



Public Review Draft

**Initial Study/
Mitigated Negative Declaration**

For the

**American River College – Corporation Yard
Relocation Project**

JANUARY 2020

PUBLIC REVIEW DRAFT

INITIAL STUDY/ PROPOSED MITIGATED NEGATIVE DECLARATION

FOR THE

**American River College – Corporation Yard
Relocation Project**



Prepared by
Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95825

January 2020

**NOTICE OF AVAILABILITY AND NOTICE TO OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE
LOS RIOS COMMUNITY COLLEGE DISTRICT
AMERICAN RIVER COLLEGE – CORPORATION YARD RELOCATION PROJECT**

The Los Rios Community College District (District) has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the American River College – Corporation Yard Relocation Project. The District proposes to adopt a Mitigated Negative Declaration ("MND") because the Project construction and operation would not have a significant effect on the environment. This MND and the Initial Study describe the reasons that this project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report under CEQA.

FILE NUMBER: 2020-01-MND

PROJECT TITLE: AMERICAN RIVER COLLEGE – CORPORATION YARD RELOCATION PROJECT

PROJECT LOCATION: The proposed Project is located at the American River College Campus (ARC), in the unincorporated area of Sacramento, northeast of Sacramento City, in the north-central portion of Sacramento County. Highway 80 is located approximately 1.1 miles northwest of the site. The American River College is located in a primarily suburban area. The American River College address is 4700 College Oak Drive, Sacramento, California, and consists of approximately 155 acres of land (APNs: 240-007-006, 230-0230-001, and 230-0230-022). The Sacramento County General Plan Land Use Map designates the Campus as "Public/Quasi Public". A regional and project location map are included as Figures 1 and 2, respectively.

PROJECT DESCRIPTION: The Los Rios Community School District is proposing to construct a new Corporation Yard located in the southwest portion of the American River College campus located at 4700 College Oak Drive, Sacramento, California. The area proposed for the new Corporation Yard currently consists of asphalt parking, with some minor landscaping. The proposed Corporation Yard Project will include the construction of one single-story, approximately 30,000 square-foot, building. Associated improvements will include, but are not limited to, the construction of underground utilities, landscaping, below-grade loading docks, trash enclosures, covered storage areas, exterior flatwork, a car wash, and new asphalt in the paved parking areas. The proposed relocated Corporation Yard will facilitate maintenance operations for American River College. There are currently corporation yard facilities located throughout the site; the new Corporation Relocation Yard Project will consolidate these facilities, therefore, there will be no growth in employees or an increase in traffic associated with the proposed project.

PUBLIC REVIEW PERIOD: As mandated by State law, the minimum public review period for this document is 30 days. The proposed Mitigated Negative Declaration will be circulated for a 30-day public review period, beginning on **Thursday, January 23, 2020** and ending on **Saturday, February 22, 2020**.

Copies of the Draft Negative Declaration are available for review at the following locations:

Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:00 pm on Saturday, February 22, 2020** to the Los Rios Community College District at the following address:

Daniel E. Kramer
Petralogix Engineering, Inc.
26675 Bruella Road
Galt, CA 95632

Facsimiles at (209) 604-3719 will also be accepted up to the comment deadline (please mail the original). For further information, contact Daniel Kramer, Professional Geologist, at (209) 400-5729.

A public hearing to receive comments will be held at Los Rios Community College District. This meeting is scheduled for Tuesday, February 11, 2020 at 10:00 a.m. at 3753 Bradview Drive, Sacramento.



Dan McKechnie, Director of Facilities Planning

1-21-20

Date

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APPENDIX E – American River College Phase I

1. PROJECT TITLE

American River College – Corporation Yard Relocation Project

2. LEAD AGENCY NAME AND ADDRESS

Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

3. CONTACT PERSONS

Julie Moore: 916-856-3433

4. PROJECT LOCATION

The proposed Project is located at the American River College (ARC) campus, in the unincorporated area of Sacramento, northeast of Sacramento City, in the north-central portion of Sacramento County. Highway 80 is located approximately 1.1 miles northwest of the site. The American River College is located at 4700 in a primarily suburban area. The American River College address is 4700 College Oak Drive, Sacramento, California, and consists of 155 acres of land (APNs: 240-007-006, 230-0230-001, and 230-0230-022). The Sacramento County General Plan Land Use Map designates the Campus as “Public/Quasi Public”. The project location zoning is designated as residential (RD-2). A regional and project location map are included as Figures 1 and 2, respectively.

5. PROJECT SPONSOR'S NAME AND ADDRESS

Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

6. PROJECT DESCRIPTION

The Los Rios Community School District is proposing to construct a new Corporation Yard located in the southwest portion of the American River College (ARC) campus located at 4700 College Oak Drive, Sacramento, California. The area proposed for the new Corporation Yard is located in the southwest portion of the site, and currently consists of asphalt parking, with some minor landscaping. The proposed Corporation Yard Project will include the construction of one single-story, approximately 30,000 square foot building. Associated improvements will include, but are not limited to, the construction of underground utilities, landscaping, below-grade loading docks, trash enclosures, covered storage areas, exterior flatwork, a car wash station, and new asphalt in the paved parking areas. The proposed relocated Corporation Yard will facilitate maintenance operations for American River College. There are currently corporation yard facilities located throughout the site; the new Corporation Relocation Yard Project will consolidate these facilities, therefore, there will be no growth in employees or an increase in traffic associated with the proposed project. The 100 Percent Design Draft is included in Appendix A. The proposed project area and conceptual site plan are included as Figure 3 and 4.

7. SURROUNDING LAND USES AND SETTING

The proposed project is located in the southwestern portion of the American River College campus. To the north of the campus is Myrtle Avenue, followed by residential homes. To the south is Arcade Creek followed by Winding Way and residential homes. West of American River College is College Oak Drive followed by residential housing. The surrounding area is designated primarily as low and medium density residential housing, with some commercial according to the Sacramento County General Plan (2035). Suburban neighborhoods make up the majority of use in the surrounding area.

8. NECESSARY PUBLIC AGENCY APPROVALS

It is anticipated that the following “typical” permits and compliance may be needed for this Project:

- Los Rios Community College District: Lead agency with responsibility for approving the proposed modernization and expansion of the College Center building. Preparation of a Stormwater Pollution Prevention Plan (SWPPP) to Sacramento County standards. Pollutant Discharge Elimination Permit (Stormwater/Erosion Control) issued by the Sacramento County.
- United States Fish and Wildlife Service – Compliance with the Federal Endangered Species Act: Construction activities would not directly or indirectly adversely affect a federally listed species or its habitat (see Biological Resources section of this document for additional information). Therefore, the proposed project would not be required to obtain Section 7 clearance from the U.S. Fish and Wildlife Service prior to SRF loan commitment.
- State Historic Preservation Office – Compliance with the National Historic Preservation Act: There are no prehistoric or historic archaeological resources, historic properties, or resources of value to local cultural groups within the project area. Therefore, the proposed project would not be required to demonstrate to the satisfaction of the State Historic Preservation Office that the project complies with Section 106 of the National Historic Preservation Act (see Cultural Resources section of this document for additional information).
- Native American Heritage Commission: Compliance with Assembly Bill 52 (AB 52). Lead agencies consult with Native American tribes who have previously contacted the Lead Agency early in the CEQA planning process. Assembly Bill applies to the project; however, no tribes have requested notification at this time.
- Sacramento Metropolitan Air Quality Management District (SMAQMD): Air Quality Application for Authority to Construct and/or Permit to Operate.

9. PROJECT CONSTRUCTION

Project construction is expected to begin by November 1, 2020 and continue for a duration of approximately 13 months. Completion of the proposed project is expected December 2021. Construction will consist of a steel-framed with concrete masonry unit walls and an interior concrete slab-on-grade floor, with a total footprint of approximately 25,000 square feet.

Construction activity will first include vegetation clearing and demolition of currently existing asphalt/concrete flatwork. Onsite soil is considered suitable to be used as engineered fill; existing concrete pavements that are not incorporated into the design of planned improvements may be pulverized, mixed with underlying base materials, and used as engineered fill (WKA, 2019). Roadways will be swept clean as needed. Water will be applied to any potential dust-generating materials during construction.

The Project has been designed to eliminate environmental impacts by requiring the following measures:

- Project design to meet applicable Sacramento County design standards.
- Air Quality Mitigation and Permitting through SMAQMD.
- Preparation of a Stormwater Pollution Prevention Plan (SWPPP) to County of Sacramento standards.
- Pollutant Discharge Elimination Permit (Stormwater/Erosion Control) issued by the County of Sacramento.

A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction.

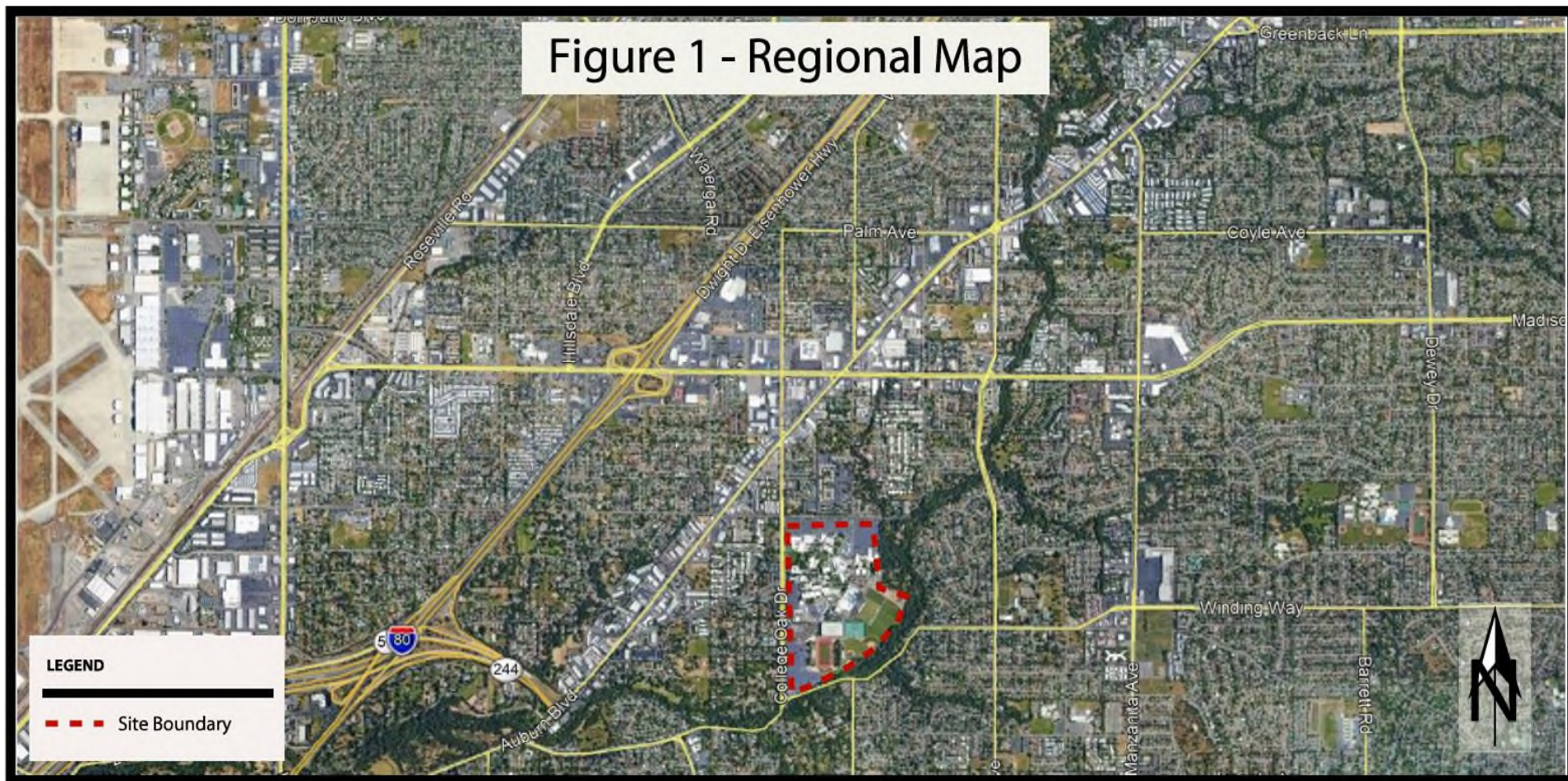


Figure 1 - Regional Map



Figure 2 - Campus Map

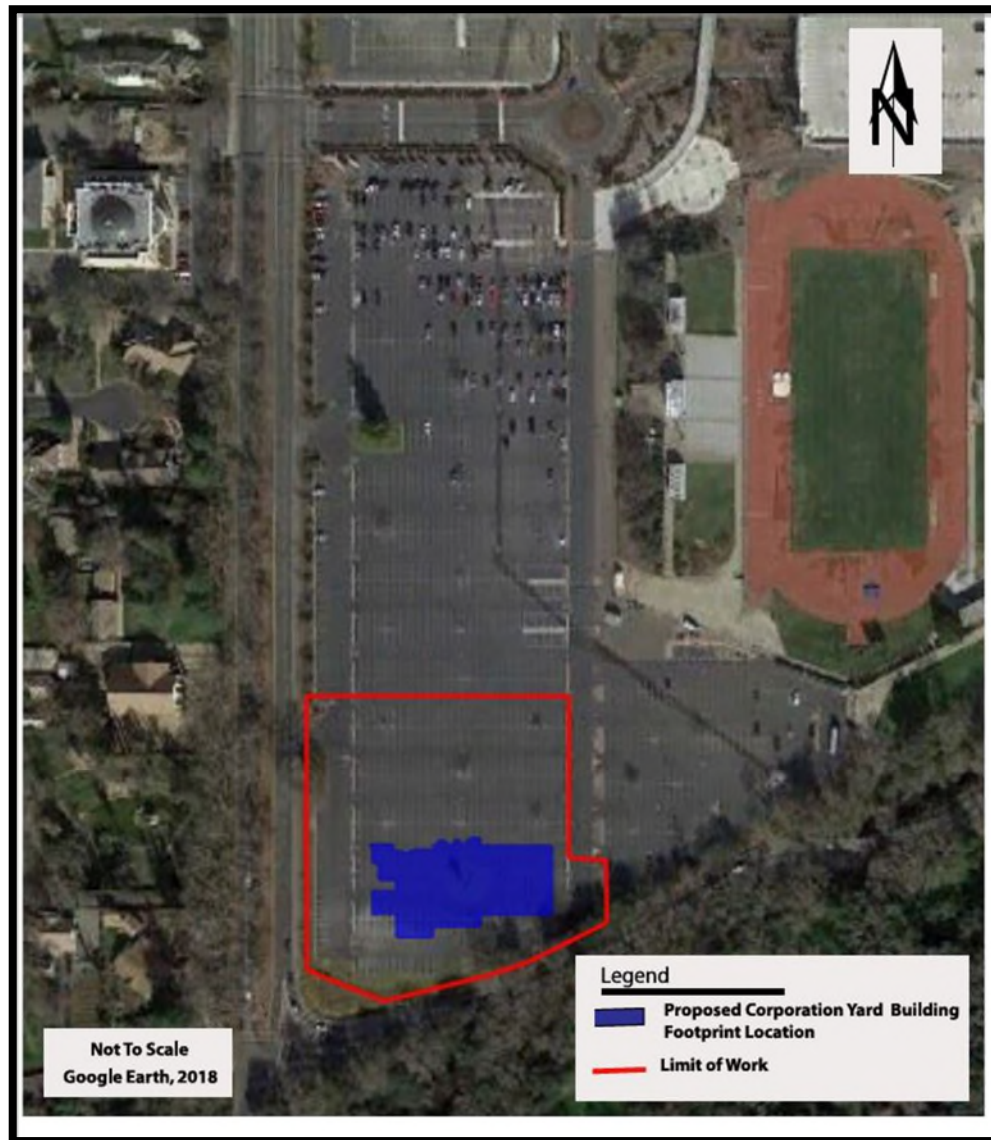
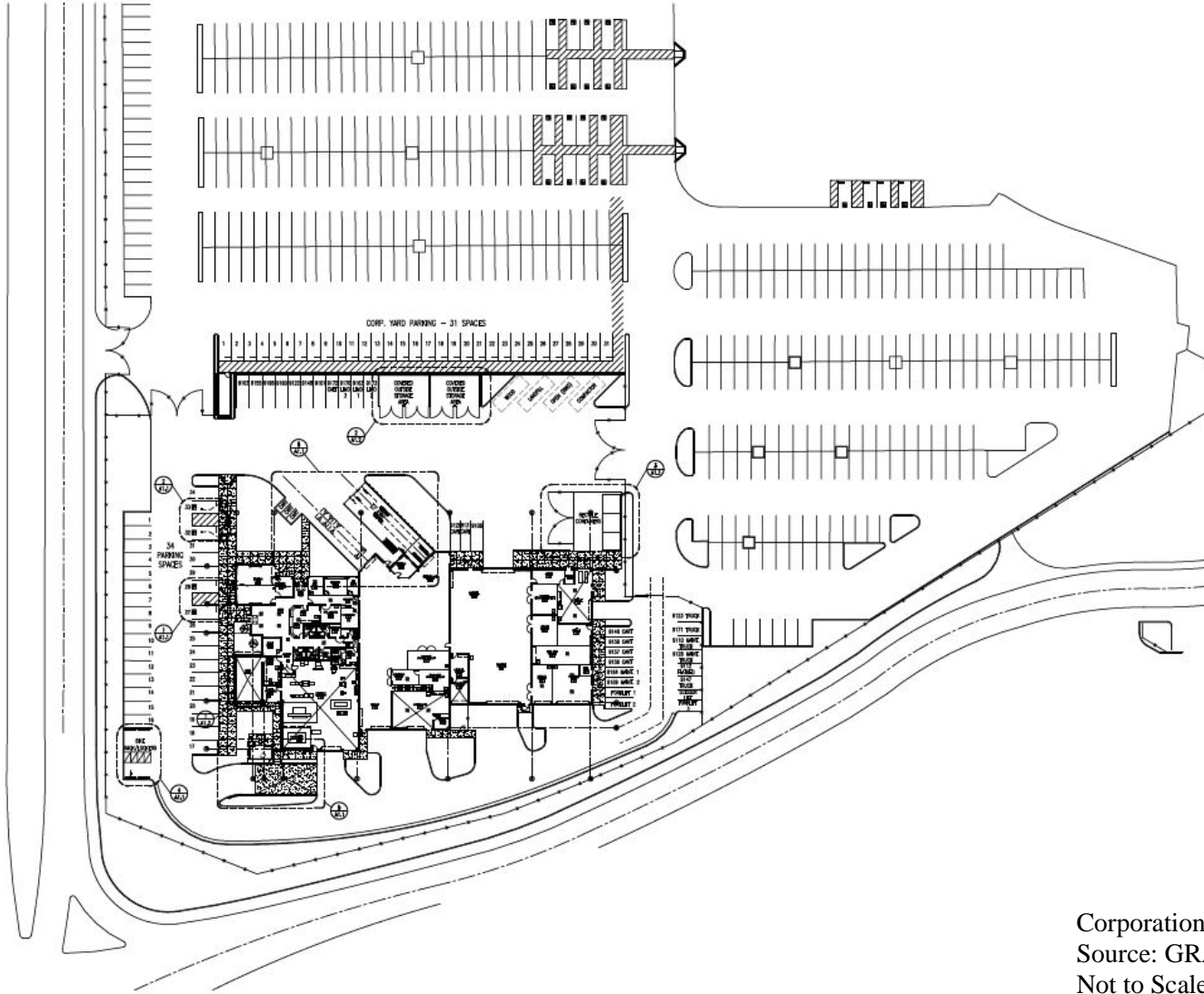


Figure 3 - Project Extent Map



Corporation Yard Site Plan
Source: GRA
Not to Scale

Figure 4 - Conceptual Site Plan

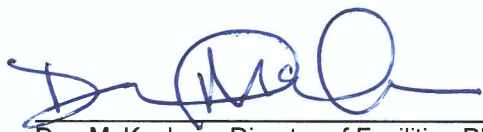
10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Energy
<input type="checkbox"/> Geology / Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards & Hazardous Materials
<input checked="" type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

11. ENVIRONMENTAL DETERMINATION

- ☐ I find that the proposed project could not have a significant effect on the environment, and a Negative Declaration will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an Environmental Impact Report is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Dan McKechnie, Director of Facilities Planning

1-20-20

Date

12. ENVIRONMENTAL CHECKLIST

I. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** The Sacramento County General Plan does not identify any scenic vistas within the Project area. Therefore, there is no impact.
- b) **No Impact.** No State “designated scenic highways” or “eligible scenic highways” are located within the vicinity of the project site (California Scenic Highway Program). There are no rock outcroppings located on the project site; the project description does not include significant demolition to any existing buildings. This is no impact.
- c) **Less Than Significant Impact.** The Project will relocate the existing Corporation Yard facilities that are currently non-centrally located on American River College campus to the southwest asphalt stadium parking area. The relocation project 100 Percent Design Development Plans (Appendix A) indicate the southwest parking lot would be visually improved with the new Corporation Yard structure and associated landscaping. Therefore, this is a less than significant impact.
- d) **Less Than Significant Impact.** The relocation of the American River College Corporation Yard will have the appropriate level of outdoor lighting for the convenience and security of the public and American River College (ARC) employees during any nighttime activities. Any additional exterior lighting will be appropriately directed to the immediate campus property, and not toward adjacent properties, roadways, or future land uses. Nighttime lighting for the campus is currently present on the site. The light and glare associated with the expansion project will remain within the project environment; this impact is therefore considered less than significant.

II. Agricultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</i>				
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 in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact.** According to the California Department of Conservation's (DOC) Important Farmland Map accessed online, the project site is identified as "Urban and Built-Up Land". According to the DOC, Urban and Built-Up Land is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Examples of land use with this designation include residential, institutional, commercial, and other developed purposes. The project is not in conflict with a zoning for agricultural use or Williamson Act contract, or conflict with existing forest land zoned for Timberland Production. The project will not involve the conversion of Farmland to non-agricultural use or result in the loss of forest land; therefore, the project will have **no impact**.

III. Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
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?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Result in emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

The proposed Project site is located within Sacramento, in Sacramento County. The project site lies within the Sacramento Valley Air Basin (SVAB) which is within the jurisdictional boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Air quality is monitored, evaluated, and regulated by federal, state, regional, and local regulating agencies, including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), as well as SMAQMD. The Sacramento Valley's relatively flat topography and bowl shape is surrounded by elevated terrain, and its meteorological conditions are ideal for trapping air pollution and producing harmful levels of air pollutants, such as ozone and particulate matter. 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 PM_{2.5}
 24-hour and annual state particulate matter federal PM₁₀

Therefore, for Sacramento County, the criteria pollutants of greatest concern are ozone precursors which include reactive organic gases (ROG) and nitrogen oxides (NO_x) along with particulate matter PM_{2.5} (24 hour) and PM₁₀ (24 hour and annual state).

Standards of Significance

In accordance with Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessments in Sacramento County, December 2009, as revised July 2019, a project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

- Ozone: The project will increase nitrogen oxide (NO_x) levels above 85 pounds per day for construction phases and/or the project increases either ozone precursors nitrogen oxide (NO_x) or reactive organic gases (ROG) above 65 pounds per day for operational phases;

- Particulate Matter (PM_{2.5}): The project will increase 82 pounds per day and 15 tons per year despite employment of all best available management practices during either construction or operational phases;
- Particulate Matter (PM₁₀): The project will increase 80 pounds per day and 14.6 pounds per year despite employment of all best available management practices during either construction or operational phases;
- Expose sensitive receptors to excessive nuisance odors as defined by SMAQMD Rule 402; or
- Contribute to localized concentrations of air pollutants at nearby receptors that would exceed applicable ambient air standards.

a-b) **Less Than Significant Impact.** The proposed Project site is located within the jurisdictional boundaries of the SMAQMD. According to SMAQMD, the procedure for assessing construction and operation emission impacts should be analyzed using the CalEEMod 2016.3.2 impact calculator. A CalEEMod analysis was conducted by Petralogix Engineering, Inc. for the proposed project using the following project characteristics: Sacramento County, Climate Zone 6, 3.5 m/s Wind Speed, 58 days Precipitation Frequency, SMUD Utility Company, 0.57 lot acreage, and 30,000 building square footage. The current project location is parking lot space, and the project will not be facilitating growth or new vehicular traffic, therefore, only the proposed building footprint is input into the model. Where project-specific parameters are unknown, the default values in CalEEMod are used as they provide a conservative estimate of emissions.

ASSESSMENTS AND FINDINGS

Long-Term Operational Emissions. Long-term operational impacts to air quality are greatly determined by land uses and vehicle travel associated with these uses. The amount of long-term emissions that generally result from a project such as a school is largely based on the number of new vehicle trips to the school site as a result of the project. In the case of the proposed project, there should be essentially no significant changes in vehicle patterns to the site, since the proposed Corporation Yard relocation project serves to consolidate corporation yard activities and will accommodate current staff. The California Emissions Estimator Model (CalEEMod) was used to estimate the projects long-term emissions. Detailed CalEEMod results are shown in Appendix B, with a summary of long-term operation project emissions presented in the table below:

Table A-1. Estimated Operational Air Pollutant Emissions.

Pollutant	SMAQMD Thresholds (tons/year)	SMAQMD Thresholds (lbs/day)	Unmitigated Emissions		Mitigated Emissions	
			(tons/year)	(lbs/day)	(tons/year)	(lbs/day)
NO _x	—	65	0.7278	5.1877	0.7270	5.1835
ROG	—	65	0.3043	2.2731	0.3042	2.2727
PM ₁₀	14.6	80	0.4487	3.2705	0.4487	3.2702
PM _{2.5}	15	82	0.1256	0.9084	0.1255	0.9080

Note: lbs/day reported are peak daily totals

The proposed project is planned for completion/operation beginning in January 2022. Both the mitigated and unmitigated values for NO_x, ROG, PM₁₀, and PM_{2.5} are below the SMAQMD thresholds of significance. SO₂ operational emissions are very low (0.00542 tons/year or 0.0409 lb/day) and are therefore of little concern. A cumulative significant

impact for CO does not already exist in this region and CO emissions (1.7656 tons/year or 13.6387 lb/day unmitigated and 1.7649 tons/year and 13.6352 lb/day mitigated) would not result in localized CO concentration above the SMAQMD thresholds. Additionally, CO is created by the combustion of fossil fuels by vehicles – this project is not anticipated to increase traffic, as discussed above. The operational period emissions for the project (Appendix B) are all below the thresholds of significance.

The proposed new Corporation Yard Relocation project would be designed to meet Leadership in Energy and Environmental Design (LEED) Silver certification or equivalent. LEED focuses on encouraging a more sustainable approach to the way buildings are designed, constructed, and operated. There are five categories evaluated to achieve LEED certification: sustainability, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The energy and atmosphere category focuses on energy performance of main systems and requires that the building uses at least 10 percent less energy than the U. S. Green Building Council baseline. Therefore, the new building will be energy efficient. Energy consumption will not be wasteful, inefficient, or unnecessary.

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

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast paced, or involves more than 2 phases occurring simultaneously;
- Involve cut-and-fill operations; and
- Require import or export of soil materials that will require a considerable amount of haul truck activity.

The proposed project generally meets these screening criteria, with the exception of some minor amount of demolition associated with the current asphalt parking lot area. The American River College Corporation Yard - Geotechnical Engineering and Geologic Hazards Report performed by Wallace Kuhl & Associates (WKA, 2019) for the project indicates the soil onsite is suitable for use as engineered fill material, and existing asphalt/concrete pavements not incorporated into the design of the planned improvements may be pulverized, mixed with underlying base materials, and used as engineered fill. CalEEMod accounted for these construction project characteristics (Appendix B) during the analysis. Short-term emissions for this project are considered to be related to the construction phase of the project. Of the many emissions generated during this type of construction, however, Ozone, PM₁₀ and PM_{2.5} are considered the pollutants of greatest concern. PM₁₀ emitted throughout the construction project can vary greatly, contingent on the level of activity, the specific operations, the equipment utilized, and other factors, making quantification difficult. The SMAQMD has adopted a set of Fugitive Dust Rules, collectively called Rule 403 which specifically address fugitive dust generated by construction related

activities. The California Emissions Estimator Model (CalEEMod) was used to estimate the projects short term construction emissions. Detailed CalEEMod results are shown in Appendix B, with a summary of short-term operation project emissions presented in the table below:

Table A-2. Estimated Construction Air Pollutant Emissions.

Pollutant	SMAQMD Thresholds (tons/year)	SMAQMD Thresholds (lbs/day)	Unmitigated Emissions		Mitigated Emissions	
			(tons/year)	(lbs/day)	(tons/year)	(lbs/day)
NO _x	—	85	0.3149	9.4493	0.3149	9.4493
ROG	—	—	0.1704	55.8509	0.1704	55.8509
PM ₁₀	14.6	80	0.0213	1.5824	0.0213	1.0548
PM _{2.5}	15	82	0.0166	0.8801	0.0166	0.6525

Note: lb/day reported are peak daily totals

Both the mitigated and unmitigated values for NO_x, ROG, PM₁₀, and PM_{2.5} are below the threshold of significance. SO₂ emissions during the construction phase remain the same with mitigation and are very low (0.00051 tons/year or peak daily total 0.0162 lb/day) and are therefore of little concern. A cumulative significant impact for CO does not already exist in this region and CO emissions (0.2903 tons/year or peak daily total 8.2214 lb/day) is considered low.

The analysis provided the maximum daily emissions for unmitigated construction, mitigated construction, unmitigated operational, and mitigated operational. As discussed below, after **Mitigation Measure Air – 1 and Mitigation Measure Air – 2** is implemented, impacts to air quality will be **less than significant with mitigation**.

Air Quality Mitigation 1

The District shall not begin construction activities until first securing appropriate permits from the Sacramento Metropolitan Air Quality Management District.

Air Quality Mitigation 2: The following procedures will be adhered to by the construction contractor(s) in accordance with Air District Rule 403 and Enhanced Fugitive 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 mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Soil Disturbance Areas:

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Install windbreaks (e.g. plant trees, solid fencing) on windward side(s) of construction areas.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

Based on the highest estimated emissions, evaluated per the SMAQMD Thresholds of Significance; the implementation of **Mitigation Measure Air 1**, which requires appropriate permitting with the SMAQMD prior to construction; and the implementation of **Mitigation Measure Air 2**, which incorporates control of fugitive dust required by District Rule 403, and Enhanced Fugitive Dust Control Practices, the project Construction impacts to air quality will be **less than significant with mitigation**.

Additional **Air Quality Mitigation Measures (3-6)** required by Sac Metro during construction which will be implemented include the following:

Air Quality Mitigation 3 - Rule 414: Boilers and Process Heater Requirements

The developer or contractor is required to install water heaters rated less than 1,000,000 BTU per hour.

Air Quality Mitigation 4 - Rule 442: Architectural Coatings Requirements

The developer or contractor is required to use coatings which comply with volatile organic compound content limits as specified in the rule.

Air Quality Mitigation 5 - Rule 453: Cutback and Emulsified Asphalt Paving Materials Requirements

The developer or contractor is prohibited to use certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

Air Quality Mitigation 6 - Rule 460: Adhesive and Sealants

The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

- c) **Less Than Significant Impact.** Sensitive receptors in the vicinity include the existing campus where the proposed project is located and surrounding residential homes. Since the proposed project does not exceed any of the threshold criteria established by SMAQMD, it is not anticipated there would be a change in substantial pollutant concentrations.
- d) **No Impact.** The proposed project does not include any activities that would result in objectionable odors. Therefore, this is no impact.

IV. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is a global problem. Pollutants with localized air quality effects have generally short atmospheric lifetimes (approximately 1 day), greenhouse gas (GHG) emissions persist in the atmosphere for long enough periods of time (1 year to several thousand years) to be dispersed around the globe. The amount of GHGs required to ultimately result in climate change is not precisely known. What is known is that the amount is enormous, and no single project would measurably contribute to noticeable incremental change in the average global temperature. 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). There are other GHGs, such as chlorofluorocarbons, hydrofluorocarbons, and sulfur hexafluoride, however, these are less of a concern since construction and operational activities associated with land use development projects are not likely to generate these in substantial quantities. To quantify GHG, a standard of "CO₂-Equivalent" or CO₂E is used. Carbon dioxide equivalency (CO₂E) refers to the amount of mixed GHGs that would have the same global warming potential when measured over a specified timescale (generally 100 years).

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. These regulations include, but are not limited, to the following:

- **Assembly Bill (AB) 32.** The California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020 – which is a reduction of approximately 15 percent below emissions from "business as usual" scenarios. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions.
- **Executive Order S-3-05.** This order establishes GHG emission reduction targets for California and directs the CAL-EPA to coordinate oversight efforts. The targets, which were 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.
- **Senate Bill 375.** Senate Bill (SB) 375 was enacted in order to align regional transportation planning efforts, regional GHG reduction targets, and land use and house allocation. SB 75 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in the MPOs Regional Transportation Plan.

- **Executive Order B-30-15.** This order requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and below 1990 levels by 2050.

THRESHOLDS OF SIGNIFICANCE

For this analysis, SMAQMD's recommended thresholds of significance are as stated:

- 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.

a) **Less Than Significant Impact.** The construction of the relocated corporation yard would create short-term, small impacts on GHG emissions from construction trips and equipment. Based on the CalEEMod Air Quality Model results (Appendix B), the proposed project construction GHG emissions will generate approximately 45.0167 metric tons per year of CO₂ equivalent. This is below the SMAQMD's threshold of 1,100 metric tons per year. This is considered less than significant.

The long-term operations of the Corporation Yard Relocation project would create long-term, impacts on GHG emissions. Based on the CalEEMod Air Quality Model results (Appendix B), the proposed project, once operational, will generate approximately 613.0900 metric tons per year of CO₂ equivalent unmitigated and 607.9559 metric tons of CO₂ equivalent mitigated. This is below the SMAQMD's threshold of 1,100 metric tons per year. This is considered less than significant. Furthermore, there will be a slight reduction of GHG impacts with implementation **Mitigation Measure GHG – 1 and Mitigation Measure GHG – 2.** This is considered **less than significant.**

Mitigation Measure GHG – 1

- **A minimum of fifteen new trees will be planted post construction.**

Mitigation Measure GHG – 2

- **A minimum of five bike racks will be installed post construction, and in accordance with the Essentials of Bike Parking publication for preferred bike styles as recommended by SMAQMD.**

b) **Less Than Significant Impact.** The American River College has provided campus-wide guidance through the years, and most recently documented through the American River College 2019 Facilities Master Plan (Master Plan) which contains guidelines to continuing improving on bicycle, pedestrian, and public transit infrastructure. The recently adopted Master Plan contains guidelines to inform and plan for future growth, of which the Corporation Yard Modernization is included. As noted in the Master Plan, the consolidation and relocation of the Corporation Yard would create additional area on which new instructional space may be developed at the front of the campus, adjacent to the campus core, providing valuable space. Circulation improvements would include reducing pedestrian conflicts with corporation yard delivery trucks and improving pedestrian circulation from the new parking structure and south parking lots. The Los Rios Community College District is currently considering the feasibility of adding additional ADA path of travel from the College Oak Drive and Winding Way island to the pedestrian entrance on Winding

Way, as requested by correspondence via email with Air Quality Planner/Analyst Rachel DuBose on November 20, 2019.

The proposed project is not anticipated to conflict with any policy or regulation adopted for the purposes of GHG reduction. This is a less than significant impact. The Sacramento County Climate Action Plan has adopted policies addressing climate change (CAP, 2011), however, it is anticipated that the proposed project would not conflict with these policies. The new expansion building is designed to meet current energy efficiency standards, which will further reduce GHG emissions. No significant conflict with GHG reduction policies is anticipated, therefore, there is a **less than significant impact**.

V. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Moore Biological Consultants prepared a biological assessment (included in Appendix C) of the proposed project site and how the project could affect the environment within and adjacent to the sites. Their report includes biological assessment for potentially regulated Waters of the U.S. and wetlands, Federal and State special-status species, or potentially suitable habitat for species within the project site, in accordance with the Federal Endangered Species Act (FESA), the Clean Water Act (CWA), the Rivers and Harbors Act, the Migratory Bird Species Act (MBTA), the California Endangered Species Act (CESA), the California Environmental Quality Act (CEQA), the Fish and Game Code of California, the Porter-Cologne Water Quality Control Act, and the California Native Plant Protection Act. The results of their assessment are hereby incorporated by reference (Moore Biological Consultants, 2019).

Moore Biological Consultants utilized the California National Diversity Database (CNDDDB) to identify wildlife and plant species that have been previously documented in the project vicinity or that have the potential to occur based on suitable habitat and geographical distribution. They also conducted a field survey of the proposed project site, which included an assessment of

potentially jurisdictional waters of the U.S., special-status species, and suitable habitat for special-status species.

- a) **Less Than Significant Impact with Mitigation Incorporated.** A majority of the project site is a fully paved parking lot with narrow landscape strips along the south and west edges of the lot. The body of the project site is located on campus is biologically unremarkable. Development of the proposed project will result in the removal of some ornamental trees and shrubs, which from a wildlife habitat perspective is less than significant impact. Due to the lack of suitable habitat, it is unlikely that special-status plants occur in the site (Moore Biological Consultants, 2019). The Project would not significantly modify, either directly or indirectly, habitats of any species identified as candidate, sensitive, or special status. Special-status species are plants and animals that are legally protected under the CESA, FESA, or other regulations.

The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. 1531-1543) and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 7 of FESA requires Federal agencies to ensure that the actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Critical habitat is areas mapped by United States Fish and Wildlife Service (USFWS) as being critical to maintain and/or manage in a relatively natural state for the recovery of a listed species. The site is not within designated critical habitat for any federally listed species.

The California Endangered Species Act (CESA) (Fish and Game Code 2050 et seq.) establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species, if reasonable and prudent alternatives are available that would avoid jeopardy. The CDFW is required to issue a written finding indicating if a project would jeopardize threatened or endangered species and specifying reasonable and prudent alternatives that would avoid jeopardy.

CEQA Guidelines Section 15380 provides that a species not listed under the FESA or CESA may be considered rare or endangered under specific criteria. These criteria have been modeled after the definitions in FESA and CESA.

While the project site may have provided habitat for special-status species at some point in the past, development has substantially modified natural habitats in the greater project vicinity, which includes those within the site. Of the wildlife species identified in the CNDDDB search, Swainson's hawk is the only species that has any potential to occur in the project site on more than a transitory or very occasional basis (Moore Biological Consultants, 2019). The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act and fish and Game Code of California protect Swainson's hawk year-round as well as their nests during nesting season (March 1 through September 15). The CNDDDB contains one record of nesting Swainson's hawk in the CNDDDB (2019) search area within 5 miles of the project site, with the closest record indicating Swainson's hawk 2.5 miles southeast of the site. Swainson's hawk could be disturbed by noise if they nested in or near the project site during construction (Moore Biological Consultants, 2019).

Implementation of the following mitigation measure would reduce the above-identified impacts to biological resources to a less-than-significant level.

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements

A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (Moore Biological Consultants, 2019).

Removal of trees may affect nesting birds protected by the federal Migratory Bird Treaty. In order to reduce any potential impacts to nesting migratory birds to a less than significant level, Biological Resources Mitigation Measure 2 is required:

Biological Resources Mitigation Measure 2 - Preconstruction Nesting Bird Survey

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or project construction should be delayed until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2019).

- b) **No Impact.** The proposed project will have no adverse impacts on sensitive or regulated habitat because the Project site itself is devoid of native riparian vegetation or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS (Moore Biological Consultants, 2019). Therefore, there is no impact.
- c) **Less than Significant Impact.** There are no potentially jurisdictional Waters of the U.S. or wetlands in the site. The site consists entirely of paved and landscaped areas that are highly disturbed. Specifically, there was no observed permanent or intermittent drainages, vernal pools, seasonal wetlands, marshes, ponds, lakes, or riparian wetlands of any variety within the site (Moore Biological Consultants, 2019). It should be noted that Arcade Creek, a jurisdictional Water of the U.S., is located across Winding Way, to the south of the site. The proposed Project will be subject to the Construction General Permit and the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts to waterways and sources. Therefore, this is a less than significant impact.
- d) **Less than Significant Impact.** The project site is not located on or adjacent to a waterway. The proposed project will not interfere substantially with the movement of any other 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. It should be noted that Arcade Creek, a jurisdictional Water of the U.S., is located across Winding Way, to the south of the site. The proposed Project will be subject to the Construction General Permit and the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts to waterways and sources. Therefore, this is a less than significant impact.
- e) **No Impact.** The proposed project will result in the removal of five ornamental trees with trunk diameter ranging from a minimum of two inches to a maximum of nine inches, as well as the removal of some shrubs, include one sycamore tree with undetermined diameter

(GRA Architecture, 2019); the ornamental trees do not qualify as heritage trees. This is considered no impact.

- f) **No Impact.** The project will not conflict with an adopted Habitat Conservation Plan or Natural Conservation Community Plan, as the site is not located within a natural Habitat. Therefore, no impact.

VI. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Setting:

According to a non-confidential records search provided by the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) maps for cultural resource site records and survey reporting in Sacramento County within 1/4-mile radius of the proposed project area, archaeologists locate prehistoric-period habitation sites “along streams or on ridges or knolls, especially those with southern exposure.” The project is located in a region known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu.

- a) **Less than Significant.** On September 18, 2019, Petralogix Engineering, Inc. (Petralogix) sent a letter describing the project with maps depicting the project area to the Sacramento County Historical Society. The letter requested any information or concerns about cultural resources in the project area. No response to consultation attempt has been received to date. Petralogix submitted a records search at the Northern Central Information Center (NCIC) on September 19, 2019 for the project area with a quarter-mile search radius. The NCIC, of the California Historical Resources Information System, California State University, Sacramento, an affiliate of the Office of Historic Preservation (OHP), is the official state repository of cultural resource records and reports for Sacramento County. As part of the records search, Petralogix reviewed the California Inventory of Historic Resources, California Points of Historical Interest, California Historical Landmarks, and the Directory of Properties in the Historic Property Data File available on the OHP online records search. No cultural resources were identified within the project area, or within a quarter mile of the project area. This is a less than significant impact.

NCIC File No.: SAC-19-206 indicates zero (0) prehistoric-period resource(s) and zero (0) historic-period cultural resource(s) on file for the proposed project area. The NCIC records search conducted outside the project area, but within ¼-mile of the proposed project area, recognized zero (0) prehistoric-period resource(s) and zero (0) historic-period cultural resource(s). Per NCIC, although the proposed project is situated adjacent to Arcade Creek, given the extent of known cultural resources and the environmental setting, there is a low potential for locating prehistoric-period cultural resources in the immediate vicinity of the project site.

Within the search area, NCIC notes the 1911 Citrus Heights (Antelope) 7.5' USGS topographical map shows evidence of an early twentieth-century unpaved road in the vicinity. The 1967 Citrus Heights 7.5' USGS topographical map shows evidence of twentieth-century roads and buildings in the vicinity. Given the extent of known cultural resources and patterns of local history, NCIC reports there is low potential for locating historic period cultural resources in the immediate vicinity of the proposed project area.

- b) **Less than Significant with Mitigation Incorporated.** A significant impact will occur if the project causes a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration. No archaeological resources were identified within the project area. However, archaeological resources may exist within the project area. In the event that archaeological resources are observed during project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level. Therefore, the impact on archaeological resources is considered less than significant with mitigation incorporated.

Cultural Resources Mitigation Measure 1

If prehistoric or historic-period archaeological deposits are discovered during Project activities, all work within 25 feet of the discovery should be redirected and the archaeologist should assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits should be avoided by project activities, but if such impacts cannot be avoided, the deposits should be evaluated for their California Register eligibility. If the deposits are not California Register-eligible, no further protection of the finds is necessary. If the deposits are California Register-eligible, they should be protected from Project-related impacts, or such impacts should be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

- c) **Less than Significant with Mitigation Incorporated.** A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. Implementation of **Mitigation Measure CR-2** would ensure that human remains encountered during Project activities are treated in a manner consistent with state law and reduce impacts to human remains to a less than significant level as required by CEQA. This would occur through the respectful coordination with descendant communities to ensure that the traditional and cultural values of said community are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided. The implementation of these mitigation measures would reduce this potential impact to a less than significant level.

Cultural Resources Mitigation Measure 2

Any human remains encountered during Project ground-disturbing activities should be treated in accordance with California Health and Safety Code Section 7050.5. The lead agency should inform its contractor(s) of the sensitivity of the Direct Area of Potential Effect for human remains and verify that the following directive has been included in the appropriate contract documents:

If human remains are encountered during Project activities, the Project shall comply with the requirements of California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected

to overlie adjacent remains until the county coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/ construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

VII. Energy

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project or construction operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Energy resources in California include electricity from renewable and non-renewable forms, natural gas, and petroleum.

a,b) **Less than Significant Impact.** The current Corporation Yard facilities are located in several areas throughout the American River Campus, with the main Corporation Yard facility located adjacent to the Campus Police Department. The current Corp Yard structures are dispersed and older/less energy efficient. Therefore, operational energy consumption is anticipated to be reduced based on the consolidation of the Corp Yard Facilities to one location in conjunction with a newer more efficient building. This is a less than significant impact.

Construction energy consumption is associated with the construction equipment and vehicles. The proposed project will require construction equipment and vehicles to limit idling time to 5 minutes or less. Therefore, fuel consumption associated with the proposed project would not result in an inefficient, wasteful, or unnecessary consumption of energy resources during project construction. In addition, the project plans call for construction waste management practices that include recycling and/or salvage for reuse a minimum of 50 percent of the non-hazardous construction waste. This is considered a **less than significant impact**.

VIII. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Wallace Kuhl & Associates (WKA) completed a *Geotechnical Engineering and Geologic Hazards Report* (included in **Appendix D**) for the proposed American River College Corporation Yard project, dated October 3, 2019. The Project proposes consist of complete demolition, removal, and clearing of an existing parking lot located within the planned footprint of a corporation yard building and associated improvement areas. A single-story steel-framed building with concrete masonry unit walls and an interior concrete slab-on-grade floor, and therefore, structural loads for the building are anticipated to relatively light to moderately heavy. Associated improvements will include construction of underground utilities, landscaping, below-grade loading docks, trash enclosures, covered storage areas, exterior flatwork, and new asphalt concrete pavements. WKA's report presents the results of subsurface exploration, including findings on faulting and seismic hazard and soil conditions. Their report also provides geotechnical recommendations for earthwork and the design and construction of foundations and floor slab.

a) Less than Significant Impact.

- i. **Less than Significant Impact.** The subject site is located in the California Central Valley Area, which is a relatively low to moderate seismically active area. The Project area is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. There are no mapped surface or subsurface faults that traverse the Project area per review of Fault-Rupture Hazard Zones in California, Special Publication 42. No indication of surface rupture or fault-related surface disturbance was observed at the site during site reconnaissance or review of aerial photographs (WKA, 2019). Therefore, WKA concludes that ground rupture at the site resulting from seismic activity is unlikely.

Construction will be required to meet the design standards set forth in the 2013 Sacramento County Building Design Criteria and Sacramento. Therefore, this is considered a **less than significant impact**.

- ii. **Less than Significant.** In general, strong ground shaking from an earthquake is the cause of most seismic ground shaking damage. The California Building Code Site Classification for the proposed project site is D, corresponding to a stiff soil profile. As stated above, the proposed project is not located within an Alquist-Priolo Earthquake Fault Zone. Construction will be required to meet the design standards set forth in the 2013 Sacramento County Building Design Criteria as well as the seismic design criteria in accordance with the 2016/2019 California Building Code Seismic Design Parameters. Based on the design standards required, the project being located outside an Alquist-Priolo Earthquake Fault Zone, ground shaking is considered **less than significant**.
- iii. **Less than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of excess pore-water pressures during earthquake ground shaking, causing loss of shear strength. This phenomenon generally occurs in areas of high seismicity, where groundwater is shallow, and soils are loose and granular. Strong seismic shaking can also cause cyclic softening of saturated relatively non-plastic fine-grained soils. The California Geologic Survey (CGS) has designated certain areas within California as potential liquefaction hazard zones. These are areas considered at risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the likely presence of a relatively shallow water table. This site is not mapped within a designated area of potential liquefaction (WKA, 2019).

A liquefaction analysis was performed by WKA as part of their geotechnical evaluation. Per WKA, the site is not shown on liquefaction susceptibility maps published by the USGS in cooperation with the California Geologic Survey (CGS). Based on observed site geologic and seismic conditions, relatively dense and cohesive soil conditions encountered at the borings performed at the site, the absence of historical groundwater within the upper 87 feet at the site, and professional experience in the local area, the potential for liquefaction at the site is very low (WKA, 2019). In addition, based on the relatively high penetration resistance of the subsurface soils encountered in the borings drilled and sampled at the site, seismic settlements are not anticipated to adversely affect the performance of the improvements, provided the recommendations made by WKA for site clearing, subgrade penetration, and engineered fill placement are carefully followed. This is a **less than significant impact**

- iv). **No Impact.** The Project area is located on geographically level terrain (average grade less than five degrees) considered insufficient to produce a landslide. The Project area is not located within an earthquake-induced landslide zone (defined as “an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement”) per the reviewed Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation. As a result, no impacts related to landslides are anticipated.
- b) **Less than Significant Impact.** From a geotechnical standpoint, the on-site soils are considered suitable for use as engineered fill provided, they do not contain significant quantities of organics, rubble, deleterious debris, and clay, and are at a proper moisture content to achieve the desired degree of compaction (WKA, 2019). Granular materials such

as those encountered at the site are susceptible to erosion even when properly compacted, therefore, WKA recommends additional erosion protection measures, such as construction of permanent excavation and fill slopes be no steeper than two horizontal to one vertical (2H:1V) and soil should be protected from potential erosion prior to rainy season (i.e. vegetation, netting, straw bale sediment barriers, silt filter fences, etc.). The Project will be subject to the City of Sacramento's Chapter 15.88 Grading, Erosion and Sediment Control Code and Permitting Regulations. As a normal and standard requirement, the Project would be required to prepare and have approved individual Stormwater Pollution Prevention Plans (SWPPPs) that mandate construction and post-construction water quality provisions, including but not limited to erosion control plans during construction, installation of biofilters and/or mechanical cleansing of stormwater run-off, and similar elements. As a result of these standard engineering measures, the Project would have a less than significant impact on substantial soil erosion and issues resulting from the removal of topsoil during and after the construction process.

- c) **Less than Significant Impact.** The Geotechnical Engineering Report performed by WKA for the Corporation Yard Building Project consisted of six borings drilled to depths of 10 to 51.5 feet below ground surface (bgs) within the footprint of the proposed building. Groundwater was not observed during the boring portion of the Geotechnical Investigation by WKA. Subsidence occurs when a large land area settles due to extensive withdrawal of groundwater, oil, natural gas, or oxidation of peat. Based on the subsurface sampling and the mapped geology, the subsurface soil conditions underlying the site generally consists of alternating layers of silty sand, clayey sand, sandy silt, and lean clay (WKA, 2019). Based on the Department of Water Resources (DWR) subsidence map of the Central Valley of California indicating future land subsidence is low for the area, in addition to subsurface conditions encountered at the site, settlement at the site due to subsidence is considered very unlikely (WKA, 2019).

Based on their observations during subsurface exploration, laboratory testing, and analysis, WKA's opinion is that the proposed Corporation Yard building may be supported on a continuous perimeter foundation with continuous and/or isolated interior spread foundations (WKA, 2019). As discussed above, liquefaction at the site is considered very unlikely. Additionally, landslide potential in the area is negligible due to the flat topography at the site; this is a **less than significant impact**.

IX. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Los Rios Community School District is proposing to construct a new corporation yard to relocate and consolidate current corporation yard activities and locations that are currently throughout the ARC campus

The project takes place within the boundary of the American River Campus, specifically in the southwest portion of site currently used as an asphalt parking area. Petralogix Engineering, Inc. performed a Phase I Environmental Site Assessment report dated January 19, 2020 for the American River College campus. The Phase I engaged the services of Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; EDR provided Petralogix a list and profile of recorded sites within the project area that have been identified by regulatory agencies of significance. As part of the Phase I, Petralogix performed a search of publicly available databased including the CalEPA Regulated Site Portal and the State Water Resources Control Board (SWRCB) information management system for groundwater, the Geotracker Database. Results of the Phase I investigation are discussed below in section IX(d). The Phase I is available for review as **Appendix E**.

- a,b) **Less than Significant Impact with Mitigation Incorporated.** The American River College campus is a permitted small hazardous waste generator, non-RCRA waste generator and permitted hazardous material storage facility operating under a Hazardous Materials Business Plan registered with the Sacramento Environmental Management Department (EMD). One 2,000-gallon underground storage tank (UST) storing unleaded fuel, one 250-gallon above ground storage tank, and numerous hazardous material storage areas exist on campus. The proposed relocation of the corporation yard would not involve introduction of new hazardous materials or waste; the current UST on campus is presently located and operated at the current main Corp Yard area – this UST is planned for removal with no further USTs being installed for the site. This is considered **less than significant**.

There is the potential accidental release of hazardous material through possible spills associated with the construction phase equipment, such as oil and/or hydraulic fluid, during the construction phase of the project. With the implementation of Mitigation Measure Hazards and Hazardous Materials 1, which requires standard spill prevention measures and a procedure for spill response if one does occur, the projects potential to create a significant hazard to the public or the environment involving transport, use, disposal, or accidental release of hazardous materials, the impact is less than significant with mitigation incorporated.

Hazards and Hazardous Materials Mitigation 1

Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

- c) **Less Than Significant Impact. Air Emission Facilities** —California Department of Education Code Section 17213(b); Public Resources Code Section 21151.8(a)(2); and the California Code of Regulations, Title 5, Section 14011(i) requires a school district, in consultation with the local air pollution control district, to identify facilities within one-quarter mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous or acutely hazardous materials and substances of waste. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for providing written notification of any findings to the school district.

A letter was submitted to the SMAQMD requesting the identification and review of all sites potentially emitting hazardous air emissions within one-quarter mile of the proposed project site. Three locations were identified by Virginia Muller of SMAQMD via email correspondence on received on September 9, 2019. The email identified one emergency standby engines and a boiler/heater facility at the American River College; one active soil vapor extractive system located at 4644 Madison Drive (Exon Mobile); and one spray paint

spray booth facility located at 4811 Madison Avenue (Future Chevrolet of Sacramento). These are considered **less than significant**.

- d) **Less Than Significant Impact.** The project takes place within the boundary of the American River College facility grounds. The project is not included in any hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, a Phase I Environmental Site Assessment report was conducted by Petralogix Engineering, Inc., dated January 19, 2020. Petralogix engaged the services of Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; EDR provided Petralogix a list and profile of the recorded sites within the project area that have been identified by regulatory agencies of significance. The Phase I was performed in accordance with ASTM Standards E-1527, and as such, a thorough data review including local sources such as the Sacramento County Environmental Management Division and a site reconnaissance was performed. The Department of Toxic Substances Control ENVIROSTOR website and the State Water Resources Control Board GeoTracker website were additionally reviewed for the site and adjacent parcels, in an attempt to identify hazardous materials that would create a significant hazard to the public or the environment.

According to the Phase I ESA (Petralogix, 2020) American River College currently qualifies as a small quantity hazardous waste generator, with a valid operating permit, with no current uncorrected violations on record; there is a Hazardous Materials Business Plan in effect for American River College, which addresses the site as a Small Hazardous Waste Generator, with two underground storage tanks (USTs) (one 2,000 gallon unleaded gas and one 500-gallon waste oil), one above ground storage tanks (ASTs) (one 250-gallon diesel fuel), and numerous hazardous material containers ranging in size from 1-liter to 55 gallons that support the automotive, arts, and science activities, as well as general maintenance of the campus site. The Phase I ESA site reconnaissance reported at least five (5) in-ground hydraulic lifts abandoned in place in the student automotive shop. The hazardous waste records reviewed for the site (Petralogix, 2019) indicate there are no known hazards located within the footprint of the proposed project area. Therefore, the information reviewed collectively for the parcels within the American River College are interpreted to have a less than significant impact. In addition, records were reviewed for adjacent parcels; no hazardous materials impact was identified from any surrounding parcels.

Pipelines

According to Pacific Gas & Electric online interactive natural gas transmission pipeline map, no hazardous pipelines have been identified within 1,500 feet of the project site. A request for any gas distribution maps or Kinder Morgan pipeline/transmission line location information was sent to Kinder Morgan via email on September 9, 2019. No response has been received to date. According to the Kinder Morgan referenced National Pipeline Mapping System, there are is a gas transmission pipelines or hazardous liquid pipelines located adjacent south, west, and east of the ARC campus and adjacent to the project site. The contractor(s) responsible for construction phases of the project will call 811 prior to digging or excavation in order to assure no smaller pipelines that may be within the project site are damaged. This is a **less than significant impact** from gas transmission pipelines or hazardous materials pipelines.

High Voltage Transmission Lines

A records request was sent to Sacramento Metropolitan Utility District (SMUD) on December 20, 2019 requesting information regarding any potential transmission lines or transmission easements in the project site area. No response has been received to date. Any work conducted near any transmission lines will be in conformance with easements and power line safety laws/regulations. There is a **less than significant impact** from high voltage transmission lines.

Railroad Tracks

Based on review of Google Earth Maps, the proposed project site is located over 8,500 feet southeast from the nearest railroad tracks. There is **no impact** to the site from railroad tracks.

Asbestos

Asbestos is a generic term for the naturally occurring fibrous (asbestiform) variety of any of several minerals (crocidolite, tremolite, actinolite, anthophyllite, amosite and chrysotile) which separate into long flexible fibers and occur naturally in ultramafic rock formations. These igneous ultramafic rocks (pyroxenite, peridotite, dunite, and hornblendite) form below the earth's surface at very high temperatures and are exposed by uplift and erosion. During high-pressure processes involving tectonic deformation and burial, they may be altered to the metamorphic rock serpentinite. Chrysotile, the most common asbestos mineral in California, forms fibrous crystals in small veins in serpentinite rock. According to the California Department of Conservation, Division of Mines and Geology Open File Report 2000-19, the subject property is not located in an area more likely to contain naturally occurring asbestos. Based on this information and given the geological conditions in the site area, the issue of naturally occurring asbestos from rock/soil is not expected to be a concern at the site. This is considered a **less than significant impact**.

Radon Potential

Radon is a gas that is produced by the decay of uranium and radium. This naturally occurring, colorless, odorless, and tasteless gas is produced in most soil or rock. Consequently, all buildings have some radon, as well as the outdoor air. Radon can move with ease through any porous material through which a gas can move. Void spaces and pores are found in the soil underlying any building. Radon is a known carcinogen which the Surgeon General has warned is the second leading cause of lung cancer in the United States.

The National Radon Database has been developed by the United States Environmental Protection Agency and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years of 1986 through 1992.

According to EPA publication 402-R-93-025, titled EPA's Map of Radon Zones, California, dated September 1993, Sacramento County is reportedly in Zone 3. Zone 3 has a predicted average radon screening level of less than 2 pCi/l. This is considered to be the lowest value of geologic radon potential. Therefore, the impact to the site from radon is considered **less than significant**.

- e) **No Impact.** The California Department of Education requires, per Education Code Section 17215, that all airport runways and helipads (public or private) located within two miles of a proposed school site be identified. However, the Education Code pertains to the proposed acquisition or lease of a site and per Section 17215(f), this section does not apply to sites acquired prior to any additions or extensions to those sites.

Based on review of aerial photographs provided by Google Earth, along with the most recent topographic map (Citrus Heights, 2018), the nearest runway is the McClellan Air Force Base, located approximately 2.25 miles northwest of the project site. The next closest airport is Mather Air Force Base, located approximately 6.5 miles southeast of the site. The project heights are below the Federal Aviation Administration notification limits, and the finished one-story Corporation Yard will be of similar height to current buildings on campus. Therefore, this has **no impact** on the site.

- f) **Less than Significant Impact.** The Project involves the relocation and consolidation of the Corporation Yard within the American River College campus property boundary. The proposed project is not expected to interfere with road access, adopted emergency response plan or emergency evacuation plans for safety vehicles or personnel. The construction of the project is not expected to generate excessive traffic for the area but will temporarily increase traffic at the American River College Campus. A path of travel (POT) plan will be drafted which will be compliant with the current applicable California building code accessibility provisions for path of travel requirements. During construction, if POT items within the scope of the project represented as code compliant are found to be non-conforming beyond reasonable construction tolerances, they shall be brought into compliance. Therefore, a **less than significant impact is expected**.
- g) **No Impact.** The Project is located within a region that consists of residential houses and commercial businesses. The Project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires. Therefore, **no impact** is expected.

X. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located within the Bear River Watershed, an American River Subregion of the Sacramento River Basin. The Sacramento River Basin is bounded by the Sierra Nevada to the east, the Cascade Range and Trinity Mountains to the north, the Delta to the southwest. There are over 990 miles of streams, creeks, and rivers within the Bear River Watershed; a portion of the Arcade Creek, located within the Bear River Watershed, is located approximately 60 feet south of the proposed Project, on the southern side of Winding Way. Arcade Creek is approximately 16 miles long and flows from Orangevale, northeast of Greenback Lane and Kenneth Avenue to the Sacramento River via the Natomas East Main Drainage Canal.

The site is approximately 60 feet north of Arcade Creek, a creek that enters the floodplain drainage systems of the Natomas East Main Drainage Canal. Arcade Creek is listed on the Clean Water Act Section 303(d) list of impaired water bodies for copper and

chlorpyrifos/diazinon. The site lies approximately 11 miles southwest of the Folsom Dam, and within an area likely to be affected by failure of Folsom Dam.

The construction will take place on Los Rios Community School District owned land, within the boundaries of the American River College, and not within county road ditches or waterways. Construction impacts will be temporary and best management practices will be in place. The Project is subject to Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). As such, the construction activities will include the preparation and implementation of a SWPPP to reduce construction impacts to waterways and sources.

- a) **Less Than Significant Impact.** The State Water Resources Control Board (SWRCB) has adopted a National Pollutant Discharge Elimination System (NPDES) general permit for Storm Discharges Associated with Construction Activity (state permit) which requires every construction project greater than one acre to submit a Notice of Intent (NOI) for coverage, and to prepare a Storm Water Pollution Prevention Plan (SWPPP). The ground disturbance for the project is estimated at approximately 3.0 acres, therefore, the project is subject to the NOI and SWPPP requirement. The project will comply with the terms and conditions of the NPDES, as approved by the State Water Resources Control Board under Section 402 of the Clean Water Act.

Compliance with the terms and conditions of the NPDES, development and implementation of a SWPPP, and compliance with the Regional Water Quality Control Board discharge requirements will ensure a **less than significant impact**.

- b) **No Impact.** The proposed project property is intended to relocate the American River College facilities that are currently spread out around the campus into one central location. The project will not facilitate growth. Impacts to groundwater supplies will be **less than significant**.
- c) **Less Than Significant Impact.** The Project is proposed to occur within the developed American River College (CRC) campus property. No streams are located within the project site, and there will be no alterations of stream courses. The proposed Project site location is currently developed with asphalt, therefore, there will be no significant additional impervious surfaces associated with the project. This is considered a **less than significant impact**.
 - i. **Less than Significant Impact.** The Central Valley Regional Water Quality Control Board (CVRWQCB) requires that projects that include source and/or treatment control measures on selected new development and redevelopment projects. Source control Best Management Practices (BMPs) would keep pollutants from contacting runoff while treatment control measures would remove pollutants that come into contact with runoff. Erosion would be controlled by the Districts implementation of a SWPPP with BMP's. Therefore, this is a **less than significant impact**.

- ii. **Less than Significant Impact.** The proposed Project site is currently an asphalt parking lot with some minor landscaping. According to the Federal Emergency Management Agency (FEMA) Flood insurance Rate Map number 06067C0088H, the majority of the

site, which includes the proposed Project location, is located within Zone X, which is defined as “0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile”. There would be a substantial drainage system installed to serve the Relocated Corporation Yard, and there would be an increase in vegetation at the site which would also help reduce the rate and volume of stormwater runoff. This is considered a **less than significant impact**.

iii. Less than Significant Impact. Activities at the relocated Corporation Yard would be similar to the activities associated with the current Corporation Yard and would include material bins storage (soil, base rock, etc.), transport of on/off site materials, storage of equipment and supplies for construction projects, washing of vehicles, service maintenance of campus fleet vehicles, sanitation equipment including trash bins, and loading, unloading, and handling of hazardous materials. The current Corporation Yard has a fueling island with underground storage tank (UST) containing regular unleaded fuel – this would be eliminated at the new site.

The proposed Project is located on an existing parking lot with a drainage system already in place. The project would add approximately seven new drop inlets and connect to new storm drain lines. The new Corporation Yard would have sufficient planned stormwater drainage conveyance as well as appropriate BMP's/Treatment Control of runoff. In addition, there is proposed a car wash area adjacent south of the proposed single-story building; the discharge created by the car wash would be appropriately controlled (i.e. car wash discharge into an approved treatment system, appropriate berms for containment, regular maintenance of drain, etc.). With the implementation of appropriate BMPs and treatment control(s), the proposed Project would not create or contribute runoff water which would exceed the capacity of the planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This is a **less than significant impact**.

iv. Less than Significant Impact. The proposed Project does not require any significant changes to topography and would not redirect or impede flows significantly. This is a **less than significant impact**.

d) Less than Significant Impact. The proposed Project is not located in a tsunami or seiche zone, therefore this would be no impact.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Map, number 06067C0088H, dated August 16, 2012, prepared for Sacramento County, California (FEMA, 2012), the majority of the site (American River College Campus) is located within Zone X, which is described as “0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile”. Zone X refers then, to an area with moderate flooding risk. Floodplains are regulated by the provisions of the Sacramento County Floodplain Management Ordinance, Improvement Standards, and Local Floodplain Management Plan. As such, the Project would be required to comply with the provisions of the Floodplain Management Ordinance and impacts related to flooding would be **less than significant**.

- e) **No Impact.** As discussed in a) and b) above, the proposed Project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, there would be **no impact**.

XI. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project would be located within the parcel boundary of the established American River College and would not result in the physical division of a community. Therefore, there is **no impact** related to physical division of an established community.

b) **No Impact.** The Project involves the proposed relocation of a Corporation Yard which is consistent with the current site land use. The Project also does not propose to change any existing zoning. Thus, there is **no impact**.

XII. Mineral Resources

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

a,b) No **Impact**. According to the State Aggregate Resource Areas Map, the proposed Project site is not located within an area of primary extractive resources. Therefore, there is **no impact**.

XIII. Noise

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

The proposed project is located in the unincorporated community of Foothill Farms in Sacramento County. The project site is a college campus surrounded by residential and commercial land use. Existing noise sources in the vicinity include the American River College stadium events, traffic noise associated with vehicular traffic on campus, and traffic noise on surrounding roadways.

Noise is defined as unwanted sound. Sound levels are generally measured in decibels (dB) with 0 being the threshold of hearing. Typical examples of noise decibel levels often used would be low decibel level of 50 dB for light traffic to high decibel level of 120 dB for a jet taking off at approximately 200 feet distance (FTA, 2006). There are different methods for assessing noise levels. CNEL refers to Community Noise Equivalent Level which is defined as the 24-hour average noise level, with noise occurring during evening hours (7 to 10 p.m.) weighted by a factor of three and noise occurring during nighttime hours weighted by a factor of 10 prior to averaging. Ldn, or Day Night Average Level, is similar to CNEL except the weighted measure of noise includes a 10-dB penalty added to noise occurring between 10 p.m. and 7 a.m. when people are generally more sensitive to noise. Equivalent Energy Noise Level (L_{eq}) is a constant noise level that would deliver the same acoustic energy to the listener as the actual time-varying noise would deliver over the same exposure time – no “penalties” are added, so L_{eq} would be the same regardless of time of day. dBA is a measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential for hearing damage associated with noise health effects.

The Sacramento County Code Noise Control Ordinance has performance standards in order to prevent unnecessary, offensive, or excessive noise levels within the County. For example, Section 6.68.090(e) of the Sacramento County Code establishes that noise associated with construction, repair, remodeling, demolition, paving, or grading is exempt from the Noise Ordinance, provided these activities do not occur between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday, and on each Sunday after the hour of 8:00 p.m.

- a) **Less Than Significant Impact.** The proposed Project is the relocation of the American River College Corporation Yard. The main Corp Yard operational staging area is currently located adjacent the college police and operations, and near several structures dedicated to student classes, such as the Portable Village and Davies Hall. The current Corporation Yard is not creating excess noise; therefore, it is not anticipated the new Corp Yard would generate unacceptable levels of ambient noise. Furthermore, the new location in the southwest Stadium Parking area is considered a less noise sensitive area of ARC.

Short-term Project-Generated Construction Noise

There would be a temporary increase in localized noise during project construction, however, as discussed above, the Sacramento County Noise Ordinance Code, Section 6.68.090(e), states that noise from temporary construction activities are exempt during designated daytime hours. The short-term construction-related noise impacts would be reduced further with the following Mitigation Measure Noise-1:

Mitigation Measure Noise-1

The Los Rios Community College District shall ensure the construction contractor implements the following noise reduction measures:

- All equipment shall have sound-controlled devices no less effective than those provided by the manufacturer.
- Where practical, all equipment shall have muffled exhaust pipes.
- Stationary noise sources shall be located as far from sensitive receptors as possible.

The project will have a **less than significant impact** with mitigation incorporated due to the above stated Mitigation Measure Noise-1, as well as compliance with the Sacramento County Ordinance designated daytime hours for construction activities. Thus, no additional noise reduction measures are considered warranted. The impact from noise is expected to be **less than significant**.

- b) **Less Than Significant Impact.** There are several factors that could vary the degree of ground-borne vibrations, such as construction equipment types and operations, soil and subsurface conditions, and the receiving buildings characteristics (such as foundation type or building size). Operational noise of the building addition is anticipated to be similar to current levels and therefore has no impact. Any ground-borne vibrations associated with the project are due to the construction activities, which are anticipated to last approximately 13 months. Therefore, any noise associated with the Project will be short-term. The distance to the residential and commercial receptors are west following College Oak Drive and south following Winding Way; the trafficked roads dividing the project site from these receptors further reduces potential ground-borne vibration impact. In addition, the Sacramento County Code Section 6.68.090(e) states that noise from temporary construction activities are exempt during designated daytime hours; this is considered a **less than significant impact**.
- c) **No Impact.** The nearest runway is the McClellan Airfield, located approximately 2.5 miles west-northwest of the project site and does not expose people reworking in the Project Area to excessive noise levels.

XIV. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** The Project area is within American River College campus. The Project would not include the creation of new housing nor displace any existing housing or people. Any workers needed for project construction and operation are anticipated to be drawn from the regional employment base; therefore, the Project would not result in local area population growth or lead to the creation of or necessity for new housing. Similarly, the Project would not indirectly induce substantial population growth through the extension of major infrastructure. Consequently, no impacts related to population and housing would occur.

XV. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact.** The American River College receives fire protection from the Sac Metropolitan Fire District, Station 24, located at 4942 College Oak Drive, under 0.5 miles from the campus. The campus security is provided by Los Rios Police Department, which is responsible for serving any property owned or controlled by the Los Rios Community College District. The project will include the relocation and consolidation of the Corporation Yard facilities currently on American River College campus. The expansion will have fire alarms, interior sprinkler systems, and fire hydrants. Construction and long-term operation of the proposed Project would not place any substantial adverse impacts on fire protection, police protection, schools, or parks because the project is being implemented in order to meet current administrative demands on campus. Therefore, the project will have **no impact**.

XVI. Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a,b) No **Impact**. The proposed project is the relocation and consolidation of the Corporation Yard. The proposed project will have no impact on the physical deterioration of any recreational facilities in the existing neighborhood. The proposed project is not intended to have recreational facilities. There is **no impact**.

XVII. Transportation

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

- a) **Less than Significant Impact.** The project is currently needed to relocate consolidate Corporation Yard facilities at ARC. The relocation is less than one-quarter mile from the current main Corp Yard facilities and will not facilitate growth or increase the number of vehicles to the site. The current access to the Corp Yard facilities is the ingress/egress off of College Oak Drive to the roundabout. This access will still be utilized; however, the main access is anticipated to be at the lot entrance(s) further south on College Oak Drive; additionally, employees may access the relocated Corp Yard via a southern entrance off of Winding Way. The relocated Corp Yard does not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. This is a less than significant impact. This is a **less than significant impact**.
- b) **Less than Significant Impact.** The proposed Project does not facilitate growth and the relocated Corp Yard is less than one-quarter mile from the main facility area currently utilized; therefore, increased travel demand (normally measured according to additional vehicle miles traveled, or VMT) will not increase for Corp Yard operations. Temporary construction worker commuter trips will be from the greater Sacramento area. The volume of trips for construction trucks delivering materials and equipment would be limited to the volume of services necessary to accommodate project needs. Upon project completion, the construction traffic will cease. This is considered a **less than significant impact**
- c) **No Impact.** The proposed project does not include design features that would increase hazards or incompatible uses because the proposed project would not include the construction of any new streets or roads. The project site is located within the boundaries of the existing American River College campus. The proposed project would not increase hazards due to a design feature, such as a sharp curve or dangerous intersection, incompatible uses, such as farming equipment, or inadequate emergency access. Therefore, the project would have **no impact**.
- d) **No Impact.** The proposed project will not result in inadequate emergency access to the project area, nor would it impact current emergency access to the ARC campus. During on-site construction, vehicles will not block emergency access routes. A path of travel (POT) for construction operations will be identified prior to the start of construction activities. During construction, if POT items within the scope of the project represented as code compliant are

found to be non-conforming beyond reasonable construction tolerances, they shall be brought into compliance. Therefore, the project would have **no impact** to emergency access.

XVIII. Tribal Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>

Tribal Cultural Resources are defined in CEQA as sites, features, places, cultural landscapes, sacred places, and objects of cultural value to a California Native American tribe listed or eligible for listing on the California Register of Historical Resources or included in a local register of historical resources.

Assembly Bill 52 Native American Consultation

Assembly Bill requires the lead agency to begin consultation with any California Native American tribe that is culturally and traditionally affiliated with the geographic area of the proposed project if the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification within 14 days of determining application complete or public agency's decision to undertake the project. Upon formal notification, each California Native American tribe has 30 days to request consultation whereby the lead agency must initiate consultation within 30 days of the consultation request. Assembly Bill (AB) 52 applies to the project, however, no tribes have requested notification at this time. On September 19, 2019, Petralogix requested CEQA Tribal Consultation List pursuant to AB 52 early consultation. Project notification letters were addressed and sent to the all of the tribes provided by the Native American Heritage Commission. To date, no request for consultation has been received by any tribe(s).

Sacred Lands File Search

On September 19, 2019, Petralogix submitted a Sacred Lands File (SLF) search to the Native American Heritage Commission (NAHC) on behalf of the Los Rios Community College District. No response to date has been received from NAHC.

Records Search

On September 18, 2019, Petralogix Engineering, Inc. (Petralogix) sent a letter describing the project with maps depicting the project area to the Sacramento County Historical Society. The letter requested any information or concerns about cultural resources in the project area. No response to consultation attempt has been received to date. Petralogix submitted a records search at the Northern Central Information Center (NCIC) on September 19, 2019 for the project area with a quarter-mile search radius. The NCIC, of the California Historical Resources Information System, California State University, Sacramento, an affiliate of the Office of Historic Preservation (OHP), is the official state repository of cultural resource records and reports for Sacramento County. As part of the records search, Petralogix reviewed the California Inventory of Historic Resources, California Points of Historical Interest, California Historical Landmarks, and the Directory of Properties in the Historic Property Data File available on the OHP online records search. No cultural resources were identified within the project area, or within a quarter mile of the project area. Petralogix submitted a records request to the California Historical Resources Information System (CHRIS) on October 19, 2019. A response from CHRIS on October 23, 2019 indicates no prehistoric archaeological resources or ethnographic village sites were identified during the records search at the project site or within ¼-mile of the project site.

a) **Less than Significant with Mitigation Incorporated.**

i. **Less than Significant with Mitigation Incorporated.** As discussed in Section 6, *Cultural Resources* no tribal cultural resources that are listed or eligible for listing in the NCIC, NAHC were identified during the historical resources research; CHRIS records results (SAC-19-206) indicate no resources or ethnographic village sites were identified within the project site. Records maintained by these agencies are not considered exhaustive, therefore impacts of the proposed Project construction relating to ground disturbance may potentially impact tribal cultural resources, therefore, in the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level.

ii. **Less than Significant with Mitigation Incorporated.** On behalf of Los Rios Community College District, Petralogix requested a search of SLF and Native American contact list for the project site from the NAHC on September 19, 2019. Native American early consultation letters were sent to all the tribes listed. No results for the SLF search have been received to date. No tribal consultation requests have been received to date.

Although unlikely, the ground disturbance related to the proposed Project construction activities could damage previously unrecorded buried tribal resources. If tribal resources are unearthed during project activities, this would be considered a potentially significant impact, therefore, in the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level.

XIX. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

a,b,c) **Less Than Significant Impact.** The project would tie into existing sewer utility infrastructure already in place at the American River College, serviced by the sewer utility provider Sacramento Area Sewer District (SASD). The proposed Project does not result in an increased demand that would exceed wastewater treatment requirements. The proposed relocation of the ARC Corporation Yard does not facilitate growth and would not require significantly expanded utilities or increase in water consumption. The 100 Percent Design Draft calls for the existing 8-inch storm drain to intercept with new drain inlet. Water is planned to be provided by making a connection to an existing 12-inch water main near the project, with all fire water service in accordance with Sacramento Suburban Water District Standards. A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction. This is considered a **less than significant impact**.

d,e) **Less Than Significant Impact.** Solid waste collection for American River College is provided by Waste Management Services. The operation of the relocated Corporation Yard will not result in an increase in solid waste and would not require the development of a new landfill facility. There is a Construction Waste Management Plan for the proposed Project which includes recycle and/or reuse of a minimum of 50 percent of the non-hazardous construction and demolition waste and documentation shall be provided to demonstrate compliance. There is no conflict with federal, state or local regulations. This is a **less than significant impact**.

XX. Wildfire

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

a-d) **No Impact.** The proposed Project is the relocation of the Corporation Yard at ARC. The proposed project will have no impact on impairment of an emergency or evacuation plan. The project is located within the currently developed ARC campus and would not impact project occupants to exacerbated wildfire risks. There is **no impact**.

XXI. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant with Mitigation Incorporated.** As discussed in Section 5, *Biological Resources* and Section 6, *Cultural Resources*, with the incorporation of the Mitigations Measures outlined, the project does not have the potential to substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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. Mitigation Measures included to address potential impacts to Swainson's hawk, nesting migratory birds, and potential impacts to cultural resources are reduced to less than significant levels.
- b) **Less than Significant Impact.** The proposed project would not result in cumulatively considerable impacts. The American River College campus 2018 Master Plan identifies projects proposed for the site that include new buildings, replacement of old buildings, and modernization of buildings as well as open spaces, parking, and utility improvements. The Master Plan and associated projects intend to improve existing pedestrian and vehicular circulation and improve accessibility and connectivity on campus. The campus was originally constructed with single-story buildings that are outdated and not energy efficient. New and modernized buildings may have a short-term impact during demolition and construction phases; however, the new buildings should achieve greater energy efficiency requirements (net zero energy in 2030), offsetting cumulative effects for air quality, greenhouse gas, and climate change. The proposed project is designed to serve the existing corporation yard staff and consolidation of corporation yard activities at the American River College. This is a **less than significant impact**.
- c) **Less than Significant Impact.** The proposed project site is not located within an Airport Community Planning Area, or within a Special Flood Hazard Zone. The proposed project site is not located on or near a hazardous materials site, or a known fault zone. The project

does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

13. SUMMARY OF MITIGATION MEASURES

This section represents the required mitigation measures identified in Section 12.0 Environmental Checklist. Implementation of these mitigation measures would reduce all impacts of the proposed project to a less than significant level. The Los Rios Community District has committed to implementing all required mitigation measures.

AIR QUALITY

Air Quality Mitigation 1

The District shall not begin construction activities until first securing appropriate permits from the Sacramento Metropolitan Air Quality Management District.

Air Quality Mitigation 2: The following procedures will be adhered to by the construction contractor(s) in accordance with Air District Rule 403 and Enhanced Fugitive 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 mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Soil Disturbance Areas:

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.

- Install windbreaks (e.g. plant trees, solid fencing) on windward side(s) of construction areas.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

Air Quality Mitigation 3 - Rule 414: Boilers and Process Heater Requirements

The developer or contractor is required to install water heaters rated less than 1,000,000 BTU per hour.

Air Quality Mitigation 4 - Rule 442: Architectural Coatings Requirements

The developer or contractor is required to use coatings which comply with volatile organic compound content limits as specified in the rule.

Air Quality Mitigation 5 - Rule 453: Cutback and Emulsified Asphalt Paving Materials Requirements

The developer or contractor is prohibited to use certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

Air Quality Mitigation 6 - Rule 460: Adhesive and Sealants

The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG – 1

- A minimum of fifteen trees will be planted post construction.

Mitigation Measure GHG – 2

- A minimum of five bike racks will be installed post construction, and in accordance with the Essentials of Bike Parking publication for preferred bike styles as recommended by SMAQMD.

BIOLOGICAL RESOURCES

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements

A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (Moore Biological Consultants, 2019).

Biological Resources Mitigation Measure 3 - Preconstruction Nesting Bird Survey

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or project construction should be delayed until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2019).

CULTURAL RESOURCES

Cultural Resources Mitigation Measure 1

If prehistoric or historic-period archaeological deposits are discovered during Project activities, all work within 25 feet of the discovery should be redirected and the archaeologist should assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits should be avoided by Project activities, but if such impacts cannot be avoided, the deposits should be evaluated for their California Register eligibility. If the deposits are not California Register-eligible, no further protection of the finds is necessary. If the deposits are California Register-eligible, they should be protected from Project-related impacts, or such impacts should be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Cultural Resources Mitigation Measure 2

Any human remains encountered during Project ground-disturbing activities should be treated in accordance with California Health and Safety Code Section 7050.5. The lead agency should inform its contractor(s) of the sensitivity of the Direct Area of Potential Effect for human remains and verify that the following directive has been included in the appropriate contract documents:

If human remains are encountered during Project activities, the Project shall comply with the requirements of California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the county coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/ construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

HAZARDS AND HAZARDOUS MATERIALS

Hazards and Hazardous Materials Mitigation 1

Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

NOISE

Mitigation Measure Noise-1

The Los Rios Community College District shall ensure the construction contractor implements the following noise reduction measures:

- All equipment shall have sound-controlled devices no less effective than those provided by the manufacturer.
- All equipment shall have muffled exhaust pipes.
- Stationary noise sources shall be located as far from sensitive receptors as possible.

14. DOCUMENTS REFERENCED

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15.REPORT PREPARATION

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