



Public Review Draft

**Initial Study/
Mitigated Negative Declaration**

For the

**American River College – Natomas Center
Phase 2 and 3**

JANUARY 2020

PUBLIC REVIEW DRAFT

INITIAL STUDY/ PROPOSED MITIGATED NEGATIVE DECLARATION

FOR THE

American River College – Natomas Center
Phase 2 and 3



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 – NATOMAS CENTER PHASE 2 AND 3**

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 – Natomas Center Phase 2 and 3 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: 2020-05 MND

PROJECT TITLE: AMERICAN RIVER COLLEGE – NATOMAS CENTER PHASE 2 AND 3

PROJECT LOCATION: The proposed Project is located at the American River College (ARC) – Natomas Center campus, in the community of North Natomas, City of Sacramento, northwest portion of Sacramento County, California. The proposed Project consists of two parcels separated by approximately 250 feet, at the intersection of Del Paso Road and Via Ingoglia, roughly 0.75 miles east of Interstate 5 and 1.8 miles north-northwest of Interstate 80, in a primarily suburban area. The eastern parcel is the ARC Natomas Center campus; the western parcel across the street of the campus (west of Via Ingoglia) is vacant land. The ARC Natomas Center campus address is 2421 Del Paso Road, Sacramento, California, and consists of 5.87 acres of land (APN: 225-0040-085). The western vacant parcel address is 2600 New Market Drive, Sacramento, California, and consists of 7.99 acres of land (APN: 225-0040-089). The City of Sacramento General Plan Land Use Map designates the Campus as "Public/Quasi-Public" and the vacant parcel as "Suburban Center." The Project location zoning is designated as Agriculture – Open Space (A-OS).

PROJECT DESCRIPTION: The Los Rios Community College District is proposing to construct a new instructional building (Phase 2 and 3 of the Facilities Master Plan) at the ARC Natomas Center campus, located at 2421 Del Paso Road, Sacramento, Sacramento County. The area proposed for Phase 2 and 3 Buildout is adjacent east of the existing Phase 1 ARC Natomas Center instructional building, in the currently vacant northeast portion of the site. The proposed construction, which is still in design phase, currently includes one multi-story, 31,077 assignable square-foot/49,800 gross square-foot building that will provide space for instruction in general education, biology, and chemistry, with ADA access compliance and adequate HVAC, power, technology, and lighting systems to support these instructional programs. This includes 5,610 assignable square feet (asf) of lecture space, 16,441 asf of laboratory space and 9,026 asf of office/administration and miscellaneous support space. The Los Rios Community College District is additionally proposing to add several parking stalls adjacent to the proposed instructional building, and a new parking area with 564 parking stalls west of the existing Campus, across Via Ingoglia, on a currently vacant parcel located at 2600 New Market Drive.

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 McKeonnie, Director of Facilities Planning

1-21-20

Date

TABLE OF CONTENTS

1.	Project Title.....	8
2.	Lead Agency Name and Address	8
3.	Contact Persons	8
4.	Project Location.....	8
5.	Project Sponsor's Name and Address.....	8
6.	Project Description.....	8
7.	Surrounding Land Uses and Setting	9
8.	Necessary Public Agency Approvals.....	9
9.	Project Construction	10
10.	Environmental Factors Potentially Affected.....	16
11.	Environmental Determination.....	16
12.	Environmental Checklist	17
I.	Aesthetics	17
II.	Agricultural Resources.....	19
III.	Air Quality	20
IV.	Greenhouse Gas Emissions	25
V.	Biological Resources	27
VI.	Cultural Resources	34
VII.	Geology and Soils.....	37
VIII.	Hazards and Hazardous Materials	40
IX.	Hydrology and Water Quality	45
X.	Land Use and Planning.....	45
XI.	Mineral Resources.....	50
XII.	Noise	52
XIII.	Population and Housing.....	54
XIV.	Public Services	55
XV.	Recreation	56
XVI.	Transportation/Traffic.....	57
XVII.	Utilities and Service Systems.....	62
XVIII.	Mandatory Findings of Significance	65
13.	Documents Referenced	71
14.	Report Preparation	73

LIST OF EXIBITS

Figure 1 - Regional Map.....	11
Figure 2 – Proposed Project Map.....	12
Figure 3 – ARC Natomas Center Phase 2 & 3 Project Extent Map.....	13
Figure 4 – ARC Natomas Center Phase 2 & 3 Conceptual Site Plan	14
Figure 5 - Potential Jurisdictional Features within the Study Area	33

APPENDIX A – CalEEMod Air Emissions Analysis
APPENDIX B – Biological Resources Letter
APPENDIX C – Cultural Resources Inventory and Evaluation Report
APPENDIX D – Geotechnical Engineering Reports
APPENDIX E – Natomas Center Phase I
APPENDIX F – Traffic Impact Study

1. PROJECT TITLE

American River College – Natomas Center Phase 2 and 3

2. LEAD AGENCY NAME AND ADDRESS

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

3. CONTACT PERSONS

Regan Greenhill: 916-856-3432

4. PROJECT LOCATION

The proposed Project is located at the American River College (ARC) – Natomas Center campus, in the community of North Natomas, City of Sacramento, northwest portion of Sacramento County, California. The proposed Project consists of two parcels separated by approximately 250 feet, at the intersection of Del Paso Road and Via Ingoglia, roughly 0.75 miles east of Interstate 5 and 1.8 miles north-northwest of Interstate 80, in a primarily suburban area. The eastern parcel is the ARC Natomas Center campus; the western parcel across the street of the campus (west of Via Ingoglia) is vacant land. The ARC Natomas Center campus address is 2421 Del Paso Road, Sacramento, California, and consists of 5.87 acres of land (APN: 225-0040-085). The western vacant parcel address is 2600 New Market Drive, Sacramento, California, and consists of 7.99 acres of land (APN: 225-0040-089). The City of Sacramento General Plan Land Use Map designates the Campus as “Public/Quasi-Public” and the vacant parcel as “Suburban Center.” The Project location zoning is designated as Agriculture – Open Space (A-OS). 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 College District is proposing to construct a new instructional building (Phase 2 and 3 of the Facilities Master Plan) at the ARC Natomas Center campus, located at 2421 Del Paso Road, Sacramento, Sacramento County. The area proposed for Phase 2 and 3 Buildout is adjacent east of the existing Phase 1 ARC Natomas Center instructional building, in the currently vacant northeast portion of the site. The proposed construction, which is still in design phase, currently includes one multi-story, 31,077 assignable square-foot/49,800 gross square-foot building that will provide space for instruction in general education, biology, and chemistry, with ADA access compliance and adequate HVAC, power, technology, and lighting systems to support these instructional programs. This includes 5,610 assignable square feet (asf) of lecture space, 16,441 asf of laboratory space and 9,026 asf of office/administration and miscellaneous support space. The Los Rios Community College

District is additionally proposing to add several parking stalls adjacent to the proposed instructional building, and a new parking area with 564 parking stalls west of the existing Campus, across Via Ingoglia, on a currently vacant parcel located at 2600 New Market Drive. The proposed Project area and conceptual site plans are included as Figures 2, 3, 4, and 5.

7. SURROUNDING LAND USES AND SETTING

The proposed Project is located in the northeast portion of the ARC Natomas Center and on a vacant parcel approximately 250 feet west across Via Ingoglia. Adjacent north of the ARC Natomas Center is Inderkum High School followed by New Market Drive, North Natomas Regional Park, and residential housing; adjacent east are tennis courts and athletic fields of Inderkum High School; adjacent west is the North Natomas Library building and parking lot, followed by Via Ingoglia and vacant land (western Project site). Adjacent north of the vacant parcel planned for a parking area is North Natomas Regional Park followed by residential housing; adjacent west is vacant land followed by industrial use and residential housing; adjacent east is Via Ingoglia followed by Inderkum High School and the North Natomas Library, followed by the ARC Natomas Center. Adjacent south of both the ARC Natomas Center and vacant parcel is Del Paso Road followed by commercial buildings and Sleep Train Arena. The surrounding area is suburban designated primarily as suburban neighborhood low, medium, and high, urban center high, suburban center, and parks and recreation, according to the City of Sacramento 2035 General Plan (2015).

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 City of Sacramento.
- 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: One previously identified historic-era resource (a drainage ditch) was located within the Project area, and the Project area is contained within a National Register of Historic Places (NHRP) listed Historic District (Reclamation District 1000). However, SAS (2019) recommended that the ditch does not retain historic integrity and that the Project area is not a contributing element to the Reclamation District 1000 Historic District. 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.
- City of Sacramento: Preparation of a SWPPP to County of Sacramento (and City of Sacramento) standards. Pollutant Discharge Elimination Permit issued by the County of Sacramento (and City of Sacramento).
- U.S. Army Corps of Engineers (Corps): A Clean Water Act Section 4040 permit is required since a portion of the western parcel is part of Waters of the United States (a seasonal wetland).

9. PROJECT CONSTRUCTION

The Project is still in the design phase with preliminary designs and construction timelines. Construction of the parking area is expected to begin by July 2020 with completion expected by November 2020. Construction of the planned Phase 2 and 3 instructional building adjacent east of the existing Phase 1 ARC Natomas Center building is expected to begin by November 2021 with completion expected by July 2023. The building is anticipated to be operational by Fall Term 2023. The proposed construction currently includes one multi-story, 31,077 asf (49,800 gross square feet) building; square footage may change by up to 2% in final design. The building will provide space for instruction in general education, biology and chemistry, with ADA access compliance and adequate HVAC, power, technology and lighting systems to support these instructional programs. This includes 5,610 asf of lecture space, 16,441 asf of laboratory space and 9,026 asf of office/administration and miscellaneous support space.

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

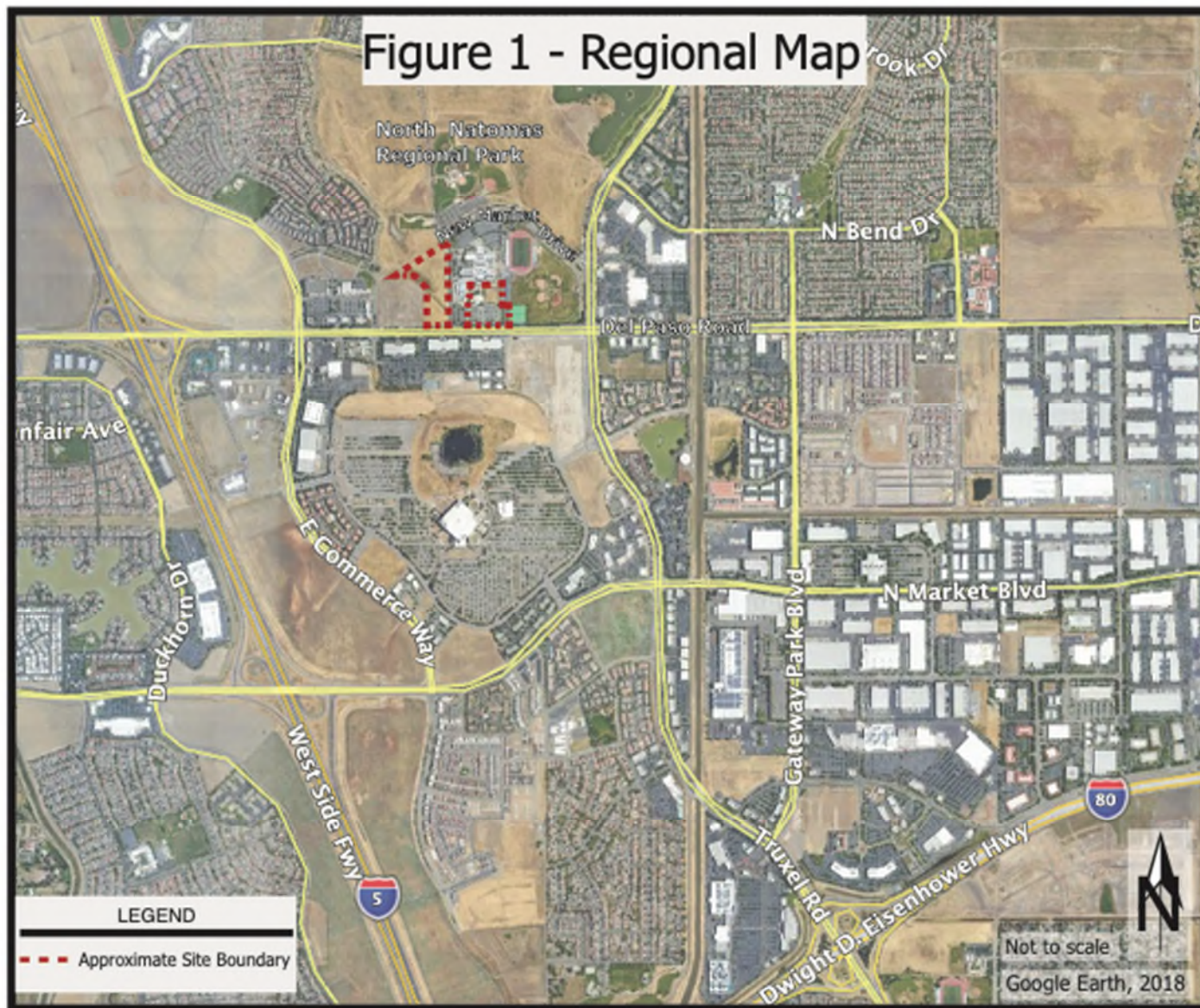


Figure 1 - Regional Map

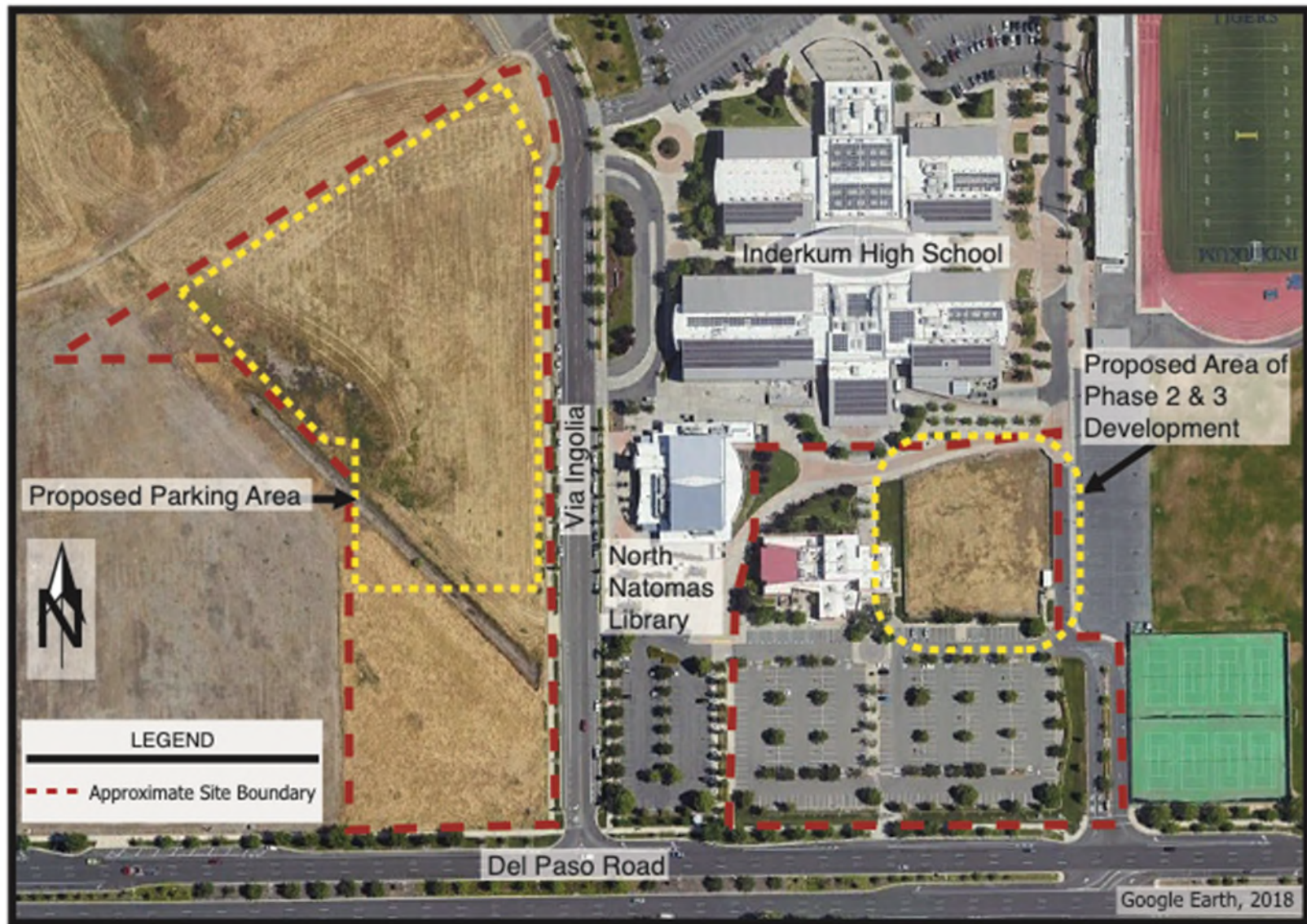


Figure 2 – Proposed Project Map

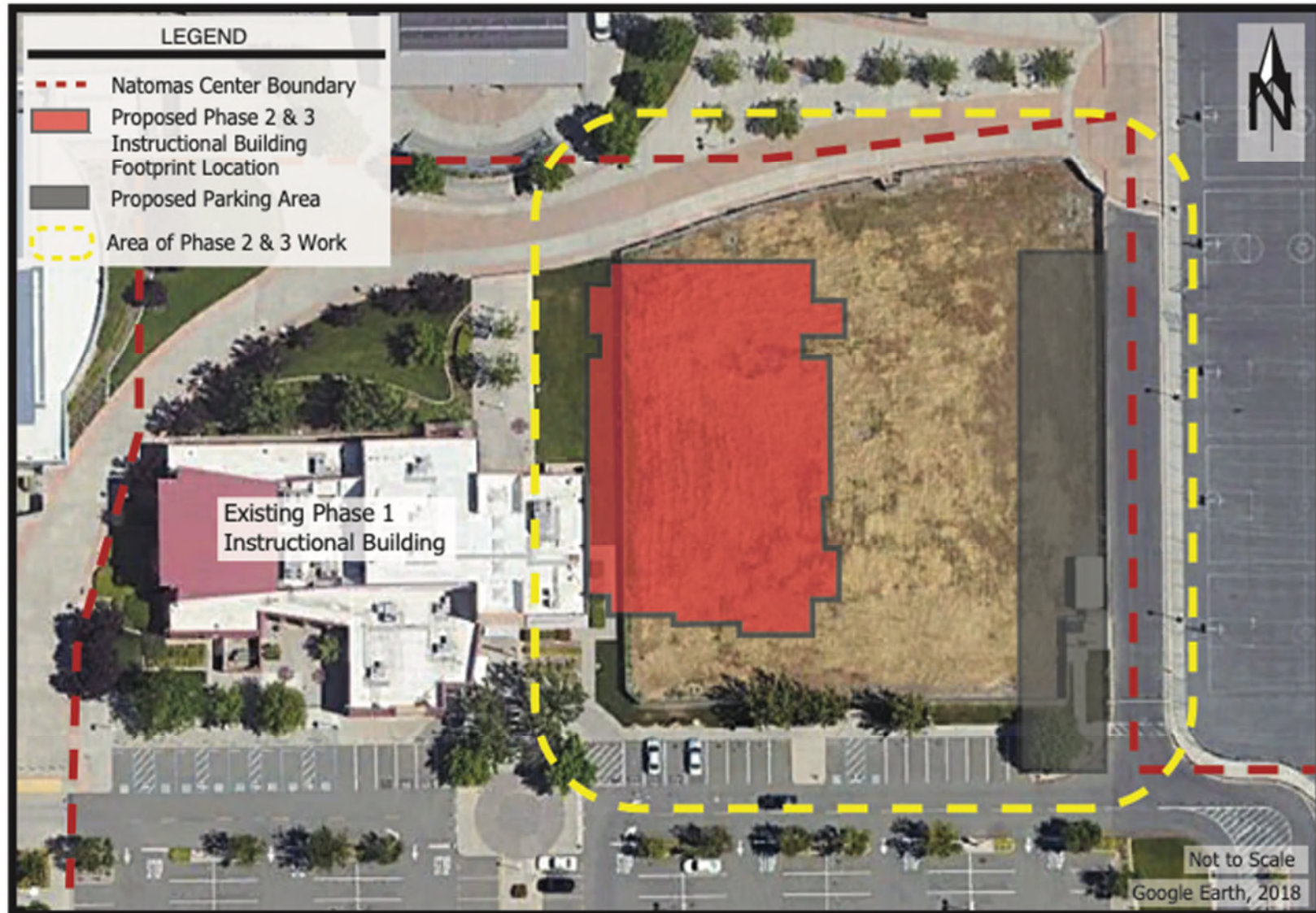


Figure 3 – ARC Natomas Center Phase 2 & 3 Project Extent Map

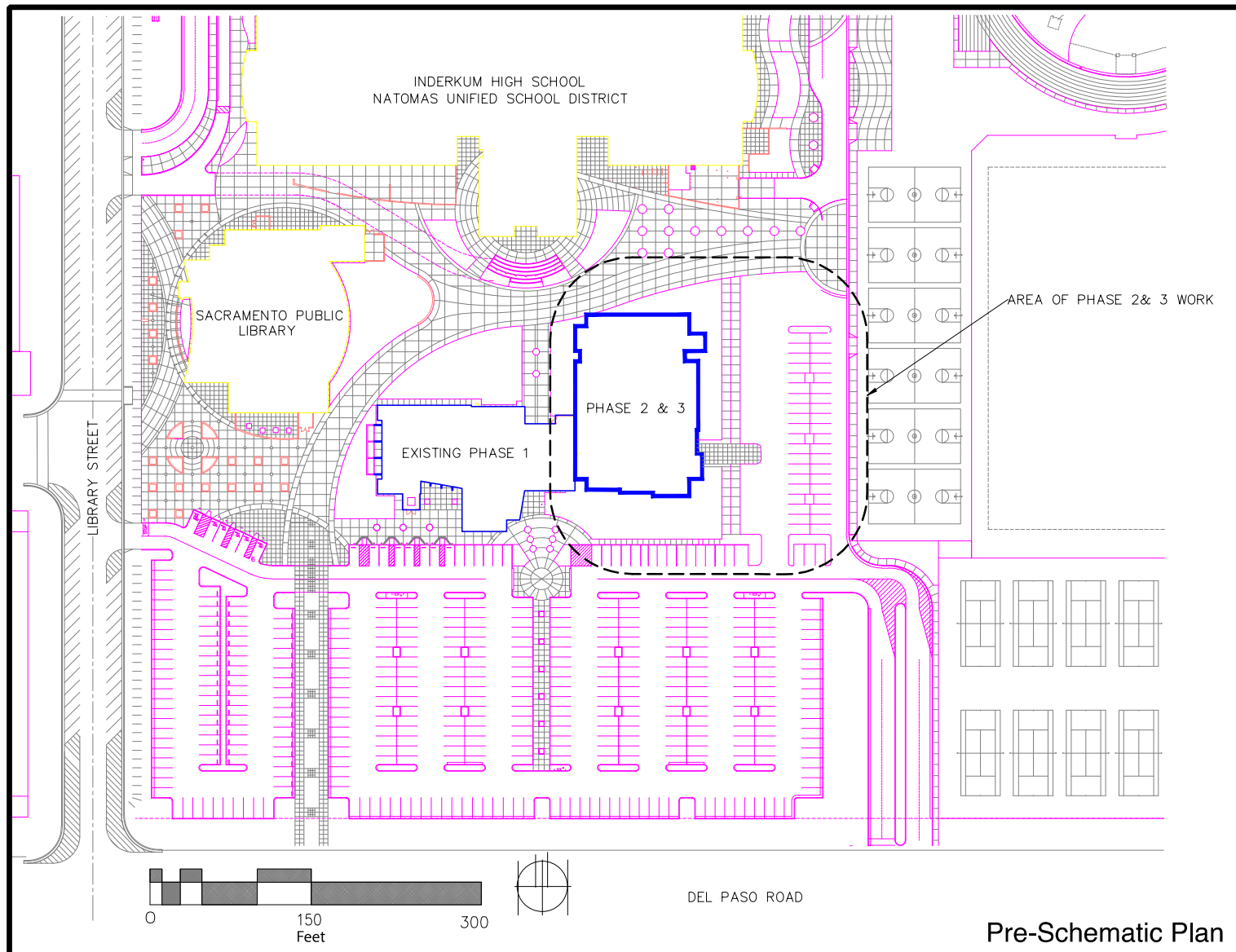


Figure 4 – ARC Natomas Center Phase 2 & 3 Conceptual Site Plan

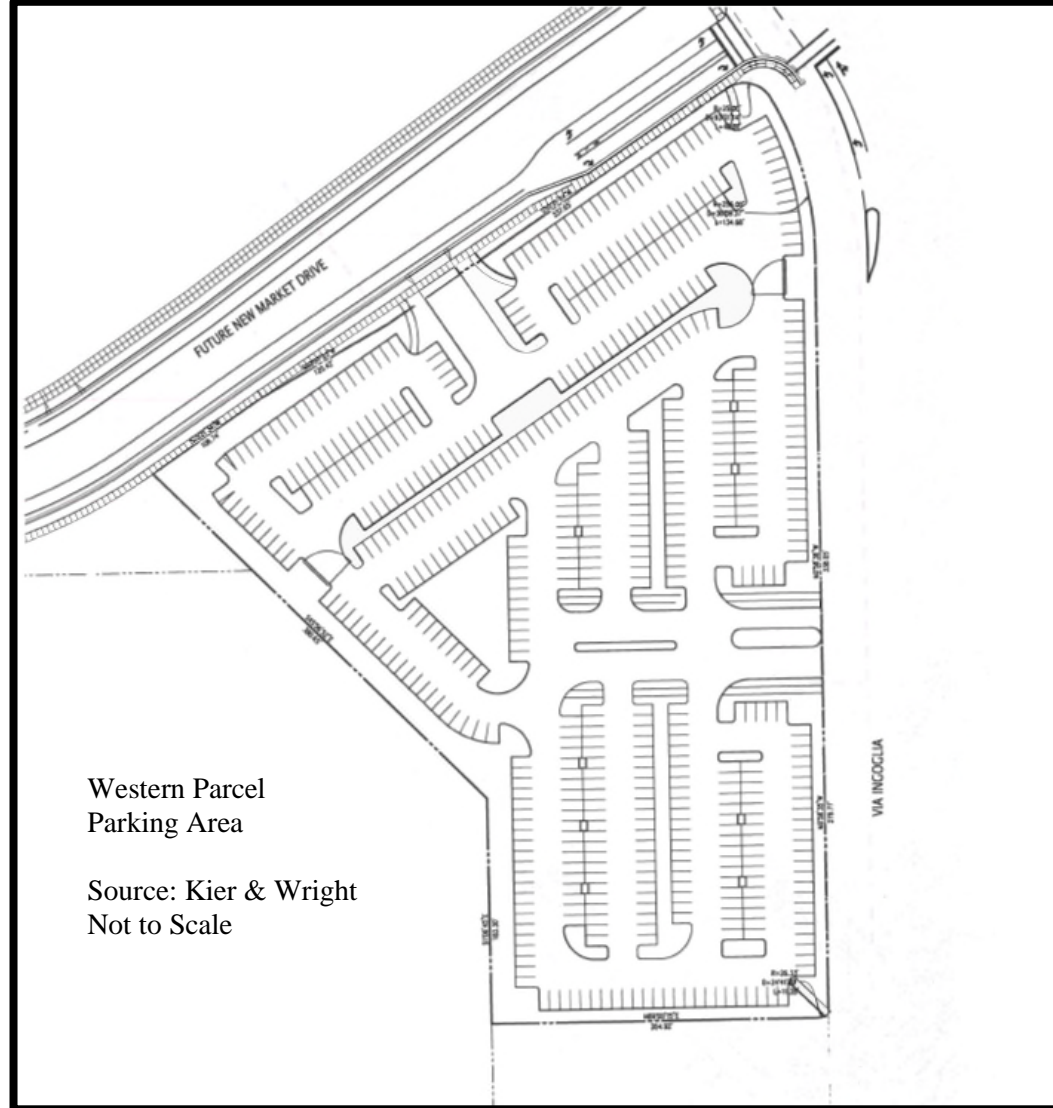


Figure 5 – Parking Area Conceptual Site Plan

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 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 checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" 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

1-21-20

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 City of Sacramento General Plan states that new development should not have adverse effects on views to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol and Capitol Mall. The Project is located over 2.5 miles from the nearest river, the Sacramento River, and over 5 miles from the State Capitol and Capitol Mall, and therefore does not impact these scenic views. The Sacramento County General Plan does not identify any scenic vistas within the Project area. This 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 demolition to any existing buildings. This is **no impact**.
- c) **Less Than Significant Impact.** The Project will construct a new instructional building in the vacant northeast portion of the ARC Natomas Center campus, and construct a new parking lot on a parcel 250 feet west of the Campus that is currently vacant. The ARC Natomas Center is currently an operational campus, with the North Natomas Library adjacent west and Inderkum High School adjacent north and east; the addition of a new instructional building will not alter the existing visual character of the site or its surroundings. The proposed new instructional building architecture will tie in visually with the current theme of the Campus. The addition of a parking area on the western vacant parcel will not degrade any public views. The site visual character will be altered; however, the visual character of the surrounding area will not be significantly altered. Further, the City of Sacramento General Plan Land Use Map designates the Campus as “Public/Quasi-Public” and the western vacant parcel as “Traditional Center.” A compatible use for “Traditional Center” is public/quasi-public use. Therefore, the development of the vacant parcel for Campus

parking is not in conflict with current land use regulations. Therefore, this is a **less than significant impact**.

- d) **Less Than Significant Impact.** The new instructional building and parking area will have the appropriate level of outdoor lighting for the convenience and security of the public and Natomas Center employees during any nighttime activities. Nighttime lighting for the Campus is currently present on Natomas Center site. The light and glare associated with the new instructional building will remain within the Project environment. Nighttime lighting for the parking area on the western vacant parcel will be new. However, any new/additional exterior lighting will be appropriately directed to the immediate Campus property, and not toward adjacent properties, roadways, or future land uses. The 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) **Less Than Significant Impact.** According to the California Department of Conservation's (DOC) Sacramento County Important Farmland 2018 map, the ARC Natomas Center campus site is identified as "Urban and Built-Up Land" and the western vacant parcel is designated as "Farmland of Local Importance." The western vacant parcel is currently vacant land historically used for agricultural purposes, but not farmland of Prime, Statewide, or Unique importance. This is a **less than significant impact**.

b) **Less Than Significant Impact.** The Project location zoning is designated as Agriculture – Open Space (A-OS). This includes the ARC Natomas Center, which is already developed as a campus. Further, the City of Sacramento General Plan Land Use Map designates the Campus as "Public/Quasi-Public" and the western vacant parcel as "Traditional Center." A compatible use for "Traditional Center" is public/quasi-public use. Therefore, the development of the western vacant parcel for Campus parking is not in conflict with current land use regulations. The Project does not conflict with a Williamson Act contract. This is a **less than significant impact**.

c-e) **No Impact.** The Project is not in conflict with existing forest land zoned for Timberland Production. No loss of forest land would result from the Project. The Project would not change the environment in a way that could result in the conversion of Farmland to non-agricultural use. This is **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 with Mitigation Incorporated.** 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, 1.14 lot acreage, 49,800 building square footage, 42 parking spaces (associated with the new building) and 564 parking spaces (associated with the expansion parking area, which will be allocated between the Natomas Center and the adjacent high school). The Project is currently in 15 to 25 percent design draft phase. 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. Long-term operational emissions would be associated with the long-term school operations from mobile, energy, and area sources. The Project is intended to facilitate additional instructional space to facilitate the rapid population growth in the area. The California Emissions Estimator Model (CalEEMod) was used to estimate the projects long-term emissions. Detailed CalEEMod results are shown in Appendix A, 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	1.0267	7.2911	1.0254	7.2841
ROG	—	65	0.4865	3.5513	0.4718	3.4709
PM ₁₀	14.6	80	0.7432	5.4170	0.7431	5.4165
PM _{2.5}	15	82	0.2071	1.4979	0.2070	1.4974

Note: lbs/day reported are peak daily totals

As shown in the table above, the proposed Project would not exceed any criteria pollutant emissions thresholds of significance established by SMAQMD. SO₂ operational emissions are very low (0.00377 tons/year or 0.0635 lb/day) and are therefore of little concern. A cumulative significant impact for CO does not already exist in this region and CO emissions (1.7268 tons/year or 19.6123 lb/day) would not result in localized CO concentration above

the SMAQMD thresholds. The operational period emissions for the Project (Appendix A) are all below the thresholds of significance.

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. Based on geotechnical reports associated with potential projects evaluated within portions of the project sites, the soil onsite is likely suitable for use as engineered fill material. 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 Project's short-term construction emissions. Detailed CalEEMod results are shown in Appendix A, 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	1.8289	42.4682	1.8289	42.4682
ROG	—	—	0.4707	26.7568	0.4707	26.7568
PM ₁₀	14.6	80	0.2945	20.4016	0.2088	10.4651
PM _{2.5}	15	82	0.1789	11.9895	0.1330	6.5276

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 (0.00377 tons/year or peak daily total 0.0486 lb/day) and are therefore of little concern. A cumulative significant impact for CO does not already exist in this region and CO emissions (1.7268 tons/year or peak daily total 22.2484 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 trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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 new Natomas Center instructional building and expansion parking would create short-term, small impacts on GHG emissions from construction trips and equipment. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed Project construction GHG emissions will generate approximately 337.8918 unmitigated and 337.8915 mitigated 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 new Natomas Center instructional building and expansion parking Project would create long-term impacts on GHG emissions. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed Project, once operational, will generate approximately 990.1839 metric tons per year of CO₂ equivalent unmitigated and 981.7408 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 thirty new trees will be planted post construction around the new Natomas Building and expansion parking area.**

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 proposed Project is below GHG thresholds of significance and 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 would be designed to exceed current energy efficiency standards, as the Project will strive for the Leadership in Energy and Environmental Design (LEED) Silver certification or equivalent, 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

The Project is proposing to construct a new instructional facility adjacent to the existing American River College Natomas Center Building ("Phase 2 and 3 Buildout Site") which is an open field adjacent east of the existing Natomas Center instructional building. The Project also proposes to add a "Parking Lot Site" which is located in an open field approximately 250 feet west of the existing Natomas Center Campus.

Moore Biological Consultants prepared a biological assessment (included in Appendix B) 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 jurisdictional Waters of the U.S. and wetlands as defined by the U.S. Army Corps of Engineers (ACOE), 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, 2020).

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; the CNDDDB depicts the locations of sensitive habitats. The USFWS on-line-maps of designated habitat in the area was also downloaded for review. 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. The field surveys were conducted by Moore Biological Consultants on December 16 and 20, 2019, and January 2, 2020. These surveys entailed of site observations of habitat conditions and surrounding land uses, habitat types, and plant and wildlife species.

In addition to the biological assessment performed by Moore Biological Consultants, WRA Environmental Consultants (WRA, 2020) conducted a Preliminary Jurisdictional Delineation Report for Natomas Center Parking Expansion, prepared for Los Rios Community College District and incorporated into the wetlands portion of the biological assessment (Moore, 2020). The Wetland Jurisdictional Delineation Report by WRA is included as an appendix to the Moore Biological Assessment.

- a) **Less Than Significant Impact with Mitigation Incorporated.** 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 (Moore, 2020).

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. The California Endangered Species Act of 1984 parallels the policies of FESA and pertains to native California species. 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.

The Buildout Site consists of a biologically unremarkable, fenced off grassy field. The Parking Lot Site is also described as “generally unremarkable”, with the exception of a remnant portion of a constructed ditch and a small wetland. Special-status species plants generally occur in relatively undisturbed areas in vegetation communities such as vernal pools, marshes and swamps, riparian scrub, and areas with unusual soils and the upland

grassland throughout the majority of the Project Site are highly disturbed. 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. Moore Biological Consultants note the grasslands in the proposed Parking Lot Site, including the seasonal wetland, have been periodically disked and/or mowed for decades (Moore, 2020). The upland grasslands are highly disturbed and do not provide suitable habitat for special-status plants. The seasonal wetland is noted to have been subject to high levels of disturbance for several decades and is notably too small and shallow to support special status vernal pool plant species. In addition, the ditch is likewise not considered suitable habitat for special-status vernal pool species. Based on these observations, due to the lack of suitable habitat, it is unlikely that special-status plants occur in the site (Moore Biological Consultants, 2020).

While the Project site may have provided habitat for special-status species at some point in the past, agriculture and development have substantially modified natural habitats in the greater project vicinity, including the site. Of the wildlife species identified in the CNDDDB search, Swainson's hawk and burrowing owl are the only species that has any potential to occur in the Project site on more than a transitory or very occasional basis (Moore, 2020). Moore Biological notes other special-status birds, such as the tri-colored blackbird and white-tailed kite, may fly over or forage on the site occasionally, they are not expected to nest in or immediately adjacent to the Project site. In addition, while vernal pool invertebrates such as the Valley fairy shrimp can occur in disturbed wetlands, the disturbance reduces the habitat suitability and potential for occurrence; the wetland does not appear to pond water to a sufficient depth to support vernal pool invertebrates (Moore, 2020). Likewise, vernal pool tadpole shrimp are known to occur in deep and established vernal pools and would not be expected to occur in a shallow, seasonal, disturbed wetland.

As stated above, the Swainson's hawk and burrowing owl are the only species considered to have any potential to occur in the Project site on more than an occasional or transitory basis. 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 hawks just west of the Parking Lot Site, nesting in a willow tree along Del Paso Road. The only trees recorded for the site are two cottonwood saplings in the Parking Lot Site and these are not considered large enough to support nesting raptors, however, there are a few trees in the surrounding residential subdivisions and commercial properties that may be large enough to be used by nesting Swainson's hawk. Due to the relatively small size of the site, surrounding development, and presence of irrigated cropland and large open fields in the greater project vicinity, it is unlikely Swainson's hawks forage in the site on more than an occasional basis (Moore Biological Consultants, 2020).

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, 2020).

The Migratory Bird Treaty Act and Fish and Game Code of California protect burrowing owls year long. The primary habitat requirement for the burrowing owl is small mammal burrows for nesting. The site was searched for burrowing owls (*Athene cunicularia*) or ground squirrel burrows with evidence of past occupancy by burrowing owls. No ground squirrels were observed in the site during the field surveys and no ground squirrel burrows were seen in either the Parking Lot Site or the Buildout Site (Moore Biological Consultants, 2020). The nearest occurrence of nesting burrowing owls in the CNDDDB (2019) search area is within approximately 0.5 miles of the overall project site. Burrowing owls could potentially nest in the site and could be disturbed by construction noise and activity.

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 2 - Preconstruction Survey for Burrowing Owls

Burrowing owls could potentially nest in the site and could be disturbed by construction noise and activity. Pre-construction surveys for burrowing owls within 250 feet of the site will occur if construction commences between February 1 and August 31. If occupied burrows are found, a qualified biologist will determine the need (if any) for temporal restrictions on construction pursuant to criteria set forth by CDFW (Moore, 2020).

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 3 is required:

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, 2020).

Based on the lack of suitable habitat for special-status species, the Project does not anticipate the ACOE to require consultation with the California Department of Fish and Wildlife.

- 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. Therefore, there is no impact.
- c) **Less than Significant with Mitigation Incorporated.** WRA, Inc. (2020) conducted a routine Wetland Delineation of the Study Area, a 9.13-acre parcel, to determine the presence of wetlands and non-wetlands waters potentially subject to federal jurisdiction under Section 404 and 401 of the clean water act (CWA). The Study Area was for the western vacant parcel planned for parking expansion described as a relatively flat urban

infill site that was historically used for agriculture and a small, remnant portion of an agricultural ditch in the central portion of the property that is no longer connected to a larger ditch system, but still collects precipitation and surface runoff from the surrounding landscape. Prior to a focused field survey, WRA biologists performed a background data search and review of a previous aquatic feature delineation study, also performed by WRA, that was conducted in 2016 within the area that is inclusive of the current Study Area; this delineation was verified by the Corps on January 16, 2019 (Corps file number SPK-2018-00917). The current Wetland Delineation Study (WRA, 2020) has not yet been verified by the U.S. Army Corps of Engineers.

WRA evaluated the study area for the presence or absence of indicators of the three wetland parameters described in the Corps Manual (Environmental laboratory 1987) and the Arid West Supplement (Corps 2008a). Section 328.3 of the Federal Code of Regulations defines wetlands as:

“Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

Three parameters used to delineate wetlands are the presence of: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. WRA collected data on vegetation, hydrology, and soils consisting of six soil sample points, during the delineation site visit and reported observations on Arid West Supplement data forms (WRA, 2020). In addition, WRA considered non-wetland water features that are potentially within jurisdiction of Section 404 and 401 of the CWA.

Based on the Preliminary Jurisdictional Delineation Report (WRA, 2020), the majority of the Study Area is composed of non-jurisdictional upland habitat which lack wetland hydrology and hydric soil indicators, however, according to WRA, there are 0.23 acres of seasonal wetland features, (SW-01 and SW-02) which are potentially within jurisdiction of Section 404 of the CWA. Figure 5 provided by WRA (2020) shows potential seasonal wetlands within the Study Area; a table summarizing wetlands in the Study Area that potentially fall under Corps jurisdiction is provided below:

Table B-1. Summary of Potential Section 404 Wetlands and Waters

Feature Type	Feature Name	Acreage
Seasonal Wetland	SW-01	0.15
	SW-01a	0.05
	SW-01b	0.07
	SW-01c	0.03
	SW-02	0.08
Total		0.23

Source: WRA Environmental, 2020

Based on the biological assessment (Moore, 2020), Moore Biological concur that a small seasonal wetland (0.08+/- acres) and the remnant ditch (0.15+/- acres) in the Parking Lot Site are the only potentially jurisdictional Waters of the U.S. or wetlands observed for the site. The remainder of the site (Parking Lot Site and the Buildout Site) consist of grasslands that are

vegetated with upland grasses and weeds. No vernal pools, marshes, ponds, creeks, lakes, or any other potentially jurisdictional Waters of the U.S. or wetlands were observed in the Parking Lot Site or the Buildout Site (Moore, 2020).

Implementation of the following mitigation measures would reduce the above-identified impacts to Water of the U.S. or wetlands resources to a less-than-significant level.

Biological Resources Mitigation Measure 4 – ACOE Preliminary Jurisdictional Determination

The District shall submit the Wetland Delineation prepared by WRA, Inc with a request for an expedited “Preliminary Jurisdictional Determination” with the U.S. Army Corps of Engineers (Moore, 2020).

Biological Resources Mitigation Measure 5 – Clean Water Act Section 404 Permit

The District shall secure a Section 404 permit with the U.S. Army Corps of Engineers for the fill of the seasonal wetland and the ditch (Moore Biological, 2020). The District shall adhere to the conditions of the 404 permit, including provision of compensatory mitigation at a minimum 1:1 ratio, such that the project results in no-net -loss of jurisdictional Waters of the U.S. including wetlands. As the seasonal wetland and ditch do not provide suitable habitat for federally listed species, the Corps is not expected to consult with the U.S. Fish and Wildlife Service.

Biological Resources Mitigation Measure 6 – Section 401 Water Quality Certification and Wetlands Program

The District shall participate in the 401 Water Quality Certification and Wetlands Program regulated by the Regional Water Quality Control Board (RWQCB) prior to the placement of any fill material (e.g., fill dirt) within the seasonal wetland and/or the seasonal ditch (Moore Biological Consultants, 2020). The District shall adhere to the conditions of Water Quality Certification.

The proposed Project will participate in the biological resources mitigation measures as described above. Based on mitigation measures, the Project would be less than significant with mitigation.

- d) **Less than Significant Impact.** As discussed, the Project is located on highly disturbed land not suitable for critical habitat; the site is not located along a riparian corridor or other type of established wildlife movement corridor. The proposed Project will not interfere substantially with the movement of 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. Therefore, this is a less than significant with mitigation impact.
- e) **No Impact.** The proposed Project may result in the removal of two cottonwood saplings in the Parking Lot Site; the 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. While the Natomas Basin Habitat Conservation Plan (NBHCP) encompasses the project site, the District is not a NBHCP Permittee. Therefore, no impact.



Figure 5 - Potential Jurisdictional Features within the Study Area

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 checked="" type="checkbox"/>	<input 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"/>

Solano Archaeological Services (SAS) completed a Cultural Resources Inventory and Evaluation Report (December 2019) in support of environmental review of the proposed Project under CEQA and Section 106 of the National Historic Preservation Act (included as Appendix C). The investigation included a record search, literature review, historical society consultation, Native American consultation, and a field survey. The area of potential effects (APE) encompasses the maximum limits of potential ground-disturbing activities that would reasonably be expected from the proposed Project, including but not limited to, all existing parcels, potential access routes, and equipment staging and laydown areas. The entire APE is subject to grading and other ground-disturbances associated with the implementation of the Project and related utilities and storm water treatment infrastructure. The vertical APE would extend to no more than approximately six feet below the present-day grade to accommodate the installation of various utilities, stormwater drainage features, and the construction of the new instructional building and parking expansion. The report findings are summarized below.

- a) **Less than Significant.** According to SAS (2019), a records search conducted through the California Historical Resources Information System and additional archival research indicated that one previously identified historic-era resource (a drainage ditch) was located within the APE (southwest portion of the western vacant parcel planned for parking expansion) and that the APE was contained within an National Register of Historic Places listed Historic District (Reclamation District [RD] 1000). A survey conducted by SAS on December 13, 2019 updated existing documentation on the drainage ditch and RD 1000. The presence of these historic-era features within, and in the immediate vicinity of the APE suggests that comparable resources could be present in surface and subsurface contexts in the survey area. However, since agriculture, land reclamation, and transportation activities that the APE and general area have experienced typically results in deposits and occurrences that can be seen on the ground, the probability of encountering additional comparable resources during Project construction is considered low (SAS, 2019). SAS recommended that the drainage ditch does not retain historic integrity and that the APE is not a contributing element to the RD 1000 Historic District. Consequently, the proposed Project would have no effect on historic properties per Section 106 or historical resources per CEQA Section 15064.5. This is a **less than significant impact**.
- b) **Less than Significant with Mitigation Incorporated.** A significant impact would 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 (SAS, 2019). 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

Should buried, unforeseen archaeological deposits be encountered during any Project construction activity, work must cease within a 50-foot radius of the discovery. If a potentially significant discovery is made, it must be treated in accordance with 33 CFR 325, which generally states that the lead federal agency (in this case the U.S. Army Corps of Engineers) must be notified immediately of the find to ensure that mitigation/management recommendations are developed.

- 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

In the event that human remains or any associated funerary artifacts are discovered during Project construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Sacramento County Sheriff/Coroner must also be contacted immediately. If the remains are deemed to be Native American, the coroner must notify the NAHC within 24 hours, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with a qualified archaeologist to determine the proper treatment of the human remains and associated funerary objects. Construction activities will not resume until the human remains are exhumed and official notice to proceed is issued.

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 checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

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

- a) **Less than Significant Impact.** The Los Rios Community College District is committed to designing sustainable, energy efficient buildings. The proposed new instructional building at the ARC Natomas Center campus will 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 instructional building will be energy efficient. Energy consumption will not be wasteful, inefficient, or unnecessary. 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. This is considered a **less than significant impact**.
- b) **Less than Significant Impact.** The City of Sacramento General Plan has a goal to provide for the energy needs of the City and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies. The proposed new instructional building at the ARC Natomas Center campus will be designed to meet LEED Silver certification or equivalent and will thus be energy efficient, and will not be in conflict with the City of Sacramento energy plan. This is 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"/>

The Los Rios Community College District (LRCCD) is proposing to construct a new instructional building at the ARC Natomas Center campus; LRCCD is additionally proposing to add several parking stalls adjacent the new building and a new parking area with 564 parking stalls west of the existing campus, across Via Ingoglia, on a currently vacant parcel located at 2600 New Market Drive. The proposed Project is currently in the 15 to 25 percent design draft phase; Project specific geotechnical engineering and geologic hazard studies are planned for the site and forthcoming, however, these are currently unavailable. A Preliminary Geotechnical Engineering Report, North Natomas Town Center II, dated August 3, 2016 (Wallace Kuhl & Associates, 2016) was performed for a large portion of the parcel (APN 225-0040-089) now proposed for the expansion parking and available for review. Additionally, a Geotechnical Engineering Report, Town Center Educational Complex, by Wallace Kuhl & Associates (WKA) dated December 20, 2001, was completed which includes the proposed instructional building parcel for the Natomas Center. Based on proximity to the current proposed Project, the reports are considered relevant, especially considering Project specific studies are forthcoming and will be completed prior to Project approval. The two preliminary geotechnical reports referenced above are available for review in Appendix D.

a) **Less than Significant Impact.**

- i. **Less than Significant Impact.** The Project 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. The structure shall be

designed and constructed to meet the standards set forth in the California Building Code 2019 and in the 2016 Sacramento County Building Design Criteria. Therefore, this is considered a **less than significant impact**.

- ii. **Less than Significant Impact.** 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, based on previous studies for the parcels, likely Class 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 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. A review of the California Earthquake Hazards Zone Application provided online by CGS indicates this site is not mapped within a designated area of potential liquefaction.

A liquefaction analysis was not performed by WKA for the North Natomas Town Center II location, however, per WKA, liquefaction potential for the site is considered low (WKA, 2016). Soil conditions from the previous preliminary geotechnical reports indicate the soil for the site will likely consist of sandy, silty clay to about five feet below ground surface (bgs) and underlain by alternating layers of clayey sand, silty to sandy clay, and sandy silt to at least 31.5 feet bgs. Groundwater was encountered during the 2016 site investigation at depths ranging from 21 to 26 feet bgs. Based on the depth to groundwater, relatively dense soils, and seismic conditions for the site, the potential for liquefaction is considered low. 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.
- c) **Less than Significant Impact.** Although the Project specific geotechnical and geohazard reports are forthcoming, based on a review of the geotechnical reports provided for the Project area, the on-site soils are likely to be 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. 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.

- d) **Less than Significant Impact.** 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 previously conducted at the site (WKA, 2016), the subsurface soil conditions underlying the site generally consists sandy, silty clay to about five feet below ground surface (bgs) and underlain by alternating layers of clayey sand, silty to sandy clay, and sandy silt to at least 31.5 feet bgs (WKA, 2016). Based on the USGS Areas of Land Subsidence in California indicating future land subsidence is low for the area; settlement at the site due to subsidence is considered very unlikely.

Although a Project specific geotechnical report is forthcoming, based on a review of the two geotechnical reports previously performed by WKA (2001 and 2016), the on-site soils are likely to be considered as suitable for engineered fill. The building foundation design for the Natomas Satellite campus (WKA, 2001) indicated the school buildings may be supported upon continuous foundations and isolated spread foundations. 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 instructional building in the northeast portion of the ARC Natomas Center campus, adjacent east of the existing instruction building, and develop parking expansion on a vacant parcel to the west across Via Ingoglia. Petralogix Engineering, Inc. performed a Phase I Environmental Site Assessment report dated January 20, 2020 for the ARC Natomas Center 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 ARC Natomas Center campus does not currently routinely transport, use, or dispose of hazardous materials (Petralogix, 2020). However, a small quantity of science chemicals from the adjacent

Inderkum High School are stored at the Natomas Center campus, but not used on-site. No spills or releases have been reported. The proposed new instructional building includes new laboratories, which may handle hazardous materials and generate hazardous waste. If any hazardous materials are used or hazardous waste generated on-site, a Hazardous Materials Business Plan will be registered with the Sacramento County Environmental Management Department (EMD), as well as applicable permits. 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 Project's 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 records request was submitted to the SMAQMD for the identification and review of all sites potentially emitting hazardous air emissions within one-quarter mile of the proposed Project site. According to Virginia Muller of SMAQMD via email correspondence received on December 30, 2019, no documents were found related to the Project site address. However, several records were identified for sites within one-quarter mile of the Project site, including two retail gasoline dispensing facilities. Other listings are for generators, a coffee roaster, and paint spray booths. These are considered **less than significant**.

d) **Less Than Significant Impact.** The Project takes place within the boundary of the ARC Natomas Center facility grounds and a western vacant parcel across Via Ingoglia. 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 20, 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) the ARC Natomas Center is not currently a hazardous waste generator or handler. However, a small quantity of science chemicals from the adjacent Inderkum High School are stored at the Natomas Center campus, but not used on-site. No spills or releases have been reported; this is not a concern for the site. The Project area was historically used as row crops and rice fields from at least 1947 to 1998. Organochlorine pesticides may have been applied to the on-site row crops and rice fields in the past. This is generally considered a contaminant of potential concern. However, a Phase I ESA was previously performed by WKA in December 2001 that included the Project area. This report similarly identified historical agricultural usage and the possibility of persistent pesticides applied to on-site row crops in the past. However, based on their previous soil sampling and testing for organochlorine pesticides in the region with non-detectable results, they concluded that organochlorine pesticides are not a concern at this site. The Phase I ESA report was submitted to the DTSC in January 2002. DTSC responded with a letter in February 2002 with concerns related to specifics about the historic crops and pesticides applied at the site, as well as requesting additional information about WKA's previous sampling in the area. No further reports or communication were available for review; however, the case was closed by DTSC in April 2002. This reasonably indicates that sufficient information was provided to demonstrate that no contaminants of concern had been released at the site. Overall, the hazardous waste records reviewed for the Project area (Petralogix, 2020) indicate that there are no known hazards located in the proposed Project area. In addition, records were reviewed for adjacent parcels; no hazardous materials impact was identified from any surrounding parcels. This is a **less than significant impact**.

Pipelines

According to the 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 pipeline/transmission line location information was sent via email to Pacific Gas & Electric Company (December 26, 2019), Kinder Morgan (December 20, 2019), and Lodi Gas Storage (December 26, 2019). No responses have been received to date. According to the Kinder Morgan referenced National Pipeline Mapping System, no gas transmission or hazardous liquid pipelines are located within 1,500 feet of 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 26, 2019 requesting information regarding any potential transmission lines or transmission easements in the Project site area. According to SMUD UD Underground Right of Way map R/W U-2006/014 (2006), an underground electric cable runs north-south in the eastern part of the ARC Natomas Center campus. There is also a public utility easement running east-west along the southern boundary of the ARC Natomas Center campus. A public utility easement line is located along the southern, eastern, and northern boundaries of the western vacant parcel. A records request was sent to the Pacific Gas & Electric Company on December 26, 2019 via email requesting information regarding any potential transmission lines or 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. The contractor(s) responsible for construction phases of the Project will call 811 prior to digging or excavation in order to assure no underground lines that may be within the Project site are damaged. 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 approximately 2.2 miles west of 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 (Taylor Monument, 2018), the nearest runway is the Sacramento International Airport, located approximately 3.7 miles northwest of the Project site. The next closest airport is the Rio Linda Airport, located approximately 4 miles to the northwest of the Project site. Project heights are below the Federal Aviation Administration notification limits, and the finished multi-story new instructional building will be of similar height to current buildings on the Campus. Therefore, this has **no impact** on the site.

- f) **Less than Significant Impact.** The Project involves the construction of a new instructional building in the northeast portion of the ARC Natomas Center campus and a parking area on a western vacant parcel across Via Ingoglia. 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 ARC Natomas Center 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, commercial businesses, and public services including a high school and library. 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 Natomas East Main Drainage Canal sub-watershed of the Curry Creek watershed, in the Upper Coon – Upper Auburn sub-basin, within the Sacramento River Basin. The Sacramento River Basin encompasses approximately 26,500 square miles and is bounded by the Sierra Nevada to the east, the Cascade Range and Trinity Mountains to the north, the Sacramento-San Joaquin Delta to the south/southwest, and the Coast Ranges to the west. The Natomas East Main Drainage Canal sub-watershed is bounded on the east by the Natomas East Main Drainage Canal (Steelhead Creek), approximately 2.2 miles east of the Project site, which feeds into the Sacramento River approximately 3.7 miles south of the Project site, forming the southern sub-watershed boundary. The sub-watershed is bounded on the west by the Sacramento River, approximately 4.5 miles west of the Project site. Within the Natomas East Main Drainage Canal sub-watershed, the West Drainage Canal (2.2 miles west of the Project site) and the East Drainage Canal (0.6 miles east of the Project site) meet approximately 2.4 miles south-southwest of the Project site at the Main Drainage Canal, which then feeds into the Sacramento River approximately 3.5 miles south-southwest of the Project site. Dry creek

meets with the Natomas East Main Drainage Canal (Steelhead Creek) roughly 2.3 miles east-northeast of the Project Site, Arcade Creek meets the Natomas East Main Drainage Canal (Steelhead Creek) 3.7 miles southeast of the Project site, and Magpie Creek meets the Natomas East Main Drainage Canal (Steelhead Creek) 2.6 miles southeast of the Project site. The American River feeds into the Sacramento River approximately 4 miles south of the Project site, south of the sub-watershed.

The Project receives public water supplies and storm water drainage services from the City of Sacramento. Water that drains from the Project area may flow through a network of stormwater channels into the nearby East Drainage Canal and ultimately to the Sacramento River. The site lies approximately 20 miles west-southwest of the Folsom Dam, and within an area likely to be affected by failure of Folsom Dam.

Natomas East Main Drainage Canal (Steelhead Creek) is listed on the Clean Water Act Section 303(d) list of impaired water bodies for Mercury, Diazinon, and Polychlorinated Biphenyls (PCBs) downstream of the confluence with Arcade Creek, and with PCBs upstream of the confluence with Arcade Creek. Arcade Creek is also listed as impaired for Copper, Chlorpyrifos, Diazinon, Malathion, Pyrethroids, and Toxicity. Dry Creek is listed as impaired for indicator bacteria.

The City of Sacramento 2035 General Plan requires new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices, and low impact development, and hydromodifications strategies consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit. The construction will take place both within the boundaries of the ARC Natomas Center campus, and within the western vacant parcel, and not within county road ditches. A remnant agricultural drainage ditch is located in the southern portion of the western vacant parcel.

Construction impacts will be temporary and best management practices will be in place. The ground disturbance for the Project, both in the area of the new instructional building and the parking expansion, is estimated to exceed one acre. Therefore, the Project is subject to the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or 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 proposed new instructional building at the existing ARC Natomas Center campus and associated parking expansion would not result in any water discharge that would degrade surface or groundwater quality. 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, both in the area of the new instructional building and the parking expansion, is estimated to exceed one acre, 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) **Less than significant.** The Project would connect to the existing City of Sacramento water utility services currently supplied to the Campus. The Project will comply with the requirements of the City of Sacramento Utilities and is not anticipated to significantly increase water demand at the Campus. Therefore, impacts to groundwater supplies will be **less than significant**.
- c) **Less Than Significant Impact.** The proposed new instructional building would be located in the vacant northeast portion of the developed ARC Natomas Center campus property. No streams are located within the proposed new instructional building construction area, and there would be no alterations of stream courses. The proposed parking expansion would be located on the western vacant parcel across Via Ingoglia, historically used for agricultural purposes. There is a remnant agricultural ditch located in the southern portion of this parcel. This remnant agricultural ditch does not have an inlet or outlet and is no longer connected to a larger ditch system, but still collects precipitation and surface runoff from the surrounding landscape (WRA, 2019). The proposed parking expansion would cover part of this ditch; however, since this is not an active drainage system this would not result in a significant alteration to an existing drainage pattern. The proposed Project is located on currently vacant land, including the northeast vacant portion of the ARC Natomas Center campus and the western vacant parcel across Via Ingoglia, that would be developed with a new instructional building and associated concrete flatwork and asphalt. However, the proposed Project would connect to existing storm drain lines and 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 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 currently consists of undeveloped land. The development of the instructional building will have a small footprint and consist of minor development with impervious surface which is considered less than significant. The expansion parking area is currently an undeveloped field; the development of the parking area would add additional impervious surface to an already urbanized commercial/residential area, however, this area is master planned to include building and parking throughout. As such, long-term appropriate water runoff measures have been planned for the area. Some of these include project design elements that increase onsite infiltration. Others include mechanisms to minimize off flow of chemicals of concern. The District has in place planning to facilitate best management practices what will comply with local and state standards, ensuring impacts to be minimized to

below a significant level. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06067C0045J, the Project site, is located within Zone A99, which is defined as an “Area to be protected from 1 percent annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations” determined. The Project is currently in the 15 to 25 percent design draft phase; the Los Rios Community College District will work with Sacramento County Water Resources to design effective runoff reduction control measures as needed. This is considered a **less than significant impact**.

iii. Less than Significant Impact. The proposed new instructional building would result in a new building and associated concrete flatwork in a currently vacant portion of the Campus. The proposed parking expansion would result in asphalt in the northern and central portions of the currently vacant western parcel, across Via Ingoglia. However, the Project would connect to the storm drain lines, serviced by the City of Sacramento. The Project would have sufficient planned stormwater drainage conveyance as well as appropriate BMP's/Treatment Control of runoff. 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 new instructional building and associated concrete flatwork in the vacant northeast portion of the ARC Natomas Center campus does not require any significant changes to topography that would redirect or impede flows significantly. The proposed parking expansion on the western vacant parcel also does not require any significant changes to topography that would impede or redirect flows significantly. However, there is a remnant agricultural ditch located in the southern portion of this parcel. This remnant agricultural ditch does not have an inlet or outlet and is no longer connected to a larger ditch system, but still collects precipitation and surface runoff from the surrounding landscape (WRA, 2019). The proposed parking expansion would cover part of this ditch; however, since this is not an active drainage system this would not result in a significant alteration to an existing drainage pattern. Water that drains from this parcel likely flows through stormwater channels into the East Drainage Canal approximately 0.6 mile to the east and ultimately in to the Sacramento River; the proposed parking expansion would not alter this drainage pattern. 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 06067C0045J, dated August 16, 2015, prepared for Sacramento County, California (FEMA, 2015), the site is located within Zone A99, which is defined as an “Area to be protected from 1 percent annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations” determined. 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 both within the parcel boundary of the established ARC Natomas Center campus and within a vacant parcel. This would not result in a physical division of an established community. This is **no impact**.

b) **No Impact.** The City of Sacramento General Plan Land Use Map designates the Campus as “Public/Quasi-Public” and the western vacant parcel as “Traditional Center.” The new instructional building and parking expansion for the existing Campus is consistent with this land use. This 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 City of Sacramento General Plan, ER 5.1.1 Mineral Resource Zones, the City shall protect lands designated MRZ-2, as mapped by the California Geologic Survey. The Project is not located in an area designated as MRZ-2 by the California Geological Survey. Further, 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 checked="" 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 checked="" 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"/>	<input checked="" type="checkbox"/>

Setting:

The proposed Project is located in the community of North Natomas in the City of Sacramento. The Project site is the ARC Natomas Center campus and a vacant parcel planned for parking expansion. The surrounding area is mostly public, commercial and residential use. Existing noise sources in the vicinity include the Inderkum High School sporting events, traffic noise associated with vehicular traffic at the ARC Natomas Center campus, at the adjacent north Inderkum High School, and at the adjacent east North Natomas Library, 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 (Leq) 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 Leq 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 (General Plan, 2035).

The Sacramento City Code Noise Control Ordinance has performance standards in order to prevent unnecessary, offensive, or excessive noises within the City, with several exemptions. Section 8.68.080(E) of the Sacramento City Code establishes that noise sources due to the erection, demolition, alteration, or repair of any building or structure between the hours of 7 a.m. to 6 p.m. on Monday – Saturday, and 9 a.m. to 6 p.m. on Sunday, are exempt from the Noise Ordinance.

- a) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Project is not expected to generate exterior noise levels exceeding the City of Sacramento 2035 General Plan Noise Environmental Constraint of 60 dBA at the Project site. Once completed, the new instructional building and associated parking expansion is anticipated to have a similar level of noise as currently exists. In addition, the proposed Project is not predicted to generate or be exposed to interior or exterior noise levels exceeding the standards of the City of Sacramento. Thus, no additional noise reduction measures are considered warranted. There would be a temporary increase in localized noise during Project construction; however, as discussed above, the Sacramento City Code states that noise from temporary construction activities is 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 City of Sacramento 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 new instructional building addition is anticipated to be similar to current levels at the ARC Natomas Center campus and therefore has no impact. The operational noise of the parking expansion across Via Ingoglia to other parking areas is not expected to be significant. Any ground-borne vibrations associated with the Project are due to the construction activities, which are anticipated to last approximately 4 months for the parking expansion and 20 months for the new instructional building. Therefore, any noise associated with the Project will be short-term. The distance to the nearest commercial receptors are south across Del Paso Road; the trafficked roads dividing the Project site from these receptors further reduces potential ground-borne vibration impact. The distance to the nearest residential receptors is over 300 feet away. Two public receptors, Inderkum High School and the North Natomas Library, are adjacent north and west, respectively. However, the Sacramento City Code Section 8.68.080(E) states that noise from temporary construction activities is exempt during designated daytime hours; this is considered a **less than significant impact**.
- c) **No Impact.** The nearest airport is the Sacramento International Airport, located approximately 3.7 miles northwest of the Project site and does not expose people reworking in the Project Area to excessive noise levels. This is **no impact**.

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 the existing ARC Natomas Center campus and nearby vacant parcel. 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; the new instructional building and parking expansion are intended to meet the needs of the current population rather than induce population growth. Consequently, no impacts related to population and housing would occur. This is **no impact**.

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.** Based on the City of Sacramento Fire Station Locations by Council District Map, the ARC Natomas Center campus receives fire protection from Fire Station 30, located at 1901 Club Center Drive, roughly 1.1 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 construction of one new instructional building in the northeast portion of the ARC Natomas Center campus and construction of a new parking area across Via Ingoglia. The new instructional building 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

KD Anderson & Associates, Inc. (KDA) prepared a Traffic Impact Study (included in Appendix F) for the proposed Project at the ARC Natomas Center campus to analyze the traffic related impacts associated with the development of the new instructional building and parking expansion. Their report includes an analysis of a.m. and p.m. peak hour traffic operations under the following scenarios: existing conditions, existing plus adjoining pending Project conditions, and existing plus adjoining pending Project conditions plus the Project conditions. The impact analysis criteria identified under City of Sacramento traffic study guidelines were employed, and Level of Service (LOS) analysis was used to describe existing traffic conditions and evaluate the significance of Project-related traffic impacts. LOS measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F repressing the worst conditions (KDA, 2020). Traffic operations at the following four intersections near the study area were evaluated: Del Paso Road/Town Center Drive, Del Paso Road/Via Ingoglia, Del Paso Road/Five Star Way, and Del Paso Road/Truxel Road/Natomas Boulevard. The results of their assessment are hereby incorporated by reference (KDA, 2020).

a-b) **Less than Significant Impact with Mitigation Incorporated.** The Project will likely result in increased demand for transit service. However, SacRT already serves the campus on a regular basis. Further, the Project would not modify or impede any existing or planned transit facilities/routes. Thus, the Project's impact on transit facilities is considered less than significant (KDA, 2020). Development of the Project will likely increase the number of pedestrians walking to and from the site. However, because sidewalks already exist and all study intersections have crosswalks with applicable controls, the Project will not create any unsafe condition for pedestrians and does not conflict with planned pedestrian facilities identified in adopted plans. Thus, the Project's impact on pedestrian circulation is considered less than significant (KDA, 2020). Similarly, the Project will not create any unsafe condition for bicyclists and does not conflict with planned bicycle facilities identified in adopted plans. Thus, the Project's impact on bicycle circulation is considered less than significant (KDA, 2020). Overall, the Project is not in conflict with a program plan, ordinance, or policy addressing the circulation system; this is a **less than significant impact**.

CEQA Guidelines section 15064.3(b) for Land Use Projects states that vehicle miles traveled exceeding an applicable threshold of significance (such as LOS levels) may indicate a significant impact. According to the City of Sacramento's level of service policy,

LOS D is an appropriate criteria in the study area (KDA, 2020). KDA (2020) find that the addition of the proposed Project would not increase traffic impact at any of the four evaluated intersections beyond the City minimum LOS D standard. Therefore, development of the proposed Project is considered a **less than significant impact**.

Project construction may include disruptions to the transportation network near the Project site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Pedestrian and bicycle access may be disrupted. Heavy vehicles, equipment and trucks would access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions (KDA, 2020). Therefore, these temporary impacts are considered significant.

The short-term construction-related traffic impacts would be reduced with the following Mitigation Measure Transportation-1:

Mitigation Measure Transportation-1

Prior to the beginning of construction, a construction traffic management plan shall be prepared to the satisfaction of the City of Sacramento's Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on roadways are maintained. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.
- Provisions for parking for construction workers.

The Project will have a **less than significant impact** with mitigation incorporated due to the above stated Mitigation Measure Transportation-1.

- 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 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 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. Solano Archaeological Services (SAS) completed a Cultural Resources Inventory and Evaluation Report (December 2019) in support of environmental review of the proposed Project under CEQA (included as Appendix C).

Sacred Lands File Search

On December 9, 2019, SAS emailed a letter and a map depicting the Project area to the Native American Heritage Commission (NAHC). The letter requested a search of the NAHC Sacred Lands File database for cultural resources within the Project area. On December 13, 2019, the NAHC replied via email stating that no culturally significant properties were known to be present within or near the Project area. The NAHC also provided contact information for tribal organizations and representatives who may also have knowledge of cultural resources in the Project area. On December 16, 2019, SAS sent contact letters to each of the individuals and organizations provided by NAHC inquiring as to whether or not they had any knowledge of sensitive properties or cultural resources in or near the Project area, and if they had any questions about, or concerns with the proposed Project. Additionally, SAS emailed each individual and organization on December 23 and 30, 2019, asking them for information on possible unrecorded resources in the Project area, and for Project recommendations. No responses from the tribal representatives have been received to date.

Records Search

The Northern Central Information Center (NCIC) of the California Historical Resources Information System conducted a records search on behalf of SAS on December 11, 2019, for the APE parcels and an area of 0.5-mile surrounding the APE boundaries (NCIC File No. 19-242). No tribal cultural resources were identified within the Project area, or within one-half mile of the Project area.

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 December 16, 2019, SAS sent contact letters to each of the individuals and organizations provided by NAHC inquiring as to whether or not they had any knowledge of sensitive properties or cultural resources in or near the Project area, and if they had any questions about, or concerns with the proposed Project. Additionally, SAS emailed each individual and organization on December 23 and 30, 2019, asking them for information on possible unrecorded resources in the Project area, and for Project recommendations. No responses or requests for consultation from the tribal representatives have been received to date.

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

i. **Less than Significant with Mitigation Incorporated.** No tribal cultural resources that are listed or eligible for listing in the NCIC were identified during the historical resources research. 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, SAS requested contact information for tribal organizations and representatives who may have knowledge of cultural resources in the Project area. On December 16, 2019, SAS sent contact letters to each of the individuals and organizations provided by NAHC inquiring as to whether or not they had any knowledge of sensitive properties or cultural resources in or near the Project area, and if they had any questions about, or concerns with the proposed Project. Additionally, SAS emailed each individual and organization on December 23 and 30, 2019, asking them for information on possible unrecorded resources in the Project area, and for Project recommendations. No responses or consultation requests from the tribal representatives have been received to date. Further, the NAHC stated that no culturally significant properties were known to be present within or near the Project area.

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 new instructional building and parking expansion would tie into utility structures already in place at the ARC Natomas Center campus, including wastewater treatment serviced by the Sacramento Area Sewer District (SASD), storm water drainage services by the City of Sacramento, water supplies serviced by the City of Sacramento, electricity serviced by the Sacramento Municipal Utility District (SMUD), and natural gas serviced by Pacific Gas & Electric (PG&E). The proposed Project would not result in an increased demand that would exceed the capacity of these facilities, or any other facilities that currently serve the Campus. 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 ARC Natomas Center campus is provided by the City of Sacramento. The new instructional building and parking expansion will not result in an increase in solid waste that would require the development of a new landfill facility. There will be a Construction Waste Management Plan for the proposed Project which will include 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 will have no impact on impairment of an emergency or evacuation plan. The Project is located within the currently developed ARC Natomas Center campus and nearby vacant parcel 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, burrowing owls, nesting migratory birds, Jurisdictional Waters and wetlands, 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. Los Rios Community College District is committed to LEED Silver certification or equivalent building design and operation. 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. LEED standards would be effective for offsetting cumulative effects for air quality, greenhouse gas, and climate change. 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 trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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 thirty new trees will be planted post construction around the new Natomas Building and expansion parking area.

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, 2020).

Biological Resources Mitigation Measure 2 - Preconstruction Survey for Burrowing Owls

Burrowing owls could potentially nest in the site and could be disturbed by construction noise and activity. Pre-construction surveys for burrowing owls within 250 feet of the site will occur if construction commences between February 1 and August 31. If occupied burrows are found, a qualified biologist will determine the need (if any) for temporal restrictions on construction pursuant to criteria set forth by CDFW (Moore, 2020).

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, 2020).

Biological Resources Mitigation Measure 4 – ACOE Preliminary Jurisdictional Determination

The District shall submit the Wetland Delineation prepared by WRA, Inc with a request for an expedited “Preliminary Jurisdictional Determination” with the U.S. Army Corps of Engineers (Moore, 2020).

Biological Resources Mitigation Measure 5 – Clean Water Act Section 404 Permit

The District shall secure a Section 404 permit with the U.S. Army Corps of Engineers for the fill of the seasonal wetland and the ditch (Moore Biological, 2020). The District shall adhere to the conditions of the 404 permit, including provision of compensatory mitigation at a minimum 1:1 ratio, such that the project results in no-net -loss of jurisdictional Waters of the U.S. including wetlands. As the seasonal wetland and ditch do not provide suitable habitat for federally listed species, the Corps is not expected to consult with the U.S. Fish and Wildlife Service.

Biological Resources Mitigation Measure 6 – Section 401 Water Quality Certification and Wetlands Program

The District shall participate in the 401 Water Quality Certification and Wetlands Program regulated by the Regional Water Quality Control Board (RWQCB) prior to the placement of any fill material (e.g., fill dirt) within the seasonal wetland and/or the seasonal ditch (Moore Biological Consultants, 2020). The District shall adhere to the conditions of Water Quality Certification.

CULTURAL RESOURCES

Cultural Resources Mitigation Measure 1

Should buried, unforeseen archaeological deposits be encountered during any Project construction activity, work must cease within a 50-foot radius of the discovery. If a potentially significant discovery is made, it must be treated in accordance with 33 CFR 325, which generally states that the lead federal agency (in this case the U.S. Army Corps of Engineers) must be notified immediately of the find to ensure that mitigation/management recommendations are developed.

Cultural Resources Mitigation Measure 2

In the event that human remains or any associated funerary artifacts are discovered during Project construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Sacramento County Sheriff/Coroner must also be contacted immediately. If the remains are deemed to be Native American, the coroner must notify the NAHC, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with a qualified archaeologist to determine the proper treatment of the human remains and associated funerary objects. Construction activities will not resume until the human remains are exhumed and official notice to proceed is issued.

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.
- Where practical, all equipment shall have muffled exhaust pipes.
- Stationary noise sources shall be located as far from sensitive receptors as possible.

TRANSPORTATION

Mitigation Measure Transportation-1

Prior to the beginning of construction, a construction traffic management plan shall be prepared to the satisfaction of the City of Sacramento's Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on roadways are maintained. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.

- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.
- Provisions for parking for construction workers.

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