occasionally sponsor large events that would cause congestions and overflow parking in the neighborhoods. To reduce this potential impact the following mitigation measure is proposed:

Mitigation Measure 3: Event Traffic and Management Planning. For major events with an expected attendance of over 1,200 persons, the District shall develop an Event Management Plan which could include such actions as:

a. *Provide Event Attendees with Parking Instructions.* As part of the ticket sales for a major event provide ticket holders including those from visiting schools, information regarding of the limited availability of on-site parking during worst case events, encourage carpooling, and inform attendees that on-street parking is prohibited on sections 65th Street and 14th Street. The parking information should also be posted on the School's website where the game/events are advertised. When the parking lot is full, temporary signs should be posted "Lot Full" to reduce hazardous parking in the parking area and cars trying to park such that the travel ways are blocked.

b. *Close off local streets to all but local traffic during "worst case" events when necessary.* For major events with an expected attendance of more than 1,200 person, a traffic control plan could be developed with the City of Sacramento to preclude vehicular access to the adjoining neighborhoods during worst case events, while making access available to residents.

c. *Monitor Major Events for continued improvement in event management.* Additional event management measures should be employed if problems arise such as the need for parking lot attendants to direct cars in the parking lot; signage to designate entrance only or exit only driveways to reduce vehicle conflicts; signage to limit left turn movements (right turn only) out of the parking lot driveway on 65th Street to maintain the flow of exiting cars and other measures as appropriate to address event issues as they arise. If traffic cones or other traffic control measures (such as crosswalk guards) are needed in the City right-of-way, the District shall work with City Transportation Department in the

development of such measures.

XV. b) Substantial Increase in Vehicle Miles Traveled.

City of Sacramento guidelines, based on the direction provided by Office of Planning and Research *Technical Advisory on CEQA Transportation Impacts,* provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts. The directive addresses several aspects of VMT impact analysis, and is organized as follows:

- ***Screening Criteria***: Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.
- ***Significance Thresholds***: Significance thresholds define what constitutes an acceptable level of VMT and what could be considered a significant level of VMT requiring mitigation.
- ***Analysis Methodology***: These are the potential procedures and tools for producing VMT forecasts to use in the VMT impact assessment.
- ***Mitigation***: Projects that are found to have a significant VMT impact based on the adopted significance thresholds are required to implement mitigation measures to reduce impacts to a less than significant level (or to the extent feasible).

Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project will have a less than significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

- ***Small Projects:*** Defined as a project that generates 110 or fewer average daily vehicle trips.
- ***Affordable Housing:*** Defined as a project consisting of deed-restricted affordable housing.
- ***Local Serving Retail***: Defined as retail uses of 50,000 square feet or less can be presumed to have a less than significant impact.
- ***Projects in Low VMT-Generating Area:*** Defined as a residential or office project that is in a VMT efficient area based on an available VMT Estimation Tool. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility, etc.) as the surrounding built environment.
- ***Proximity to High Quality Transit.*** The directive notes that employment and residential development located within ½ mile of a high-quality transit corridor can be presumed to have a less than significant impact.

The Stadium project will not increase the amount of traffic associated with the regular operation of HJHS. As noted in Table 20, assuming that as a "worst case" the stadium hosted 12 "at capacity" events annually, then the annual average daily trip generation associated with the stadium is only 37.3 daily trips. This value falls well below the 110 trips per day threshold employed to identify a "small project, and as a result, the project's VMT impact can be presumed to be less-than-significant.

TABLE 20: EXISTING AND PROJECTED ANNUAL AVERAGE DAILY TRIP GENERATION						
Hiram Johnson HS Stadium Seating Capacity	***Seats***	***Trip per 100 seats***	***Trip per "at capacity" event***	**Annual events**	**Total Annual Trips**	**Annual average daily trips**
Current Seating	1,410	67.85	957	12	11,484	31.5
Proposed Seating	1,674		1,135		13,620	37.3
increase	264		178		2,136	5.8

XV c) 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. Impacts are less-than-significant.

XI d) Would the project result in inadequate emergency access? The proposed project will not present barriers to emergency access to the site. In addition to access to the site from 14th Avenue and 65th Street there is a designated emergency access route to the site off of Redding Avenue (see Project Description Figure 8, Fire Safety and Emergency Access). Impacts are less-than-significant.

CONCLUSION

With proper event management (Mitigation Measure 3 above) for large events such as Homecoming games, the proposed project will have less-than-significant transportation impact.

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

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.

Wastewater Treatment. Wastewater collection and treatment services for the project site is currently provided by the Sacramento Area Sanitation District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated from the project area is collected in the system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater

Treatment Plant located near Elk Grove. The City's Department of Utilities is responsible for providing and maintain water, sewer collection, storm drainage, and flood control services for residents and businesses within city limits. SASD has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). SASD's pipelines eventually flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, per the 2035 Master EIR.

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 of Sacramento regulates and enforces commercial solid waste and generation within the incorporated City of Sacramento limits. The City does not provide collection services for commercial solid waste. Commercial solid waste haulers are required to hold a current City of Sacramento franchise in order to conduct commercial waste hauling within the City of Sacramento limits.

Energy 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

XVI. a) through e) Utilities.

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. Rather the proposed project is designed to serve the existing student population in the Sacramento area. Over time, the number of students and employees on the site will increase once the new school facility is completed. As such, some increase in service demand at the site will occur however this is not anticipated to significantly burden utilities in the area or the region.

Wastewater. The project will not increase enrollment at the site or change activities significantly at the site. Currently, practice games and competitions are held on site and participants and spectators either use temporary portable restrooms or the restrooms within the school complex. The proposed project

would provide new restroom buildings near the stadium and also accessible from the ballfields area. It is not anticipated that this would substantially increase wastewater. Sports participants and spectators would use these facilities rather than those in the classroom areas. The SASD requires payment of a sewer impact fee based on average daily student attendance which covers the cost of planned improvements in the area.[5] The project is not anticipated to generate new demand for substantial wastewater treatment or conveyances services which would require the construction of new treatment facilities. Impacts are less-than-significant.

Water Service. The new bathroom buildings are not expected generate a substantial increase in the overall water demand in the City due to improved water conservation features to be incorporated on the site. Impacts are estimated to be less-than-significant.

Stormwater. As noted above, the proposed project would convert only a very minor portion of the athletic field to impervious surface. The majority of the field will remain in turf and be storm run-off will be collected and retained on site in bio-retention areas. Impacts are less-than-significant.

Solid Waste Disposal. The project will involve demolition of some hardscape namely asphalt and concrete and the removal of older bleachers and dug out areas. The School District, as lead agency, 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.

Energy Utilities. The restroom facilities and lighting built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. Impacts to energy systems are less-than-significant.

CONCLUSION

Thus, the project is not expected to overburden existing water distribution, wastewater or storm drainage collection and treatment systems or exceed the capacity of a landfill site. Impacts to water service, solid waste, wastewater services and utility systems are considered less-than-significant.

[5] Sacramento Area Sanitation District, Sewer Impact Ordinance, SDI–0077 Adoption Date: December 9, 2020, Effective Date: January 8, 2021

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

ENVIRONMENTAL SETTING

Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. 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's General Plan Master EIR considers the site to have low sensitivity for cultural resources.

REGULATORY SETTING

AB 52 adds "tribal cultural resources" ("TCR") to the specific cultural resources protected under CEQA, and requires lead agencies to notify relevant tribes about development projects. It also mandates lead agencies to consult with tribes if requested, and sets the principles for conducting and concluding the required consultation process. As a result of AB 52 the Public Resources Code now states that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." Pub. Res. Code § 21084.2. To determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/MND, tribal cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in a substantial adverse change in the significance of a tribal cultural resource that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ANSWERS TO CHECKLIST QUESTIONS

As discussed in Section 4, Cultural Resources, of this IS/MND, a records search was conducted by staff at the NCIC located at CSUS, to research previous sites and surveys. The results of the search indicated that the project site does not contain any prehistoric-period or historic-period resources. In addition, cultural resources study reports on file did not cover any portion of the project site. The site is considered low sensitivity for cultural resources. Although the sensitivity is considered low, there is a possibility that ground disturbing activities could reveal unanticipated tribal resources.

XII. a and b Effect on Tribal Resources

In April 2022, the Sacramento City Unified School District notified area tribes of the proposed project. Tribes contacted included the Wilton Rancheria, the Buena Vista Rancheria, the Shingle Springs Rancheria, the Upper Lake Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. As of the publication of this document, no tribes have responded requesting consultation.

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce impacts related to Tribal Cultural Resources to a less-than-significant level.

Mitigation Measure 3: Avoidance of Tribal Resources if Discovered On-Site. The following mitigation measure is intended to address the evaluation and treatment of inadvertent or unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

a. If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment, as necessary.
b. When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
c. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.
d. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

CONCLUSION

Any significant environmental effects of the proposed project relating to unanticipated discovery of Tribal Cultural Resources can be mitigated to a less-than-significant level with the incorporation of the above mitigation measure.

SECTION IV MANDATORY FINDINGS

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 habitats, 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. The site is considered low sensitivity for cultural resources. None-the-less, it is possible that during earth disturbing activities tribal or cultural resources may be unearthed. Mitigation measures are available to reduce any impacts related to cultural resources or tribal resources.

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.

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 a 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.

_____ May 6, 2022

Trish Davey,
Planning Dynamics Group

SECTION V

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, Background Reports for the 2040 General Plan Update, Sacramento, CA.
- City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2011, as updated 2015. Sacramento, CA.
- County of Sacramento *General Plan, 2005-2030*, adopted by the Board of Supervisors Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento Count*y, December 2009 as revised through 2020. Sacramento, CA.
- Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity Designed for Local Governments, Communities, and Project Developers Public Draft August 2021.
- California Governor's Office of Planning and Research 2003. *Guidelines for the Preparation and Content of the Noise Element of the General Plan*.
- California Department of Conservation Division of Land Resource Protection Farmland Mapping and Monitoring Program. *Sacramento County Important Farmland Map*. 2016.
- California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*.
- California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.