Draft

Health and Life Organization (HALO) Sacramento Community Clinic–B. Teri Burns Health Clinic Initial Study/Mitigated Negative Declaration

Natomas Unified School District

Connecting students to their future

Prepared for:

Natomas Unified School District

AECOM

September 2021

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Health and Life Organization (HALO) Sacramento Community Clinic–B. Teri Burns Health Clinic Initial Study/Mitigated Negative Declaration

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Acronyms and Abbreviations

AB	Assembly Bill
ADA	Americans with Disabilities Act
AEP	annual exceedance probability
afy	acre feet per year
AMMS	avoidance and minimization measures
amsl	above mean sea level
ANSI S1.4	American National Standards Institute for Class 1 sound-level meters
APN	Assessor's Parcel Number
B.P.	Before Present
Basin Plan	Water Quality Control Plan
BenMAP	Benefits Mapping and Analysis Program
BFEs	Base Flood Elevations
BMPs	best management practices
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQA Guide	Guide to Air Quality Assessment in Sacramento County
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
City General Plan	Sacramento 2035 General Plan
City	City of Sacramento
CLOMR	Conditional Letter of Map Revision
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide-equivalents
CRPRs	California Rare Plant Ranks
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels

DDT	dichlorodiphenyltrichloroethane
District	Natomas Unified School District
DPM	diesel particulate matter
Drainage Manual	Sacramento City/County Drainage Manual Volume 2: Hydrology Standards
DSA	Division of the State Architect
DSH	diameter measured at standard height
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
g	a percentage of gravity
GHG	greenhouse gas
GSP	groundwater sustainability plan
GWh	gigawatt-hours
HALO	Health and Life Organization
HSC	California Health and Safety Code
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-	Interstate
IDs	identification numbers
in/sec	inches per second
IS	initial study
Land Use Handbook	*Air Quality and Land Use Handbook: A Community Health Perspective*
LDL	Larson Davis Laboratories
L_{dn}	Day-Night Noise Level
LED	Light-emitting diode
L_{eq}	Equivalent sound level
$L_{eq[h]}$	1-hour, A-weighted equivalent sound level
LID	low impact development
L_{max}	Maximum sound level
L_n	Statistical Descriptor
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MND	mitigated negative declaration
mph	miles per hour
MRZ	mineral resource zone

MS4	Municipal Separate Storm Sewer System
MT	metric tons
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NBHCP	Natomas Basin Habitat Conservation Plan
NCIC	North Central Information Center
NEMDC	Natomas East Main Drainage Canal
NLIP	Natomas Levee Improvement Program
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NUSD	Natomas Unified School District
NWI	National Wetlands Inventory
OCPs	organo-chlorine pesticides
OEM	Office of Emergency Management
OPR	Governor's Office of Planning and Research
PCBs	polychlorinated biphenyls
PG&E	Pacific Gas and Electric Company
PGA	Peak horizontal ground acceleration
PM	particulate patter
PM_{10}	PM equal to or less than 10 micrometers in diameter
$PM_{2.5}$	PM equal to or less than 2.5 micrometers in diameter
PPV	peak particle velocity
proposed project	Sacramento Community Clinic–B. Teri Burns Health Clinic Project
PVC	polyvinyl chloride
RD	Reclamation District
Regional San	Sacramento Regional County Sanitation District
RMS	root-mean-square
ROG	reactive organic gases
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit District
SAFCA	Sacramento Area Flood Control Agency
SASD	Sacramento Area Sewer District
SB	Senate Bill
SCS	Sustainable Communities Strategy
SEL	sound exposure level
SLF	Sacred Land File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMUD	Sacramento Metropolitan Utility District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCR	Tribal Cultural Resources
TMDLs	Total Maximum Daily Loads
tpd	tons per day
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled
WDRs	Waste Discharge Requirements

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1 INTRODUCTION

1.1 OVERVIEW

The Natomas Unified School District (District) has prepared this initial study/proposed mitigated negative declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines to address the environmental consequences of the proposed Health and Life Organization (HALO) Sacramento Community Clinic–B. Teri Burns Health Clinic (proposed project) in the city of Sacramento (City), California.

The proposed project would involve relocating the existing clinic facility at Natomas High School campus and developing a new community health clinic and school classroom for joint occupancy with the District on an existing District-owned property, across Fong Ranch Road from the existing Natomas High School campus.

CEQA requires that all state and local government agencies consider the environmental consequences of projects they propose to carry out or over which they have discretionary authority, before implementing or approving those projects. The public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance (CEQA Guidelines Section 15367). The District has principal responsibility for carrying out the proposed project and is therefore the CEQA lead agency for this IS/MND.

After the required public review of this document is complete, the District will consider adopting the proposed MND and a Mitigation Monitoring and Reporting Program, and will decide whether to proceed with the proposed project.

1.2 PURPOSE OF THE INITIAL STUDY

This document is an IS/MND prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The purpose of this IS/MND is to (1) determine whether project implementation would result in potentially significant or significant effects on the environment; and (2) incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant or significant project effects or reduce them to a less-than-significant level.

If there is substantial evidence (such as the findings of an IS) that a project, either individually or cumulatively, may have a significant effect on the physical environment, the lead agency must prepare an Environmental Impact Report (EIR) (CEQA Guidelines Section 15064[a]). If the IS concludes that impacts would be less than significant, or that mitigation measures committed to by the applicant would clearly reduce impacts to a less-than-significant level, a negative declaration or MND can be prepared.

A negative declaration or MND is a written statement prepared by the lead agency describing the reasons why the proposed project would not have a significant impact on the environment, and therefore, would not require preparation of an environmental impact report (CEQA Guidelines Section 15371). According to Section 15070 of the CEQA Guidelines, a negative declaration or MND for a project subject to CEQA should be prepared when either:

- the initial study shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant impact on the environment; or
- the initial study identifies potentially significant impacts, but:
    - revisions made to the project plans or proposal before the proposed mitigated negative declaration is released for public review would avoid the impacts or mitigate the impacts to a point where clearly no significant impacts would occur; and
    - there is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant impact on the environment.

The District has analyzed the potential environmental impacts of the proposed project, determined that the proposed project's impacts would be less than significant or can be reduced to a less-than-significant level with the implementation of mitigation measures, and therefore has prepared this IS/MND.

1.3 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project. The analysis in this initial study concludes that the proposed project, with implementation of mitigation measures, would have no significant impacts. As such, further environmental review is not required by CEQA. The District would adopt a Mitigation Monitoring and Reporting Program to ensure that all required mitigation measures are implemented.

1.4 APPROVALS

Approval of the proposed project requires discretionary action by the District, which includes adopting the IS/MND and a Mitigation Monitoring and Reporting Program.

The proposed project would also be reviewed by the Office of Public School Construction of the California Department of General Services, Division of the State Architect, and by the California Department of Education (CDE). The CDE is responsible for approving the proposed site of any public school in California (Education Code Section 17213) to ensure that the location meets certain specific standards for public health and safety. Major constraints to selecting a given school site that could require additional investigation include high-voltage power lines, railroad tracks, earthquake faults, pipelines, airport runways, wetlands, hazardous waste sites, and excessive noise levels (Title 5 California Code of Regulations Sections 14010–14011).

Approvals that may be needed for construction and operation of the project may include, but are not necessarily limited to:

- California Department of Education/Division of State Architect – final health clinic and classroom site and design approval (per California Education Code Section 17213).
- Regional Water Quality Control Board – Stormwater General Permit.
- City of Sacramento Fire Department – site plan review for emergency access and water availability.
- Sacramento Metropolitan Air Quality Management District – authority to Construct, permit to operate.

- Sacramento Area Sewer District and Sacramento Regional County Sanitation District – approval of plans for providing sewer service.

- City of Sacramento – storm drain connection and stormwater runoff treatment, domestic water supply and fire flow, encroachment permit(s) if changes to transportation access are required, approval of site plans within a 100-year floodplain per the City's floodplain ordinance, approval of a grading permit.

1.5 DOCUMENT ORGANIZATION

This Initial Study is organized into five chapters:

- **Chapter 1, "Introduction,"** provides summary information about the proposed project and describes the purpose and content of the Initial Study, the project background, and the necessary permits and approvals.

- **Chapter 2, "Project Description,"** provides the project location, project objectives, and detailed project description and phasing.

- **Chapter 3, "Environmental Checklist,"** contains the completed initial study checklist. The checklist contains an assessment and discussion of impacts associated with each particular environmental issue. When the evaluation identifies potentially significant effects, as identified in the checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

- **Chapter 4, "Summary of Mitigation Measures,"** contains the proposed mitigation measures to reduce potentially significant effects of the proposed project.

- **Chapter 5, "References,"** identifies the information sources used in preparing this Initial Study.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SURROUNDING LAND USES

The proposed project site is an existing District property located in the city of Sacramento in an urbanized area of south Natomas. The project site (Assessor's Parcel Number [APN] 225-0170-054) comprises approximately 1.05 acres of land area northeast of the intersection of San Juan Road and Fong Ranch Road, across Fong Ranch Road from the existing Natomas High School campus (see Exhibit 2.1-1). The west side of the site includes a row of planted ornamental trees along Fong Ranch Road, with undeveloped areas occupying the remainder of the site.

Land uses surrounding the project are primarily residential, along with Natomas High School across the street from the project site.

The project site is zoned A - Agricultural and is designated as a "Public/Quasi-Public" in the City of Sacramento General Plan. While health clinic related uses are not permitted within the A - Agricultural zoning designation, the proposed project would be developed and continue to operate as part of Natomas High School. The Public/Quasi Public land use designation in the General Plan allows government buildings, public and private schools, schools/colleges, hospitals, cemeteries, airports, transportation and utility facilities, and other compatible public and quasi-public uses.

2.2 PROJECT CHARACTERISTICS

The proposed project would involve relocating the existing clinic facility at Natomas High School campus and developing a new community health clinic and school classroom for joint occupancy with the District.

The clinic is expected to serve approximately 36,000 patients annually, with up to 20 patients visiting at any given time during the hours of operation. The clinic would also be designed to accommodate approximately 30 high school students plus 10 additional staff. The proposed project would include construction of a new approximately 10,000 square-foot facility and would include examination rooms, a medical lab, and a classroom, along with parking spaces and a drop-off area. The project design is currently at a conceptual stage and the exact floor plan and location of specific project elements could change compared what is currently depicted here. A conceptual site plan is shown in Exhibit 2.1-2. Conceptual renderings are shown in Exhibits 2.1-3a and 2.1-3b.

The single-story clinic would be up to 27 feet in height, above existing grade. Building features would include heating, ventilation, and cooling (HVAC) systems that would be enclosed and/or shielded to reduce exterior noise. The clinic would also be required to be designed to comply with the requirements of the Division of the State Architect (DSA) and the Americans with Disabilities Act (ADA). The new building would be designed to comply with the standards contained in California Code of Regulations (CCR) Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards, which require the design of building shells and building components to conserve energy. Planning, design, construction, use, and occupancy of the new clinic would be designed in compliance with California Green Building Standards Code (CALGreen) (24 CCR Part 11), which is intended to enhance the design and construction of buildings through the use of building concepts that benefit the environment and public health and encourage sustainability in construction and operations of a building.

A new parking area would be developed on the north side of the project site along Fong Ranch Road and would provide approximately 24 parking spaces. The District would provide overflow parking at the existing Natomas High School parking lot. The proposed project would also include addition of a sidewalk along the project site perimeter adjacent to Fong Ranch Road that would connect the parking area to the clinic entrance. The sidewalk would be subject to and would adhere to City standards. Natomas High School students would access the new school classroom by using the existing crosswalk at Fong Ranch Road with staff supervision.

Minor outdoor security lighting would be provided on the new building and in the parking lot. All nighttime lighting fixtures would be shielded and directed downward to prevent light spillover.

The project site contains approximately 28 trees. Approximately 1 tree would be removed as part of the project. The remaining trees would be retained. The proposed landscape design on the project site would be developed as part of final project design.

The project site is not currently developed and does not include existing on-site utilities and service connections. The project would require connection to electrical services, natural gas, water, and sewer to serve the new clinic and classroom. Utilities and service systems are anticipated to be provided by the City of Sacramento, Sacramento Area Sewer District, Sacramento Metropolitan Utility District, and Pacific Gas and Electric Company (PG&E).

2.3 PROJECT CONSTRUCTION

Project construction is anticipated to take approximately one year, beginning in the summer of 2022.

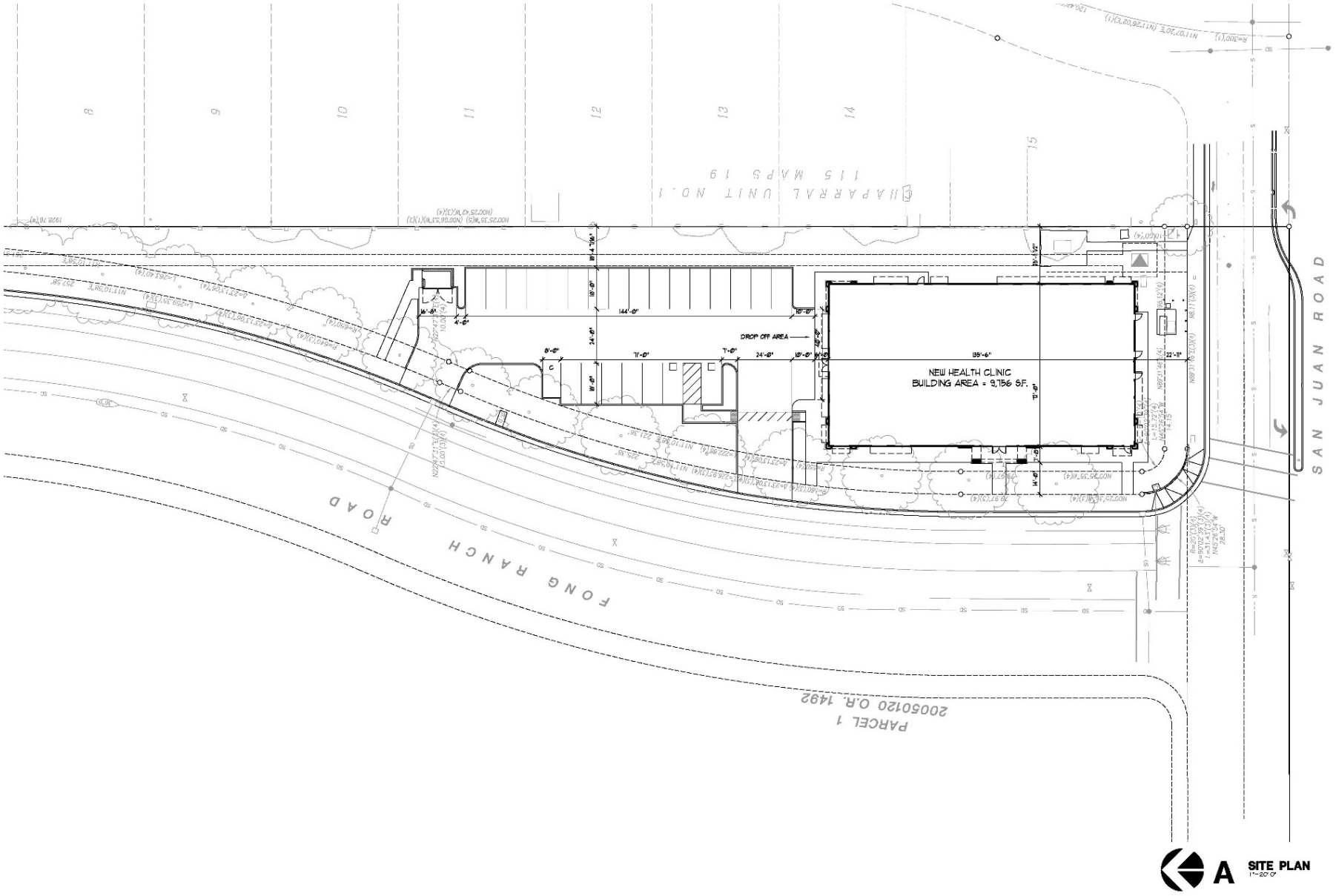
All construction equipment and vehicles would be staged at the project site or at the Natomas High School parking lot. Construction would be accomplished with the use of assorted earthmoving and typical construction equipment. The construction contractor would be responsible for erecting a chain-link fence with fabric screening or webbing around the construction area to ensure that only authorized construction personnel and District representatives are allowed entry. In addition, warning signs indicating that the construction site poses a hazard to non-authorized personnel along with signs stating “No Admittance” would be posted on the fencing around the site.

Construction activities would be limited to the less-sensitive daytime hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. Occasional daytime construction work on Saturdays and Sundays may be necessary and if this occurs, construction would be limited to the hours between 7:00 a.m. and 6:00 p.m. on Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday.

2.4 PROJECT OBJECTIVE

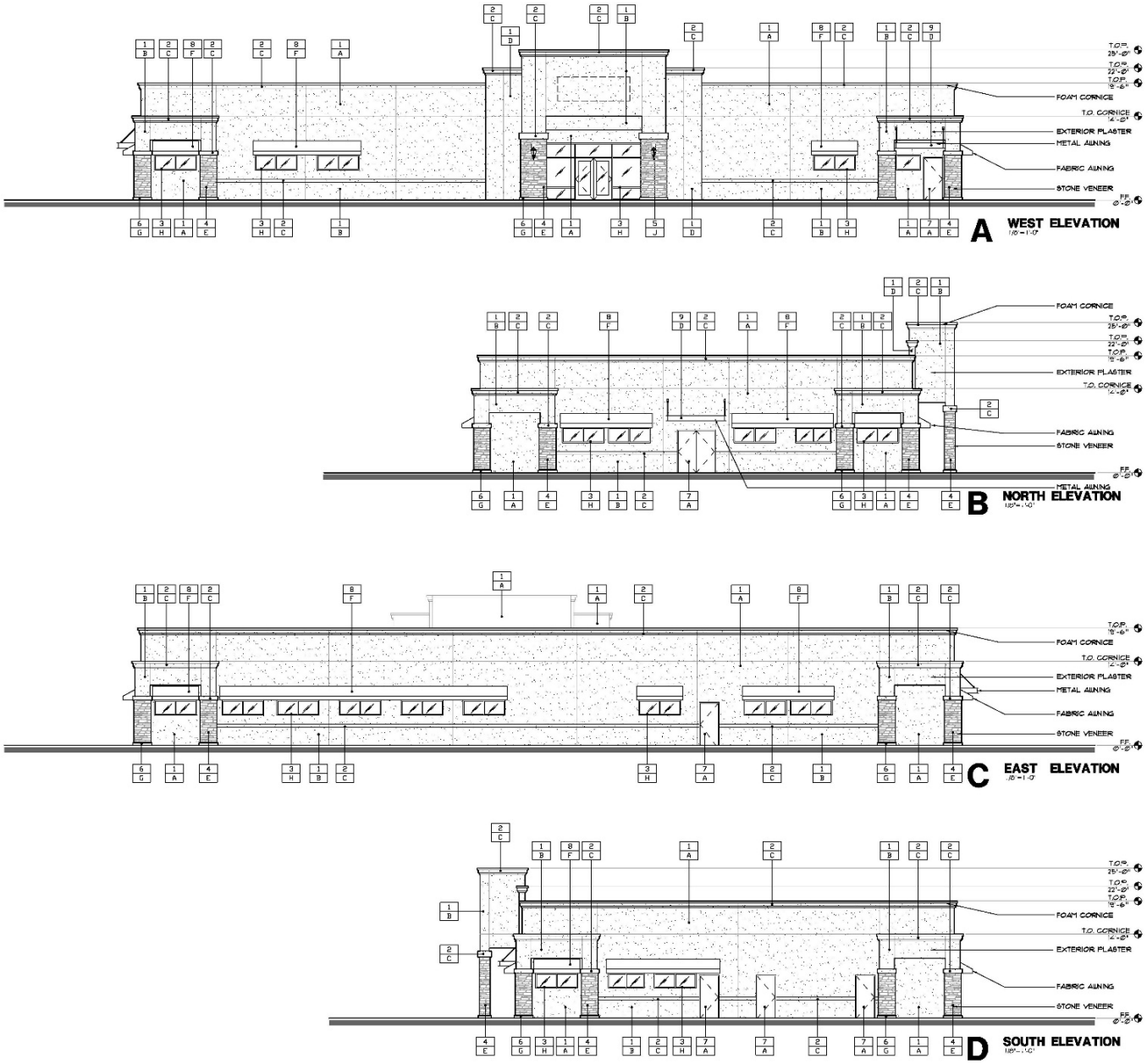
HALO currently provides a temporary primary, behavioral, dental, and specialty healthcare services clinic at the existing Natomas High School campus from the B. Teri Burns Health Clinic facility. The objective of the proposed project is to relocate the clinic facility in order to continue to provide valuable services to the community and provide qualified District students with safe and appropriate educational opportunities in the health and medical field.

Exhibit 2.1-1. Project Site Location



Source: Natomas Unified School District 2021

Exhibit 2.1-2. Conceptual Site Plan



Source: Natomas Unified School District 2021

Exhibit 2.1-3a. Conceptual Renderings

Source: Natomas Unified School District 2021

Exhibit 2.1-3b. Conceptual Renderings

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1.	**Project Title:**	Health and Life Organization (HALO) Sacramento Community Clinic- B. Teri Burns Health Clinic
2.	**Lead Agency Name and Address:**	Natomas Unified School District 1901 Arena Blvd Sacramento, CA 95834
3.	**Contact Person and Phone Number:**	Jennifer Mellor, Director, Facilities & Strategic Planning, (916) 567-5468
4.	**Project Location:**	Northeast of the intersection of San Juan Road and Fong Ranch Road
5.	**Project Sponsor's Name and Address:**	Health and Life Organization (HALO), Inc. 3030 Explorer Drive Sacramento, CA 95827
6.	**General Plan Designation:**	Public/Quasi-Public
7.	**Zoning:**	A - Agricultural
8.	**Description of Project:**	The proposed project would involve relocating the existing clinic facility at Natomas High School campus and developing a new community health clinic and school classroom for joint occupancy with the District.
9.	**Surrounding Land Uses and Setting:**	Land uses surrounding the project are primarily residential, along with Natomas High School across the street from the project site.
10:	**Other public agencies whose approval is required:**	City of Sacramento

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Y/N	Resource Area	Y/N	Resource Area	Y/N	Resource Area
N	Aesthetics	N	Agriculture and Forestry Resources	N	Air Quality
N	Biological Resources	N	Cultural Resources	N	Energy
N	Greenhouse Gas Emissions	N	Geology / Soils	N	Hazards & Hazardous Materials
N	Hydrology / Water Quality	N	Land Use / Planning	N	Mineral Resources
N	Noise	N	Population / Housing	N	Public Services
N	Recreation	N	Transportation	N	Tribal Cultural Resources
N	Utilities / Service Systems	N	Wildfire	N	Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	**No**
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.	**Yes**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	**No**
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 measures 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.	**No**
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.	**No**

Signature	Date
Printed Name	Title
Natomas Unified School District	Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   - the significance criteria or threshold, if any, used to evaluate each question; and
   - the mitigation measure identified, if any, to reduce the impact to less than significance.

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3.1 AESTHETICS

3.1.1 ENVIRONMENTAL SETTING

The approximately 1.05-acre project site is flat and currently vacant. The ground surface is vegetated with low-growing annual and perennial grasses and weeds, which appear green in the spring and brown the rest of the year, with exposed soil visible throughout the site. The western site frontage with Fong Ranch Road includes a row of planted London Plane trees (Exhibit 3.1-1 and Exhibit 3.1-2).

Exhibit 3.1-1. View of Project Site, Looking North from South Side of Project Site

Exhibit 3.1-2. View of Project Site, Looking South from North Side of Project Site

The existing viewshed surrounding the project site consists of landscaping and solid brown fencing visible along the perimeter of the adjacent housing developments to the north and east; San Juan Road (4-lane local roadway with a designated bike lane in each direction) and residential uses to the south; and Fong Ranch Road (2-lane local roadway with center turn lane and designated bike lane in each direction) and Natomas High School to the west. Metal poles with high-mast lighting are present along San Juan Road and Fong Ranch Road. Traffic signals and signage are also present at the intersection of San Juan Road and Fong Ranch Road. The southeast corner of the site includes several above-ground electrical utility boxes and short metal posts. A wooden bench is present at the southern border of the site adjacent to San Juan Road.

3.1.1 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no scenic vistas at the project site or vicinity, which consists of residential development and Natomas High School in the urbanized South Natomas area. Thus, there would be no impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no state- or locally-designated scenic highways in the project vicinity. Garden Highway, the closest locally-designated scenic highway, is approximately 1.3 miles to the south (Sacramento County 1993; Amended 2020). State Route 160, the closest State-designated scenic highway, is approximately 11 miles to the south (California Department of Transportation [Caltrans] 2019). Thus, there would be no impact.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of 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?

Less-than-Significant Impact. The project site is northeast of the intersection of San Juan Road and Fong Ranch Road in an urbanized area of South Natomas in the city of Sacramento. The project site is zoned A - Agricultural and is designated as "Public/Quasi-Public" (for government buildings, public and private schools, schools/colleges, hospitals, cemeteries, airports, transportation and utility facilities, and other compatible public and quasi-public uses) in the City of Sacramento General Plan. While health clinic related uses are not permitted within the A- Agricultural zoning designation, the project would be consistent with the City's current General Plan land use designation and the proposed project would be developed and continue to operate as part of Natomas High School. The City Zoning Code does not include design guidelines that are specifically related to schools.

The project site is within the South Natomas Community Plan area, though there are no design guidelines specific to schools (City of Sacramento 2015a). Neither the City of Sacramento General Plan (City of Sacramento 2015b) nor the Sacramento Citywide Design Guidelines (City of Sacramento Community Development 2019) contain standards or guidelines that are specific to school design. The South Natomas and Citywide policies and guidelines are related to topics such as land use in the Riverfront District, housing types, aesthetic style and character of nearby existing and new development, high-quality architectural design, incorporation of natural features such as trees into site-specific design, and the need for shielding of nighttime lighting to reduce light pollution.

The City of Sacramento General Plan Policy LU 8.1.7 states that the City will "encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the district or neighborhood in which they are located". The new clinic would generally be consistent with these types of General Plan policies and the City's Design Guidelines because these policies and guidelines include basic design principles that form the foundation of both functional and aesthetically pleasing architectural design and land use planning. While the project site is not within any of the City's Design Review Areas, the project is being designed to bring the building up to San Juan Road, with the parking area behind the building, and is being designed to provide a comfortable and welcome environment for pedestrians with new sidewalks and readily apparent building entrances, and with the driveway separated from the pedestrian crosswalk and primary pedestrian entryway.

As shown in the conceptual site plan (Exhibits 2.1-2, 2.1-3a, and 2.1-3b in Chapter 2, "Project Description"), the clinic would be designed to include a single building at the south end of the site, with a parking area at the north end of the site and the addition of a sidewalk along the project site perimeter adjacent to Fong Ranch Road. Perimeter fencing would be installed, along with landscaping elements. The proposed landscape design on the project site would be developed as part of final project design.

The proposed project is required to conform to all CDE and Division of State Architect (DSA) requirements. The new clinic would be designed in a modern style that would complement Natomas High School and existing development in the neighborhood. The visual character and quality of the project site would be improved as compared to existing conditions (i.e., a vacant lot covered with grasses and weeds). Therefore, this impact is considered less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant with Mitigation Incorporated. As discussed above, the project site is located in an urbanized area of South Natomas. A moderate degree of nighttime lighting associated with Natomas High School and residential development is already presented adjacent to the project site.

The proposed project would introduce new sources of nighttime lighting for security purposes associated with the clinic, parking lot, and entryways. Exterior lighting would include wall-mounted fixtures on the building, designed to face downward and be directed away from surrounding residential land uses and public streets, as required per City of Sacramento Code, Chapter 17.612.030. The proposed project could have potential nighttime lighting associated with vehicle use. However, most vehicle traffic would take place during daytime hours.

Mitigation Measure 3.1-1: Prepare and Implement a Lighting Plan.

To reduce impacts associated with light and glare, the District shall prepare and implement a lighting plan for the proposed project that includes the following elements:

- Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
- Place and shield or screen flood and area lighting needed for security so as not to disturb adjacent residential areas and passing motorists.

- Light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash, shall not be used. Light-emitting diode (LED) lighting shall be used where feasible.

- Motion-controlled exterior nighttime lighting, rather than lighting that is always on, shall be used where feasible.

- Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriately shielded lighting for signage, to prevent light and glare from adversely affecting adjacent housing and motorists on nearby roadways.

Significance after Mitigation

Implementation of Mitigation Measure 3.1-1 would reduce potentially significant impacts from nighttime lighting, glare, and skyglow effects to a less-than-significant level because a lighting plan with measures specifically designed to reduce light spillover, glare, and skyglow effects would be prepared and implemented by the District. Therefore, this impact would be less than significant.

3.2 AGRICULTURE & FORESTRY RESOURCES

3.2.1 ENVIRONMENTAL SETTING

AGRICULTURAL RESOURCES

Based on a review of the California Important Farmland Finder Map for Sacramento County produced by the California Department of Conservation (CDOC) under the Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Urban and Built-Up Land (CDOC 2021). There is no Farmland at the project site or in the immediate project vicinity, which is located in the urbanized South Natomas area of the city of Sacramento. An area of land designated Farmland of Local Importance is located approximately 0.35 miles north of the project site (CDOC 2021). The project site is zoned A - Agricultural and is designated as a "Public/Quasi-Public" in the City of Sacramento General Plan. There are no Williamson Act contracts at the project site or in the project vicinity (County of Sacramento 2020).

FORESTRY RESOURCES

The project site is in a developed and urbanized area of South Natomas in the city of Sacramento. Trees on the project site consist of planted non-native landscape trees. These trees do not meet the definition of forest land or timberland as defined by Public Resources Code Sections 12220(g), 4526, or 51104(g).

3.2.2 DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As discussed above, the project site is designated as Urban and Built-Up Land by the CDOC. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. There would be no impact.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. While health clinic related uses are not permitted within the A - Agricultural zoning designation, the proposed project would be developed and continue to operate as part of Natomas High School. In addition, the project will be approved by the District and will not need any approval from the City of Sacramento that relates to the existing zoning of the project site. The City's General Plan land use designation for the project site is Public/Quasi-Public, which is consistent with the proposed use. No parcels in or adjacent to the project site are under Williamson Act contracts. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract that would lead to any adverse impact under CEQA. There would be no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is not zoned as forest land, timberland, or a Timberland Production Zone. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. There would be no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located in the urbanized South Natomas area of the city of Sacramento. Neither the project site nor the surrounding area contains any forest land. Thus, there would be no impact.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is not currently used for any type of agricultural activities. Additionally, there is no Farmland at the project site or the immediate project vicinity. The proposed project would be an infill project on District-owned property surrounded by Natomas High School and residential development. Therefore, the proposed project would not result in unplanned conversion of Farmland to other uses, and there would be no impact.

3.3 AIR QUALITY

3.3.1 ENVIRONMENTAL SETTING

The proposed project is located within the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary local agency responsible for monitoring air pollution within the SVAB and for developing and administering programs to reduce air pollution levels below the health-based standards established by the state and federal governments.

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as being of concern both on a nationwide and statewide level: ozone; carbon monoxide; nitrogen dioxide; sulfur dioxide; lead; and particulate patter (PM), which is subdivided into two classes based on particle size – PM equal to or less than 10 micrometers in diameter (PM_{10}) and PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$). Ozone is not emitted directly into the air, but is formed through a series of reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_X) in the presence of sunlight; therefore, ROG and NO_X are considered ozone precursors.

Health-based air quality standards have been established for these pollutants by EPA at the national level and by CARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and CARB designate areas of California as "attainment," "nonattainment," "maintenance," or "unclassified" for the various pollutant standards according to the federal Clean Air Act and the California Clean Air Act, respectively. Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they are commonly referred to as "criteria air pollutants." With respect to regional air quality, the SMAQMD region, including Sacramento County, is currently designated as nonattainment for the NAAQS for ozone and 24-hour $PM_{2.5}$, and nonattainment for the CAAQS for ozone and PM_{10} (SMAQMD 2021).

3.3.2 DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant with Mitigation Incorporated. Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain the NAAQS and CAAQS into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act.

The SMAQMD is responsible for preparing air quality attainment plans for each criteria pollutant that does not meet the standard. Air quality attainment plans are transmitted to the CARB and the EPA for incorporation into the State Implementation Plan, a comprehensive plan that describes how an area will attain and maintain the NAAQS for complying with the federal Clean Air Act.

Air quality attainment plans present comprehensive strategies to reduce emissions from stationary, area, mobile, and indirect sources. A project's consistency with the a region's air quality attainment plans is based upon

whether the project is consistent with the anticipated development intensity and type, typically represented by the land use designation in the local general plan, and if the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards (NAAQS and CAAQS) specified in the air quality attainment plans.

The SMAQMD *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide) (SMAQMD 2020a) is intended to be a tool to identify proposed development projects that may have a significant adverse effect on air quality, including a project's potential to conflict with or obstruct implementation of the applicable air quality plans. SMAQMD has established thresholds of significance for ozone precursors (ROG and NO_X) and PM because Sacramento does not meet state and federal ozone nor state PM ambient air quality standards. As detailed in the SMAQMD CEQA Guide, projects whose emissions are expected to exceed the recommended significance criteria could contribute to the cumulative non-attainment status for these pollutants, and thereby potentially conflict with or obstruct implementation of the SMAQMD air quality plans. Project emissions that do not meet or exceed these thresholds would not impact SMAQMD's ability to reach attainment.

The project site is zoned A - Agricultural and is designated as a "Public/Quasi-Public" in the City of Sacramento General Plan. The Public/Quasi Public land use designation in the General Plan allows government buildings, public and private schools, schools/colleges, hospitals, cemeteries, airports, transportation and utility facilities, and other compatible public and quasi-public uses. The proposed project would be developed and continue to operate as part of Natomas High School and is consistent with the land use designation in the City's General Plan. As such, the land use emissions associated with the proposed land use are consistent with those anticipated under the General Plan and considered for the purposes of regional air quality attainment plans.

As discussed in detail in b) below, modeled project construction and operational emissions would not exceed the SMAQMD thresholds of significance. However, although construction emissions would not exceed SMAQMD thresholds, due to the nonattainment status of the SVAB with respect to ozone, PM_{10}, and $PM_{2.5}$, SMAQMD recommends that all construction projects implement the SMAQMD Basic Construction Emission Control Practices (SMAQMD 2019). SMAQMD's Basic Construction Emission Control Practices include such measures as watering the construction site twice daily, limiting vehicle speeds on unpaved roadways to 15 miles per hour, minimizing vehicle idling, covering haul trucks transporting soil, and cleaning paved roads. Without incorporation of SMAQMD's Basic Construction Control Practices, the project construction activities would be considered to potentially conflict with or obstruct implementation of the SMAQMD's air quality plans for PM and the impact is considered to be potentially significant.

Mitigation Measure 3.3-1: Implement the SMAQMD Basic Construction Emission Control Practices.

Comply with Basic Construction Emission Control Practices identified by the SMAQMD and listed below or as they may be updated in the future:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered 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) 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 before it is operated.

Significance after Mitigation

With implementation of Mitigation Measure 3.3-1, the proposed project would not conflict with or obstruct an applicable air quality plan. This impact would be less than significant.

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?

Less than Significant with Mitigation Incorporated. The nonattainment status of regional pollutants is a result of past and present development within the SVAB, and this regional impact is cumulative in nature rather than being attributable to any one source. A single project's emissions may be individually limited, by could be cumulatively considerable when considered in combination with past, present, and future emissions sources within the air basin. The SMAQMD has established project-level construction and operational emissions thresholds of significance for ROG, NO_X, PM_{10}, and $PM_{2.5}$. As identified in the SMAQMD CEQA Guide, "a 'considerable' or 'substantial' contribution [with regard to ozone precursor and PM emissions] means one that exceeds the mass emissions threshold levels." (SMAQMD 2020a). Therefore, if a project's emissions are below the SMAQMD thresholds of significance, the project is not considered to result in a cumulatively considerable contribution to a significant impact on regional air quality.

CONSTRUCTION

Construction emissions are described as short-term or temporary in duration but have the potential to adversely affect air quality. Construction-related activities would result in temporary emissions of criteria air pollutants and ozone precursors from ground disturbing activities (e.g., excavation, grading, and clearing); exhaust emissions from use of off-road equipment, material delivery, and construction worker commutes; building construction; asphalt paving; and application of architectural coatings.

As discussed above, SMAQMD has not adopted a construction emissions threshold for ROG. However, a mass emission threshold of 85 pounds per day for construction emissions applies to NO_X. The threshold for PM is considered zero unless all feasible best available control technology and best management practices are implemented, in which case the threshold is then 80 pounds per day (14.6 tons per year) for PM_{10} and 82 pounds

per day (15 tons per year) for $PM_{2.5}$. Construction emissions were modeled using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. Table 3.3-1 summarizes the maximum daily and annual emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ during each year of each construction. Refer to AECOM 2021a for model output files and assumptions.

Table 3.3-1. Summary of Modeled Maximum Daily and Annual Construction-Related Emissions of Criteria Air Pollutants and Precursors

Year of Construction[1]	ROG (pounds per day)	NO_X (pounds per day)	PM_{10} (pounds per day)	$PM_{2.5}$ (pounds per day)	PM_{10} (tons per year)	$PM_{2.5}$ (tons per year)
2022	1.68	17.76	7.91	4.13	0.07	0.06
2023	7.35	11.87	0.59	0.51	0.02	0.02
Maximum Daily or Annual Emissions	**7.35**	**17.76**	**7.91**	**4.13**	**0.07**	**0.06**
SMAQMD Significance Threshold[1]	None	85	80	82	14.6	15
Exceeds Threshold?	**Not Applicable**	**No**	**No**	**No**	**No**	**No**

Notes: NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District.

[1] Significance thresholds listed for PM_{10} and $PM_{2.5}$ represent thresholds with application of all feasible best available control technology / best management practices; without such application, thresholds are zero (0).

Source: Modeled by AECOM in 2021; See AECOM 2021a for detailed modeling assumptions, outputs, and results.

As shown in Table 3.3-1, the modeled emissions generated by construction would not exceed the SMAQMD-recommended thresholds of significance. However, as discussed above under item a), although construction emissions would not exceed SMAQMD thresholds, SMAQMD recommends that all construction projects implement SMAQMD's Basic Construction Emission Control Practices (SMAQMD 2019). With incorporation of SMAQMD's Basic Construction Emission Control Practices, as detailed in Mitigation Measure 3.3-1, this impact would be less than significant.

OPERATIONS

Daily activities associated with long-term operations of the clinic and classrooms would generate criteria air pollutant emissions and precursors from mobile, energy, and area sources. Mobile sources include vehicle trips arriving at, and departing from the site. Area sources include consumer products (i.e., cleaning supplies, kitchen aerosols, toiletries), natural gas combustion for water and space heating, landscape maintenance equipment, and periodic architectural coatings. While construction emissions are considered short-term and temporary, operational emissions are considered long-term and would occur for the lifetime of the project. Therefore, operational emissions have greater potential to affect the attainment status of an air basin, particularly as a result of increased traffic.

Long-term operational emissions were modeled using CalEEMod, Version 2020.4.0. Table 3.3-2 summarizes the maximum daily and annual emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ during the earliest anticipated operational year (2023). Refer to AECOM 2021a for model output files and assumptions.

Table 3.3-2. Summary of Modeled Maximum Daily and Annual Operational Emissions of Criteria Air Pollutants and Precursors

Operational Emissions Source	ROG (pounds per day)	NO_X (pounds per day)	PM_{10} (pounds per day)	$PM_{2.5}$ (pounds per day)	PM_{10} (tons per year)	$PM_{2.5}$ (tons per year)
Area	0.24	0.000	0.000	0.000	0.0000	0.0000
Energy	0.004	0.03	0.003	0.003	0.0005	0.0005
Mobile	0.84	1.13	1.24	0.34	0.16	0.05
Total Daily and Annual Emissions[1]	**1.09**	**1.16**	**1.24**	**0.34**	**0.16**	**0.05**
SMAQMD Significance Threshold[2]	65	65	80	82	14.6	15
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: lb/day = pounds per day; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District.

[1] Totals do not add due to rounding. Total daily is considered a 'conservative' estimate as is assumes the maximum operation of the emergency generator (stationary source) along with all other operational emissions, which does not represent the typical operational day.

Source: Modeled by AECOM in 2021; See AECOM 2021a for detailed modeling assumptions, outputs, and results.

As shown in Table 3.3-2, the project's total operational emissions would not exceed any SMAQMD threshold. This comparison to the SMAQMD thresholds shows that operations would not contribute substantially to any existing or projected air quality violation and would not conflict with efforts to reach attainment of any air quality standards. Therefore, the project's long-term operational emissions would result in a less-than-significant impact on regional air quality.

Criteria Pollutant Health Risks

Criteria air pollutants can have human health effects at various concentrations, dependent upon the duration of exposure and type of pollutant. CAAQS and NAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Similarly, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. With respect to regional air quality, the SMAQMD region, including Sacramento County, is currently designated as nonattainment for the NAAQS for ozone and 24-hour $PM_{2.5}$, and nonattainment for the CAAQS for ozone and PM_{10} (SMAQMD 2021). As noted above, projects that emit criteria air pollutants that exceed the SMAQMD thresholds of significance are considered to be "cumulatively considerable" and may contribute to the regional cumulative degradation of air quality that could result in impacts to human health.

Health effects associated with ozone include respiratory symptoms, worsening of lung disease, and damage to lung tissue. In recent years, a correlation has also been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality (EPA 2020). ROG and NOx are precursors to ozone, for which the SVAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of ROG and NO_X to regional ambient ozone concentrations is the result of complex photochemistry. The increases in ozone concentrations in the SVAB due to ozone precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of ozone precursors is speculative. Health effects associated with short- and long-term exposure to elevated concentrations

of PM_{10} include respiratory symptoms, aggravation of respiratory and cardiovascular diseases, a weakened immune system, and cancer (WHO 2018). $PM_{2.5}$ poses an increased health risk because these very small particles can be inhaled deep in the lungs and may contain substances that are particularly harmful to human health.

In 2020, SMAQMD published *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD 2020b), which provides a screening level analysis estimating the health effects of criteria ai pollutants and their precursors, as well as provides guidance for conducting a more detailed analysis of a project's impacts on regional health effects from criteria air pollutant emissions. The screening level tool derives the estimated health risk associated with project-generated emissions based on increases in concentrations of ozone precursors and $PM_{2.5}$ using a photochemical grid model. The concentration estimates are applied to the U.S. Environmental Protection Agency's Benefits Mapping and Analysis Program (BenMAP) to estimate the resultant health effects from concentration increases. Photochemical grid models and BenMAP were developed to assess air pollution and human health impacts over large areas and populations much greater than those of an average land use development project. As noted in SMAQMD's Friant Guidance, "BenMAP estimates potential health effects from a change in air pollutant concentrations, but does not fully account for other factors affecting health such as access to medical care, genetics, income levels, behavior choices such as diet and exercise, and underlying health conditions" (2020b).

Although emissions from the proposed project would be well below the SMAQMD thresholds of significance, for illustrative purposes, the SMAQMD Minor Project Health Screening Tool was used to demonstrate the potential effect of emissions generated at the proposed project site on regional health, as provided in Exhibit 3.3-1. It is important to note that this tool utilizes the project location as an input, but the tools' outputs are based on a full year of exposure at the maximum daily average increases in air pollution concentrations assuming a project that emits at a level equal to 82 pounds per day for ozone precursor and PM emissions. The proposed project's emissions would be substantially lower than these assumptions and, as a result, actual project-related health effects are likely less than the estimates calculated by the tool. In addition, as noted in the SMAQMD Guidance, "the health effects estimation using this method presumes that effects seen at large concentration differences can be linearly scaled down to (i.e., correspond to) small increases in concentration. This methodology of linearly scaling health effects is broadly accepted for use in regulatory evaluations and is considered as being health protective, but potentially overstates the potential health effects. Therefore, health effects presented using the procedures in this guidance are conservatively estimated, and the actual effects may be zero." (SMAQMD 2020b). Due to the lack of adopted thresholds of significance and uncertainty in modeling outputs, this data is presented for informational purposes.

The screening tool estimates that a project that emits daily at the maximum daily level of 82 pounds per day for ozone precursor and PM emissions could result in 2.1 premature deaths per year or a 0.0047-percent increase from background health incidences across the five-air-district region due to the increase in PM concentrations, and 0.045 premature deaths per year or a 0.00015-percent increase from background health incidences across the five-air-district region due to the increase in ozone. The nature of criteria pollutants is such that the emissions from an individual project cannot be directly identified as responsible for health impacts within any specific geographic location. Nonetheless, the results of the Minor Project Health Screening Tool have been presented for informational purposes. The modeling results support a conclusion that the proposed project does not, on its own, lead to sizeable regional health effects from the emissions of criteria air pollutants and precursors (note that the discussion of TAC and CO emissions as they relate to localized health risks is addressed under the air quality

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Minor Project Health Effects Tool

Latitude	38.62764	<-- Step 1: Input latitude (Please chose a value between 38.0 and 39.7)
Longitude	-121.4934	<-- Step 2: Input longitude (Please chose a value between -122.5 and -120.0)

PM2.5 Health Endpoint	Age Range[1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Emergency Room Visits, Asthma	0 - 99	1.4	1.3	0.0069%	18419
Hospital Admissions, Asthma	0 - 64	0.090	0.085	0.0046%	1846
Hospital Admissions, All Respiratory	65 - 99	0.35	0.31	0.0016%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.19	0.17	0.00073%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.00012	0.00011	0.0030%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.011	0.011	0.0035%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.024	0.022	0.0030%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.038	0.036	0.0029%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0022%	5052
Mortality					
Mortality, All Cause	30 - 99	2.3	2.1	0.0047%	44766

Ozone Health Endpoint	Age Range[1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.087	0.068	0.00034%	19644
Emergency Room Visits, Asthma	0 - 17	0.46	0.39	0.0066%	5859
Emergency Room Visits, Asthma	18 - 99	0.72	0.61	0.0049%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.054	0.045	0.00015%	30386

1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.

3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.

5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.*

Sac Metro Air District Minor Project Health Effects Tool, version 2, published June 2020

Exhibit 3.3-1. SMAQMD Minor Screening Tool Results for Proposed Project Location

impact discussion "c" below). It should also be noted that this screening evaluation applied the maximum daily emissions to simulate a full year of exposure, thereby assuming that the maximum daily emissions would in fact be the average daily emissions over each operational year. As a result, the actual project-related health effects will be substantially less because the maximum daily emissions are substantially higher than the average daily scenario, as provided above in Table 3.3-2. Criteria air pollutants generated as a result of the proposed project would not contribute substantially to the cumulative health risks associated with ambient air pollutant concentrations of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

Sensitive receptors nearest to the project are those within the residential areas adjacent to the western perimeter of the project site and south of the project site across San Juan Road. Students of the existing Natomas High School to the east and across Fong Ranch Road from the project site are also considered sensitive receptors. During long-term operations, the proposed project would also include the siting of sensitive receptors – the students and patients that would use the clinic and classroom facilities.

CONSTRUCTION-RELATED TOXIC AIR CONTAMINANT EMISSIONS

Construction would require the use of off-road diesel-powered equipment and haul trucks for construction activities. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM). Construction activities may expose nearby receptors to DPM, including residents in adjacent areas. More than 90 percent of DPM is less than 1 µm in diameter (about $1/70^{th}$ the diameter of a human hair), and thus is a subset of $PM_{2.5}$ (CARB 2021). Therefore, $PM_{2.5}$ represents the upper limit for DPM emissions associated with construction of the proposed project.

Health risk is a function of the concentration of contaminants in the environment and the duration of exposure to those contaminants. The risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. Health effects from toxic air contaminants (TACs) are often described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs (OEHHA 2015). Construction activities would be of short duration, modeled as approximately one year. In addition, concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (100

meters) (Zhu and Hinds 2002). Construction would vary in activity and equipment intensity over that time, and would take place throughout the project site, thereby limiting the amount of time that emitting equipment would be within a distance that would expose sensitive receptors to substantial concentrations. If the duration of construction activities near a sensitive receptor was for the entirety of one year, then the exposure would be approximately 3 percent of the total exposure period used for typical health risk calculations (i.e., 30 years). Finally, during the most intensive construction periods, maximum daily and annual emissions of $PM_{2.5}$ would be about 1 percent of the SMAQMD thresholds. Due to the intermittent and temporary nature of construction activities and the dispersive properties of TACs, as well as the fact that $PM_{2.5}$ emissions would be far less than the SMAQMD emission threshold, short-term construction would not expose sensitive receptors to DPM emission levels that would result in a health hazard. As a result, this impact would be less than significant.

LAND USE COMPATIBILITY AND EXPOSURE TO TOXIC AIR CONTAMINANTS

The proposed project would not likely result in a substantial increase of daily traffic trips to and from the project site because it is replacing an existing temporary clinic within the existing Natomas High School adjacent to the proposed project site. There may be a minor increase in the number of employees or clients served, thereby a related increase in vehicle trips. In addition, the proposed project may include a backup generator, emissions of which are accounted for in the total project emissions shown in Table 3.3-1. However, the backup generator would be permitted according to SMAQMD regulations and only operate intermittently in the case of a power outage, thereby limiting potential emissions of DPM. Because children and individuals with compromised health are particularly sensitive to elevated concentrations of TACs, and the project would serve patients of the clinic and students, the project site was also assessed with regard to the compatibility of surrounding land uses that may be sources of TAC emissions. This recommendation coincides with hazards evaluations required under CEQA and school siting requirements of the California Department of Education, as well.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Land Use Handbook) provides guidance concerning land use compatibility with regard to sources of TAC emissions (CARB 2005). The handbook offers recommendations for siting sensitive receptors near uses associated with TACs (e.g., freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, industrial facilities). While the handbook is advisory and not regulatory, it offers the following recommendations that are pertinent to the proposed project:

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day.
- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- Avoid siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline dispensing facilities.
- Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.

The project site is consistent with all the recommendations described in the 2005 CARB Land Use Handbook. The project site is approximately one-half mile from the nearest freeways (i.e., Interstate [I-] 80), over 1 mile from the nearest gasoline station, approximately 1 mile from the nearest dry-cleaning operations, and over 1 mile from the nearest rail line and not within proximity to a major service or maintenance rail yard, all of which exceed the respective buffers recommended by CARB. Therefore, the proposed project siting would not result in the exposure of sensitive receptors (students and patients to the clinic and on-site classrooms) to TACs that exceed the recommended thresholds. As a result, this impact would be less than significant.

CARBON MONOXIDE HOTSPOTS

A mobile-source pollutant of localized concern is CO. Continuous engine exhaust may elevate localized carbon monoxide (CO) concentrations, or "hot spots." The SMAQMD CEQA Guide acknowledges that land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations, in part, because the predominant source of these pollutants is typically in the form of mobile-source exhaust from vehicle trips that occur throughout a network of roads and are not concentrated in a single location.

Emissions and ambient concentrations of CO have decreased substantially throughout California in the past three decades. The national statewide CO standard is attained statewide in California, and an exceedance of NAAQS or CAAQS in the region was last recorded in 1993. This is primarily attributable to requirements for cleaner vehicle emissions. CO hot spots are typically observed at heavily congested roadway intersections where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day. Construction sites are less likely to result in localized CO hot spots due to the nature of construction activities, which normally utilize diesel-powered equipment for intermittent or short durations.

The proposed project would not result in prolonged idling throughout the day, nor contribute substantially to regionally high-volume, congested roadways. It is anticipated that the proposed project would not result in substantial increases in daily trips in the project area because the project would replace the existing facility that currently operates at the Natomas High School and the additional traffic accommodated by the new facility would be low. The clinic is expected to serve up to 20 patients visiting at any given time during the hours of operation, which would not result a substantial increase in hourly vehicle trips to and from the site. In addition, the project is located and designed specifically to serve the existing community directly surrounding the project site, including being located in a High Frequency Transit Area, which are areas within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region (SACOG 2019). As such, there would be opportunities to reduce vehicle trips from patients visiting the health clinic via nearby existing and proposed transit stops. Finally, the surrounding intersections at which vehicle trips may increase are not locations of typically limited vertical and/or horizontal of ambient air (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadways), and therefore would not likely be subject to elevated concentrations of CO. Due to the low level of new trips that would be generated by the project, improved vehicle emissions standards for CO, and lack of conditions that would limit dispersion of CO emissions from vehicle exhaust, the proposed project would not violate air quality standards for CO nor have the potential to result in CO hotspots. Therefore, this impact is less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. During construction of the proposed project, the predominant source of power for construction equipment would be diesel engines. Exhaust odors would be generated from diesel engines and also from emissions associated with asphalt paving and the application of architectural coatings. Residents at the eastern perimeter and south of the project site may be exposed to such odors, which may be considered offensive to some individuals. However, because these odors would be temporary and disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the District would be required to comply with SMAQMD Rules 402 (Nuisance) and 442 (Architectural Coatings), which would ensure that odors generated by short-term construction would not affect a substantial number of people. Therefore, this impact would be less than significant.

Clinics and classroom settings are not typically considered to be sources of objectionable odors. Industries and/or facilities that are likely to emit objectionable odors include wastewater treatment plants, landfills, composting facilities, petroleum refineries, and manufacturing plants. The proposed project would not include any of these types of facilities. Other minor sources of odor associated with operations of the proposed project include landscaping equipment. This activity would take place intermittently, would be minor for a site of this size, and would be consistent with existing landscaping activities at the adjacent Natomas High School campus where the clinic is currently located. As a result, this impact would be less than significant.

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3.4 BIOLOGICAL RESOURCES

3.4.1 ENVIRONMENTAL SETTING

The project site is in the developed South Natomas portion of the city of Sacramento northeast of the intersection of San Juan Road and Fong Ranch Road. The project site is a vacant lot that includes ornamental trees and ruderal (weedy) vegetation. Elevations are approximately 12 to 13 feet above mean sea level (amsl). Soils are characterized as Cosumnes-Urban land complex, partially drained, 0-2% slopes and Cosumnes silt loam, partially drained, 0-2% slopes (NRCS 2021). The Cosumnes series consists of slightly acid, very deep, somewhat poorly drained soils formed in alluvium from mixed sources on low floodplain and terrace geomorphology (NCSS 2003). The project site is in a developed setting and is part of a highly disturbed and managed landscape with little to no remaining natural vegetation. The proposed project site is not fenced and is accessible to the public. The entire site is mowed, presumably for fire abatement purposes.

The property is within the Natomas Basin Habitat Conservation Plan (NBHCP) coverage area, which lies interior to the toe of levees surrounding the Natomas Basin and encompasses 53,537 acres in northern Sacramento County and southern Sutter County (City of Sacramento, et al. 2003). The purpose of the NBHCP is to promote biological conservation in conjunction with development. The NBHCP covers 22 wildlife and plant species (i.e., Covered Species) that have potential to occur in the Natomas Basin that are currently listed as threatened or endangered under the federal Endangered Species Act (ESA) or California state ESA (CESA), or that have potential to become listed during the life of the NBHCP. The NBCHP allows Plan Permittees (i.e., the City of Sacramento, Sutter County, Reclamation District (RD) No. 1000, Natomas Central Mutual Water Company, and the Natomas Basin Conservancy) to receive incidental take permits under the ESA and CESA for activities and projects they conduct and those under their jurisdiction. NBHCP Covered Activities include urban development, water facility maintenance, and reserve management activities.

AECOM biologist and International Society of Arboriculture Certified Arborist, Jasmine Wurlitzer (Certificate No. WE -10104A) carried out a reconnaissance-level biological survey and arborist survey of the proposed project site on July 01, 2021. The work included pre-field investigation of the California Native Plant Society Rare Plant Inventory (CNPS 2021) and California Natural Diversity Database (CNDDB) (CDFW 2021) for records of special-status species occurring within a nine-quadrangle area containing and surrounding the property, including Rio Linda, U.S. Geological Survey (USGS) 7.5 minute quadrangles (USGS 2018a–j). In addition, the biologist reviewed the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation project planning tool (USFWS 2021a), USFWS National Wetlands Inventory (NWI) (USFWS 2021b), and the USFWS Critical Habitat Mapper (USFWS 2021c).

The biological survey work included mapping land cover types and vegetation and assessing habitat conditions for potential to support special-status species, including NBHCP Covered Species, within the property. Plant communities in the property were characterized and evaluated for their potential to support the special-status species identified during pre-field database research. This section summarizes the biological survey results and analyzes or a complete list of plant and wildlife species observed in the project site at the time of the survey and detailed survey methods refer to the *Biological Resources Survey Report for the Health and Life Organization (HALO) Sacramento Community Clinic-B. Teri Burns Health Center* (AECOM 2021a).

The arborist survey included an inventory and evaluation of all trees within the proposed project footprint and a 50-foot survey buffer (i.e., the survey area). Attribute data were collected for each tree, including species, trunk

diameter, condition related to health and structure, and location. This section includes a summary of the arborist survey results; the *Arborist Report for the Natomas Unified School District Health and Life Organization (HALO) Sacramento Community Clinic-B. Teri Burns Health Center* (AECOM 2021b) includes detailed arborist survey methods and constraints.

LAND COVER TYPES

The acreages of the three land cover types in the proposed project site—developed, ruderal, and horticultural landscape—are summarized in Table 3.4-1 and depicted in Exhibit 3.4-1.

Table 3.4-1. Project Site Land Cover Types and Acreages

Land Cover Type	Acres
Ruderal	0.88 acre
Developed	0.045 acre
Horticulture	0.001 acre
Total	**1.05 acres**

Most of the parcel consists of ruderal land cover, which is dominated by introduced, non-native species that thrive in disturbed places that have been previously have been filled and graded. In the survey area, dominant plant species include chicory (*Cichorium intybus*), filaree (*Erodium* sp.), yellow star thistle (*Centaurea solstitialis*), and prickly lettuce (*Lactuca serriola*). A few grasses are present along the eastern fence line and include wild oats (*Avena* sp.), foxtail barley (*Hordeum murinum*), and ripgut brome (*Bromus diandrus*). A row of planted London plane (*Platanus* x *acerifolia*) trees is also present along the western boundary of the site, with ruderal understory vegetation and a few small scattered volunteer Persian silk tree (*Albizia julibrissin*) seedlings

No wildlife was observed utilizing the ruderal vegetation at the time of the survey, and no evidence of wildlife use (i.e., tracks, scat, or burrows) was found.

Developed land cover is present in the southern portion of the project site and is defined as areas developed by humans and devoid of vegetation, such as concrete sidewalks and other walkways, utility boxes, and concrete bollards.

Horticultural landscape trees and shrubs occur along the western project boundary and in residential yards to the east. Tree species include fruitless plum (*Prunus triloba*), palms (*Phoenix* sp.), and apple (*Malus domesticus*).

Ruderal, developed, and horticultural habitats provide limited foraging, roosting, resting, and nesting sites for birds and small mammals. Wildlife commonly found in urban areas include opportunistic birds like American crow (*Corvus brachyrhynchos*), rock pigeon (*Columba livia*), mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), California scrub jay (*Aphelocoma californica*), and European starling (*Sturnus vulgaris*). Other wildlife that may use developed areas for cover and foraging include western fence lizard (*Sceloporus occidentalis*) and eastern fox squirrel (*Sciurus niger*).

Exhibit 3.4-1. Land Cover Map Wetlands and Sensitive Natural Communities

Of the two vegetation communities mapped in the proposed project area (i.e., ruderal and horticultural landscape), neither are categorized as sensitive natural communities (CDFW 2020). There is no riparian habitat within the project site or vicinity. The nearest major waterways to the site are the Natomas East Main Drainage Canal and American River, approximately 1.5 miles to the east and south, respectively. According to the NWI, there are no aquatic features in or adjacent to the project area (USFWS 2021b). No aquatic features or indicators of wetland hydrology (e.g., depressional areas, saturated or cracked soil, hydrophytic plants) were observed in or near the project area during the biological reconnaissance survey (AECOM 2021a).

SPECIAL-STATUS SPECIES

No special-status species were observed in the proposed project area during the survey. For this analysis, special-status species are plants and animals in any of the following categories:

- Species that are listed under the ESA and/or California Endangered Species Act as rare, threatened, or endangered;
- Species considered to be candidates and proposed for federal or state listing as threatened or endangered;
- Wildlife designated by California Department of Fish and Wildlife (CDFW) as fully protected and/or species of special concern and/or watchlist;
- Birds protected under the federal Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code Sections 3503, 3503.5, 3800(a), and 3513;
- Covered Species under the NBHCP (Natomas Basin Conservancy No Date); or
- Plants ranked by the California Native Plant Society to be rare, threatened, or endangered in California, including plants on Lists 1A, 1B, and 2 of the California Native Plant Society's (CNPS) California Rare Plant Ranks (CRPRs), defined as follows:
    - List 1A—plant species presumed to be extinct in California;
    - List 1B—plant species considered to be rare, threatened, or endangered in California and elsewhere; and
    - List 2—plant species considered to be rare, threatened, or endangered in California but more common elsewhere.

      Each CRPR category may include an extension indicating the level of endangerment in California, as follows:

        1. Seriously endangered in California (more than 80 percent of occurrences are threatened and/or high degree and immediacy of threat);
        2. Fairly endangered in California (20–80 percent of occurrences are threatened); and
        3. Not very endangered in California

Table 3.4-2. Special-Status Species

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Branchinecta lynchi	vernal pool fairy shrimp	Federally threatened; NBHCP Covered Species	Occurs in California in the Central Valley grasslands, Central Coast mountains, and South Coast mountains in astatic rain-filled pools. Small, clear-watered sandstone depression pools, vernal pools, alkali pools.	**No potential;** there are no suitable habitats (vernal pools or seasonal wetlands) in or within 250 feet of the proposed project site.
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Federally threatened; NBHCP Covered Species	Occurs only in the Central Valley of California. Host plant is the elderberry shrub (Sambucus nigra). Prefers to lay eggs in elderberries 2–8 inches in diameter; some preference shown for "stressed" elderberries.	**No potential;** there are no suitable habitats (elderberry shrubs) in or within 200 feet of the proposed project site.
Lepidurus packardi	vernal pool tadpole shrimp	Federally endangered; NBHCP Covered Species	Occurs in the California Central Valley and coast ranges, and Jackson County of southern Oregon. Pools in grass-bottomed swales of unplowed grasslands, occasionally mud-bottomed and highly turbid.	**No potential;** there are no suitable habitats (vernal pools or seasonal wetlands) in or within 250 feet of the proposed project site.
Agelaius tricolor (nesting colony)	tricolored blackbird	State threatened; CDFW Species of Special Concern; NBHCP Covered Species	Most numerous in California's Central Valley. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	**No potential;** there is no suitable nesting habitat present in or within 500 feet of the proposed project site.
Ammodramus savannarum (year-round)	grasshopper sparrow	CDFW Species of Special Concern	Dense grasslands on rolling hills, lowland plains. Often found in valleys and on hillsides on lower mountain slopes. Favors grasslands with a mixture of forbs, grasses, and scattered shrubs. Breeding resident of the California Coast and Central Valley.	**No potential;** no suitable nesting habitat in the project site and there is only one record of this species within the 9 quadrangles searched, located over 12 miles away in 1998.
Aquila chrysaetos (year-round)	golden eagle	CDFW Fully Protected	Rolling foothills, mountainous areas, sage/juniper flats, and desert. Nesting habitat generally cliff-walled canyons near large trees and open areas. Year-round resident of the majority of California. Non-breeding resident in the Central Valley and SE portions of the State.	**No potential;** there is no suitable nesting or foraging habitat in the project area.
Athene cunicularia (burrow sites and some wintering sites)	western burrowing owl	CDFW Species of Special Concern; NBHCP Covered Species	Yearlong resident of open, dry grassland and desert habitats, and in grass, forb and open shrub stages of pinyon-juniper and ponderosa pine habitats. Uses rodent or other burrow for roosting and nesting cover. Usually nests in old burrow of ground squirrel, or other small mammal; pipes, culverts, and nest boxes used where burrows are scarce.	**No potential;** there are no suitable roosting or nesting habitats (i.e., burrow sites) in or within 300 feet of the proposed project site.

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Buteo swainsoni (nesting)	Swainson's hawk	State threatened; NBHCP Covered Species	Uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and Mojave Desert. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**Not likely to occur;** no suitable nest trees and only marginally suitable foraging habitat (open ruderal vegetation) within or adjacent to the study area. Due to the limited size and highly disturbed nature of the site, and the presence of large expanses of high-value foraging and nesting habitat to the south and west, the species is not likely to utilize the site for foraging. The nearest records of the species are approximately 1.5 miles to the south, associated with riparian forest nesting habitat along the American River.
Elanus leucurus (nesting)	white-tailed kite	CDFW fully protected species	Yearlong resident in coastal and valley lowlands; rarely found away from agricultural areas. Inhabits herbaceous and open stages of most habitats mostly in cismontane California. Forages in undisturbed, open grasslands, meadows, farmlands and emergent wetlands. Uses trees with dense canopies for cover, and nests in dense oak, willow, or other tree stand, near open foraging area.	**Not likely to occur;** marginally suitable habitat (dense-topped trees and open ruderal vegetation) within or adjacent to the study area. However, due to the limited size and highly disturbed nature of the site, and the presence of large expanses of high-value foraging and nesting habitat to the north and west, the species is not likely to utilize the site for nesting or foraging. The nearest records of the species are approximately 2 miles to the north, associated with oak woodland nesting habitat near Dry Creek.
Coccyzus americanus occidentalis (nesting)	western yellow-billed cuckoo	Federally threatened, state endangered	The northern limit of breeding in the coastal states is in the Sacramento Valley. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	**No potential to occur;** there is no suitable habitat (riparian forest) in or near the proposed project site.
Laterallus jamaicensis coturniculus (year-round)	California black rail	State threatened	Found in the Pacific coast of California and along the lower Colorado River. During the breeding season, found in the northern reaches of the San Francisco Bay estuary, and Morro Bay. They have also been found year-round in the northern Sierra Nevada foothills. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	**No potential to occur;** there are no suitable habitats (marshes or swamps) in or near the proposed project site.

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Melospiza melodia (year-round)	song sparrow – "Modesto" population	CDFW Species of Special Concern	Moderately dense vegetation to supply cover for nest sites, a source of standing or running water, semi-open canopies to allow light, and exposed ground or leaf litter for foraging. Seems to prefer emergent freshwater marshes dominated by tules and cattails as well as riparian willow thickets. Restricted to California, where it is locally numerous in the Sacramento Valley, the Delta, and northern San Joaquin Valley.	**No potential;** no suitable habitats (emergent freshwater marshes and willow thickets) in the project area.
Progne subis (nesting)	purple martin	CDFW Species of Special Concern	Inhabits woodlands, low-elevation coniferous forest of Douglas fir, ponderosa pine, and Monterey pine. Nests mainly in old woodpecker cavities, but also in human-made structures. Nests often are in tall, isolated trees/snags. Eliminated from much of its previous range in California; in the Sacramento area, nests mostly within the city of Sacramento, as well as limited areas in adjacent Placer and Yolo counties.	**No potential;** no suitable habitat (i.e., coniferous forests woodlands) present in the project area. The only records of nesting purple martin in Sacramento County area are from weep (drain) holes in highway and road overpasses.
Riparia riparia (nesting)	bank swallow	State threatened; NBHCP Covered Species	Migratory populations occur throughout the western United States, with some breeding populations in northern Central California. Nests in colonies in unvegetated vertical banks or cliffs with fine-textured, sandy soils, typically next to streams, rivers, or lakes, but also can be found in gravel pits and highway cuts.	**No potential;** there are no suitable habitats (vertical banks) in or near the proposed project site.
Vireo bellii pusillus (nesting)	least Bell's vireo	Federally endangered and state endangered	Distributed along the California Coast from San Jose to San Diego, with isolated pockets in the Central Valley. Nests are placed along margins of bushes or on twigs projecting into pathways, usually in willow, Baccharis, and mesquite.	**No potential;** there are no suitable habitats (brush or scrub) in or near the proposed project site.
Thamnophis gigas	giant gartersnake	Federally threatened; state threatened; NBHCP Covered Species	Current range includes Glenn County, to the southern edge of the San Francisco Bay Delta, and from Merced County to Fresno County. Associated with slow-moving streams, sloughs, ponds, marshes, inundated floodplains, rice fields, and irrigation/drainage ditches within the Central Valley; also requires emergent herbaceous wetland vegetation for escape and foraging habitat, grassy banks and openings in waterside vegetation for basking, and higher elevation upland habitat (burrows) for cover and refuge from flooding during the snake's inactive season.	**No potential;** there are no suitable habitats (open water, marsh or ditch) in or within 200 feet of the proposed project site.

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Emys marmorata	western pond turtle	CDFW Species of Special Concern; NBHCP Covered Species	Associated with permanent or nearly permanent water in a wide variety of habitat types throughout California, west of the Sierra-Cascade crest and absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Pond turtles require basking sites such as partially submerged logs, rocks, mats of floating vegetation, or open mud banks. Nests in uplands, females may move up to 325 feet to find suitable nest sites for egg-laying.	**No potential;** there are no suitable aquatic habitats in or within 500 feet of the proposed project site.
Ambystoma californiense	California tiger salamander	Federally threatened; state threatened; NBHCP Covered Species	Occurs from Sonoma County east through the Central Valley to Yolo and Sacramento Counties and south to Tulare County; and from the vicinity of San Francisco Bay south to Santa Barbara County, at elevations from 10 feet up to 3,200 feet. Found in vernal pools and other seasonal wetlands, including stock ponds, with adequate inundation period and adjacent uplands, primarily grasslands, with burrows and other belowground refugia. Will travel up to 1 mile between upland refugia and wetland habitat.	**No potential;** there are no suitable habitats (vernal pools or seasonal wetlands) in the proposed project site.
Rana draytonii	California red-legged frog	Federally threatened	Occurs along the Coast Ranges from Mendocino County south and in portions of the Sierra Nevada and Cascades ranges, usually below 3,936 feet. Inhabits quiet pools of streams, marshes, and occasionally ponds.	**No potential;** there are no suitable habitats (pond, marsh or stream) in the proposed project site.
Spea hammondii	western spadefoot	CDFW Species of Special Concern; NBHCP Covered Species	Occurs primarily in grassland habitats but can be found in valley–foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying. Found throughout the Central Valley and adjacent foothills.	**No potential;** no suitable vernal pool habitat in the project area.
Taxidea taxus	American badger	CDFW Species of Special Concern	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open, uncultivated ground. Preys on burrowing rodents. Digs burrows. Found throughout most of the state, except in the northern North Coast area.	**No potential;** no suitable habitat (open habitat with friable soils and burrowing rodent prey) in the project area.
Archoplites interruptus	Sacramento Perch	CDFW Species of Special Concern	Aquatic; prefers warm water. Aquatic vegetation is essential for young. Tolerates wide range of physio-chemical water conditions. Historically found in the sloughs, slow-moving rivers, and lakes of the Central Valley.	**No potential;** no suitable aquatic habitat or aquatic vegetation in the project area.

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Hypomesus transpacificus	Delta smelt	Federally threatened, state endangered	Aquatic; generally found in brackish water below 25 degrees Celsius.	**No potential;** no suitable habitat (open water) present.
Oncorhynchus mykiss irideus pop. *11*	steelhead - Central Valley DPS	Federally threatened	Aquatic; found in cool, clear streams with abundant cover and well-vegetated banks, with relatively stable flows. Requires pool and riffle complexes and cold gravelly streambeds for spawning.	**No potential;** no suitable habitat (open water) present.
Oncorhynchus tshawytscha pop. *11*	chinook salmon - Central Valley spring-run ESU	Federally threatened, state threatened	Aquatic; requires clean, cold water over gravel beds with water temperatures between 6 and 14 degrees Celsius for spawning.	**No potential;** no suitable habitat (open water) present.
Oncorhynchus tshawytscha pop. *7*	chinook salmon - Sacramento River winter-run ESU	Federally endangered, and state endangered	Aquatic; requires clean, cold water over gravel beds with water temperatures between 6 and 14 degrees Celsius for spawning.	**No potential;** no suitable habitat (open water) present.
Pogonichthys macrolepidotus	Sacramento Splittail	CDFW Species of Special Concern	Aquatic; estuary, freshwater marsh, Sacramento/San Joaquin flowing waters. Slow moving river sections, dead end sloughs. Requires flooded vegetation for spawning and foraging for young. Endemic to the lakes and rivers of the Central Valley, but now confined to the Delta, Suisun Bay, and associated marshes.	**No potential;** no suitable aquatic habitat in the project area.
Spirinchus thaleichthys	longfin smelt	Federal candidate, and state threatened	Aquatic; found in open waters of estuaries, mostly in the middle or bottom of the water column. Prefers salinities of 15-30 parts per trillion, but can be found in completely freshwater to almost pure seawater.	**No potential;** no suitable habitat (open water) present.
Astragalus tener var. *ferrisiae*	Ferris' milk-vetch	California Rare Plant Rank 1B.1	Vernally mesic meadows and seeps and subalkaline flats in valley and foothill grassland. Elevation range is 5 to 245 feet. Blooms April through May.	**No potential;** no suitable habitat (meadows, seeps, or subalkaline flats) present.
Balsamorhiza macrolepis	big-scale balsamroot	California Rare Plant Rank 1B.2	Chaparral, valley and foothill grasslands, cismontane woodlands. Sometimes found on serpentine soils. Elevation range is 100 to 4,500 feet. Blooms March to June.	**No potential;** no suitable habitat (chaparral, grassland, cismontane woodland) and the project area is outside the species' elevational range.
Chloropyron molle ssp. *hispidum*	hispid salty bird's beak	California Rare Plant Rank 1B.1	Meadows and seeps, playas, valley and foothill grasslands. Favor damp, alkaline soils, especially in alkaline meadows and sinks. Elevation range is 15 to 475 feet. Blooms June through September.	**No potential;** no suitable habitat (alkaline soils in meadow, seep, playa, or grassland) in the project area.
Downingia pusilla	dwarf downingia	California Rare Plant Rank 2B.2	Mesic sites in valley and foothill grassland, and vernal pools. Elevation range is 0 to 1,460 feet. Blooms March through May.	**No potential;** no suitable habitat (vernal pools or vernally mesic soil) present.

Scientific Name	Common Name	Regulatory Status	Distribution and Habitat	Potential for Occurrence
Gratiola heterosepala	Boggs Lake hedge-hyssop	State endangered; California Rare Plant Rank 1B.2; NBHCP Covered Species	Marshes and swamps along lake margins, and vernal pools, often in clay soil. Elevation range is 30 to 7,790 feet. Blooms April through August.	**No potential;** no suitable habitat (marsh, swamp or vernal pools) present.
Hibiscus lasiocarpos var. *occidentalis*	woolly rose-mallow	California Rare Plant Rank 1B.2	Freshwater marshes and swamps. Often in riprap on sides of levees. Elevation range is 0 to 395 feet. Blooms June through September.	**No potential;** no suitable habitat (marsh or swamp) present.
Juncus leiospermus var. *ahartii*	Ahart's dwarf rush	California Rare Plant Rank 1B.2	Valley and foothill grassland, where it is restricted to the edges of vernal pools. Elevation range is 50 to 350 feet. Blooms March through May.	**No potential;** no suitable habitat (vernal pools) present.
Legenere limosa	legenere	California Rare Plant Rank 1B.1; NBHCP Covered Species	Wet areas, vernal pools, and ponds. Elevation range is 0 to 3,300 feet. Blooms Apr through June.	**No potential;** no suitable habitat (wet areas, vernal pools or ponds) present.
Orcuttia viscida	Sacramento Orcutt grass	Federally endangered, state endangered; California Rare Plant Rank 1B.1; NBHCP Covered Species	Vernal pools. Elevation range is 95 to 330 feet. Blooms April through July, sometimes through September.	**No potential;** no suitable habitat (vernal pools) present.
Sagittaria sanfordii	Sanford's arrowhead	California Rare Plant Rank 1B.2; NBHCP Covered Species	Assorted shallow freshwater marshes and swamps. Elevation range is 0 to 2,135 feet. Blooms May through October, sometimes November.	**No potential;** no suitable habitat (marsh or swamp) present.
Symphyotrichum lentum	Suisun Marsh aster	California Rare Plant Rank 1B.2	Marshes and swamps (brackish and freshwater); most often seen along sloughs with *Phragmites, Scirpus, Typha*, etc. Elevation range is 0 to 10 feet. Blooms April through November.	**No potential**; no suitable habitat (marshes or swamps) in the project area.

Notes: CDFW = California Department of Fish and Wildlife; DPS = Distinct Population Segments,' ESU = Evolutionarily Significant Unit, NBHCP = Natomas Basin Habitat Conservation Plan

CRPR = California Rare Plant Ranks:

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

CRPR Extensions:

.1 Seriously endangered in California (>80% of occurrences are threatened and/or high degree and immediacy of threat)

.2 Fairly endangered in California (20 to 80% of occurrences are threatened)

Sources: CDFW 2021, CNPS 2021, Natomas Basin Conservancy No Date

Special-Status Plant Species

The database searches resulted in 12 special-status plant species being evaluated for their potential to occur in the proposed project area or vicinity. No special-status plant species were observed in the proposed project area during the reconnaissance survey. No suitable habitat for special-status plants is present within or adjacent to the project site.

Special-Status Wildlife Species

The database searches resulted in 30 special status animal species being evaluated for their potential to occur in the proposed project area or vicinity. Due to a lack of suitable habitat combined with the highly disturbed nature of the ruderal vegetation and trees in the site, and the proximity of this vegetation community to the busy San Juan Road and neighboring residences and Natomas High School, it is unlikely that special-status wildlife species would occur in the proposed project site.

Based on the results of the biological reconnaissance survey and database searches, the trees, ruderal vegetation, and horticultural landscape present in the proposed project area could provide marginally suitable nesting substrate for migratory birds covered by the MBTA. The MBTA prohibits the killing, possessing, or trading of migratory birds, and essentially all native bird species in California are covered by the MBTA. Migratory bird and raptor nests are protected further by Sections 3503 and 3503.5, respectively, of the California Fish and Game code.

CRITICAL HABITAT

The USFWS designates critical habitats for species listed as threatened or endangered under the ESA. These habitats include specific geographic areas that contain features essential for the conservation of a threatened or endangered species and may include an area that will be needed for a species' recovery. There are no designated critical habitats in the proposed project area or vicinity (Exhibit 6 in *USFWS Threatened & Endangered Species Active Critical Habitat Report*). The nearest critical habitats are those designated for the for the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) and Delta smelt (*Hypomesus transpacificus*), associated with oak woodland riparian habitat and the Sacramento-San Joaquin Delta, respectively, approximately 3 miles to the south of the project area (USFWS 2021c).

TREES

A total of 28 non-native landscape trees exist within the survey area, 9 of which are rooted within the parcel boundaries, 4 are rooted in the adjacent right-of-way to the west of the project site along Fong Ranch Road, and 15 are rooted in residential yards to the east of the parcel boundary and fence line. Of the trees mapped, only one large mulberry (*Morus alba*) tree mapped in a residential yard immediately east of the project site (Tree #19) meets the definition of a protected tree as defined by City of Sacramento Code (City of Sacramento 2016), since it has a combined diameter greater than 32 inches and is located on private property that includes at least a single unit. Four London plane (*Platanus* x *acerifolia*) trees with trunks wholly or partially in the right-of-way along Fong Ranch Road may be protected City trees, if the right-of-way is owned by the City (City of Sacramento 2016). None of the remaining trees mapped in the survey area meet the definition of a City tree or private protected tree as defined and governed by the City of Sacramento's tree protection ordinance (City of Sacramento 2016). Refer to Exhibit 3.4-2 for a depiction of tree locations.

Exhibit 3.4-2. Arborist Survey Results

3.4.2 DISCUSSION

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 the U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. No special-status plant species were observed in the proposed project site during the reconnaissance-level survey. No suitable habitat for special-status plants is present within or adjacent to the biological study area. Numerous migratory birds were observed utilizing the project site and/or adjacent areas for roosting and foraging during the reconnaissance-level survey. The ruderal vegetation in the project area and the shrubs, trees, and structures adjacent to the project area could provide suitable nesting substrate for migratory birds. Project-related disruption or destruction of migratory bird nests would be a violation of the Migratory Bird Treaty Act and California Fish and Game Code Section 3503 of the. Disruption or destruction of active raptor nests would be a violation of California Fish and Game Code Section 3503.5.

There is no suitable nesting substrate for special-status raptors (i.e., Swainson's hawk, white-tailed kite), or tricolored blackbird in or near the project site. Neither of the special-status raptors that could forage in the site are expected to use the site, or adjacent areas, for nesting, due to the highly disturbed and developed nature of the project area, which is surrounded by residential development, and the scarcity of available prey in the project site. Instead, these species are expected to nest in trees in less-disturbed areas and adjacent to more expansive and productive foraging habitat, such as in oaks and other large riparian scattered along the open grasslands and the American River parkway approximately 2 miles to the south. CDFW guidelines recommend implementation of a 0.25-mile-wide buffer for Swainson's hawk, and the size of the buffer may be adjusted such an adjustment would not be likely to adversely affect the nest. Since potential nesting areas are more than 0.25 mile away, and there are busy roadways and residential neighborhoods between the proposed project site and potential nesting areas that would act as visual and acoustic barriers to project construction, no significant impacts on nesting Swainson's hawks or white-tailed kites would occur as a result of project construction.

A total of 28 landscape trees are rooted adjacent to (i.e., within 20 feet of) the project footprint that may be indirectly (i.e., trimmed) affected by project activities, potentially resulting in removal or destruction of nests and/or nesting birds. During project construction, temporary increases in noise levels from equipment mobilization, trenching, grading, and earth-moving, as well as increased levels of human movement could disrupt the nesting and foraging behavior of birds within or adjacent to the project footprint, causing adults to abandon nests or neglect young chicks. This impact is considered potentially significant.

Mitigation Measure 3.4-1: Conduct Preconstruction Surveys for Migratory Birds and Raptors

Vegetation must be removed, and trees trimmed only outside the nesting season, September 1 through January 31. If construction occurs between February 1 and September 15, the District must conduct preconstruction surveys for active nests of migratory nesting birds and raptors within 14 days before the start of any construction-related activities.

If active nests are found, the District must consult with a qualified biologist to establish avoidance buffers around nests that will be sufficient so that breeding will not be likely to be disrupted or adversely affected by project activities. An avoidance buffer will consist of an area where project-related activities (i.e.,

vegetation removal, earth moving, and construction) will not occur. Typical avoidance buffers during the nesting season will be a radius of 100 feet for nesting passerine birds and 500 feet for nesting raptors, unless a qualified biologist determines that smaller buffers will be enough to avoid impacts on nesting raptors and/or other birds. Factors to be considered for determining buffer size will include the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone must be delineated by highly visible temporary construction fencing. A qualified biologist must monitor active nests during construction, so that the species is not harmed or harassed by the noise or activity resulting from project-related activities. The buffers must be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.

Significance after Mitigation

Mitigation Measure 3.4-1 would reduce the impact to migratory birds and raptors that may be present in the vicinity of the project-related construction activities. Mitigation Measure 3.4-1 would require preconstruction surveys to identify whether active nests are present and delineate no-construction buffer zones to avoid impacts on nesting raptors and/or other birds. As a result, the potentially significant impacts to protected wildlife species would be reduced to less than significant with mitigation incorporated.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. No riparian habitat or other sensitive natural communities are present in the project area. No impact to a sensitive natural community would occur as a result of the proposed project.

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?

No Impact. No project activities are proposed within a water body/water course; therefore, project-related activities would cause no direct fill or indirect temporary or permanent loss of State or federally protected wetlands. Equipment mobilization and vegetation removal activities would be on existing uplands (i.e., ruderal areas), so that these activities would not directly affect any State or federally protected wetlands. Therefore, no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. Wildlife movement corridors in the region typically are associated with rivers and creeks supporting riparian vegetation, which do not occur in the project site and are available elsewhere, including the Natomas East Main Drainage Canal to the east, the American River to the south, and the Sacramento River to the west. Project implementation temporarily would impede wildlife use of the project site; however, these project effects would be localized and would not substantially affect wildlife movements. No wildlife nursery sites are in the project site. The impact on wildlife movement and native wildlife nurseries would be less than significant.

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

Less than Significant with Mitigation Incorporated. There are 28 trees mapped within 20 feet of the project boundaries. Tree species that were mapped as part of the arborist survey (AECOM 2021b) and their locations in relation to the project footprint are shown in Exhibit 3.4-2.

Table 3.4-3 below summarizes the types of trees along with their approximate trunk diameter at standard height (i.e., 4.5 feet above the ground surface) and canopy widths that were mapped adjacent to (i.e., within 20 feet of) the proposed project footprint. The tree identification numbers (IDs) listed below do not reflect a tagged tree number but instead represent the order that the tree was mapped in the field. Trees were mapped using the ESRI® Collector® mobile application.

Table 3.4-3. Inventory of Trees with Diameter at Standard Height (DSH) of 4 inches or Greater within the Sacramento Community Clinic-B. Teri Burns Health Clinic Project Study Area

Tree ID Number	Tree Type	Trunk Diameter at Standard Height (DSH) (inches)	Approximate Canopy Width (feet)	Notes
Tree ID No. 1	London plane	11.3	18	Parallels sidewalk to Fong Ranch Road
Tree ID No. 2	London plane	12.9	15	Parallels sidewalk to Fong Ranch Road
Tree ID No. 3	London plane	10.6	14	Parallels sidewalk to Fong Ranch Road
Tree ID No. 4	London plane	10.5	12	Parallels sidewalk to Fong Ranch Road
Tree ID No. 5	Apple	10	8	Rooted in private backyard behind wood fence
Tree ID No. 6	Plum	12	10	Half dead, rooted in yard behind fence
Tree ID No. 7	Privet	13	10	Rooted in yard behind fence
Tree ID No. 8	Crape myrtle	4	7	Rooted in yard behind fence
Tree ID No. 9	Crape myrtle	5	12	Rooted in yard behind fence
Tree ID No. 10	Privet	2	5	Basal root sprouts along fence
Tree ID No. 11	Apple	10	10	Rooted in yard, canopy does not overlap project site
Tree ID No. 12	Mimosa	6	6	Basal sprout sapling along fence
Tree ID No. 13	Mimosa	2	3	Sapling along fence line
Tree ID No. 14	Phoenix palm	13	8	Rooted in yard behind fence
Tree ID No. 15	Apple	12	9	Rooted in yard behind fence
Tree ID No. 16	Plum	4	10	Rooted in yard behind fence
Tree ID No. 17	Privet	6	4	Rooted in yard behind fence
Tree ID No. 18	Privet	5	6	Rooted in yard behind fence
Tree ID No. 19	Mulberry	63	12	21 stems each about 3 inches in diameter, rooted in yard. Meets the definition of a private protected tree under City of Sacramento code.
Tree ID No. 20	Almond	11.5	11	Parallels sidewalk to San Juan Road
Tree ID No. 21	London plane	12.7	14	Parallels sidewalk to Fong Ranch Road. Trunk located on adjacent right-of-way; may be a City tree.
Tree ID No. 22	London plane	12.5	16	Parallels sidewalk to Fong Ranch Road. Trunk located on adjacent right-of-way; may be a City tree.
Tree ID No. 23	London plane	14.9	15	Parallels sidewalk to Fong Ranch Road. Trunk located on adjacent right-of-way; may be a City tree.
Tree ID No. 24	London plane	12.4	13	Parallels sidewalk to Fong Ranch Road
Tree ID No. 25	London plane	13.3	12	Parallels sidewalk to Fong Ranch Road
Tree ID No. 26	London plane	12.7	16	Parallels sidewalk to Fong Ranch Road. Trunk located on adjacent right-of-way; may be a City tree.
Tree ID No. 27	London plane	13.7	13	Parallels sidewalk to Fong Ranch Road
Tree ID No. 28	London plane	14.5	16	Parallels sidewalk to Fong Ranch Road

Note:
City = City of Sacramento
ID = Identification

Chapter 12.56 of the Sacramento City Code (2016) defines City trees as any tree the trunk of which, when measured four and one-half feet above ground, is partially or completely located in a City park, on real property the City owns in fee, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley.

Chapter 12.56 of the Sacramento City Code (2016) defines private protected trees as meeting one or the following criteria:

- A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
- Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii*), Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*), that has a trunk diameter measured at standard height (DSH) of 4.5 feet from the ground surface of 12 inches or more, and is located on private property;
- A tree that has a DSH of 24 inches or more located on private property that:
    - 1. is an undeveloped lot; or
    - 2. does not include any single unit or duplex dwellings; or
- A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

A tree permit is required for the removal of City trees and private protected trees (City of Sacramento 2016). Only one of the private trees with canopy overlapping the proposed project site meets the above-listed criteria of a private protected tree (i.e., Tree #19), and four of the London plane trees (Tree #21, #22, #23 and #26) along Fong Ranch Road may be City trees if the right-of-way on which they are partially rooted is owned by the City. Therefore, Chapter 12.56 of Sacramento City code could apply and any pruning of branches or roots of the mulberry and, if they are indeed City trees, the four London planes in the right-of-way, earthwork within the canopy of these trees, or other regulated work as defined by the City's tree protection ordinance would require a tree permit.

Mitigation Measure 3.4-2: Submit a Tree Permit Application with the City of Sacramento

Before construction, submit a Tree Permit Application to Director of the Department of Public Works and accompanied by the application fee established by the City Council, in accordance with Section 12.56 of City Code. A copy of the project's arborist report and the final project site plan should accompany the application. Once reviewed by the City, final determination of tree replacement requirements will be provided.

Significance after Mitigation

The above mitigation measure would reduce the impact to trees regulated by the City of Sacramento that may impacted by project-related construction activities. Mitigation Measure 3.4-2 would require the District to apply for a tree permit prior to pruning, removing, or conducting earthwork beneath the canopies of private protected

trees and City trees. As a result, the potentially significant impacts to trees protected by City ordinance would be reduced to less than significant with mitigation incorporated.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less-than-Significant Impact. Since the property is within the NBHCP Permit Area, the District will be required to comply with all applicable avoidance and minimization measures (AMMs) as provided in Chapter 7 of the NBHCP; however, since there are no aquatic habitats, elderberry shrubs, large trees, or other suitable habitats in or within 500 feet of the proposed project site for species covered by the NBHCP, none of the AMMs listed in Chapter 7 of the NBHCP apply to the proposed project (City of Sacramento, et al. 2003). NUSD has the option to pay a per-acre Habitat Conservation Fee for loss of habitat for Covered Species that could utilize the project site in accordance with Chapter 18.40 of Sacramento City Code. The ruderal habitat mapped in the property, totaling approximately 1.05 acres of habitat, would require mitigation. The HCP fees were paid for the project area in 1999 (City of Sacramento 2020). Therefore, the proposed project would not conflict with provisions of an adopted Habitat Conservation Plan and impacts would be less than significant.

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3.5 CULTURAL RESOURCES

3.5.1 ENVIRONMENTAL SETTING

GEOLOGIC SETTING

The geology of the Natomas area consists of Pleistocene (2.6 million years ago to 11,700 years ago) Riverbank and Holocene basin deposits (11,700 years ago to present) (Gutierrez 2011).

PREHISTORIC SETTING

In an attempt to unify the various hypothesized cultural periods in California, Fredrickson proposed an all-encompassing scheme for cultural development, while acknowledging that these general trends may manifest themselves differently and there may be some variation between sub-regions. These general cultural periods (Paleo-Indian, Early, Middle and Late Archaic, and Emergent periods) are used here in connection with the North-Central Sierra Nevada chronology because of their relevancy to the vicinity of the project site.

The Late Pleistocene Pattern and Period (>10,000 Before Present [B.P.]) in the foothill and eastern Sacramento Valley is practically non-existent. Sites CA-SAC-370 and CA-SAC-379, located near Rancho Murieta, produced numerous bifaces, cores, and raw materials from gravel strata estimated to be between 12,000 and 18,000 years in age. Early Holocene Pattern and Period (circa [ca.] 10,000–7000 B.P.) was first defined by Bedwell (1970) as a human adaptation to lake, marsh, and grassland environments that were prevalent at this time. Appearing after 11,000 years B.P., the tradition slowly disappeared ca. 8000–7000 B.P. During the Archaic Pattern and Period – (ca. 7000–3200 B.P.), the climate in the valleys and foothills of Central California becomes warmer and dryer, and millingstones are found in abundance.

The Early and Middle Sierran Pattern (ca. 3200–600 B.P.) evidences an expansion in use of obsidian, which is interpreted with reservation to indicate an increase in regional land use, and the regular use of certain locales. During this time, a much heavier reliance on acorns as a staple food develops, and supports large, dense populations. During the Late Sierran Period (ca. 600–150 B.P.), archaeological village sites generally correspond to those identified in the ethnographic literature. Diagnostic artifacts are small contracting-stem points, clam shell disk beads, and trade beads introduced near the end of the period, marking the arrival of European groups (Elsasser 1978:44; Fredrickson 1978).

ETHNOGRAPHIC SETTING

Ethnographically, the project site is situated in the Nisenan (sometimes referred to as the Southern Maidu) sphere of influence. The Nisenan territory included the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River, extending from the crest of the Sierra Nevada to the banks of the Sacramento River. In the Nisenan territory, several political divisions, constituting tribelets, each had their own respective headmen who lived in the larger villages. However, it is not known which of these larger population centers wielded more influence than others, although they were all located in the foothill areas. In general, more substantial and permanent Nisenan villages were not established on the valley plain between the Sacramento River and the foothills, although this area was used as a rich hunting and gathering ground (Wilson, N.L. and Towne, A.H. 1978).

PREVIOUS CULTURAL STUDIES

A records search conducted by the North Central Information Center of the California Historical Resources Information System indicated one previously recorded cultural resource within the project area P-34-5251, which is the historic RD 1000. RD 1000 is described as a Rural Historic Landscape District and significant at the state level for the period from 1911 to 1939. It was among the first and largest of the major reclamation districts in California and was determined eligible for the National Register of Historic Places (NRHP) in 1994. None of the NRHP contributing features associated with the district are within the project area. There were no previously recorded resources within a quarter-mile radius of the project area.

Two previous cultural resource reports were conducted within the project area according to North Central Information Center (NCIC) records, while six cultural resource reports have been conducted within a quarter-mile radius. Report numbers 249 and 11138 are within the project area, while reports number 176, 213, 214, 229, 333, and 11018 are within a quarter mile (See Table 3.5-1a and b).

Table 3.5-1a. Previous Cultural Resources Reports – Previous Studies Conducted within the Project Site

NCIC Report Number	Year	Author(s)	Report Title
000249	1978	Dondero, Steven B.	An Archeological Reconnaissance of the South Natomas Community Plan, Sacramento County, California.
011138	1995	Denise Bradley and Michael Corbett	Rural Historic Landscape Report for Reclamation District 1000 for the Cultural Resources Inventory and Evaluations for the American River Watershed Investigation, Sacramento and Sutter Counties, California

Table 3.5-1b. Previous Cultural Resources Reports – Previous Studies Conducted within 0.25 Mile of the Project Site

NCIC Report Number	Year	Author(s)	Report Title
000176	1978	Dondero, Steven	An Archeological Reconnaissance of Sewer Alignments for the Natomas Interceptor System, Sacramento, California.
000213	1978	Peak, Ann S. and Associates	Cultural Resource Assessment of the Proposed Del Verde Development, Sacramento County, CA.
000214	1978	Peak, Ann S. and Associates	Cultural Resource Assessment of the Proposed Meadow Wood Development, Sacramento County, CA.
000229	1978	Peak, Ann S. and Associates	Cultural Resource Assessment of the Proposed Rancho Silva Development, Sacramento County, CA.
000333	1987	Chavez, David	Cultural Resources Evaluation for the Natomas Area Circulation Improvements Project, Sacramento, California.
011018	2011	EBI Consulting	Cultural Resources Analysis 1-80 & Truxel Road/CN 1272-A

Note: NCIC = North Central Information Center; All reports are on file at the NCIC
Source: North Central Information Center 2021; compiled by AECOM in 2021

FIELD SURVEY

On July 1, 2021, an AECOM archaeologist conducted a pedestrian survey of the project area. The pedestrian survey consisted of utilizing approximately 12-meter to 15-meter parallel transects across the project area. At the time of the survey, the lot had been mowed and due to dry conditions topsoil was visible through the dead grasses and weeds (see Exhibit 3.1-1 and Exhibit 3.1-2 in Section 3.1, "Aesthetics"). No cultural material or artifacts were observed.

3.5.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less-than-Significant Impact. The proposed project would not cause any substantial adverse changes to historical resources, including RD 1000. As detailed above, none of the NRHP contributing features associated with the RD 1000 are within the project area. In addition, much of the original district has been developed previously, including the existing Natomas High School site. Therefore, impacts to historical resources would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. Given the developed nature of much of the historic RD 1000, the fact that the project site is surrounded on all sides by existing development, and the fact that none of the contributing features associated with the district are within the project area, the project would not cause a substantial adverse change in the condition of RD 1000. However, it is possible that earth-disturbing project construction activities could inadvertently discover previously unrecorded subsurface archaeological resources. The possibility that project construction could damage or destroy such resources would be a potentially significant impact, and Mitigation Measures 3.5-1 and 3.5-2 would be required. Impacts to archaeological resources would be reduced to less than significant with implementation of Mitigation Measure 3.5-1, which includes worker training prior to ground disturbing activities, and Mitigation Measure 3.5-2, which includes stop work measures, in the event of an unanticipated discovery, until materials are evaluated by a qualified archaeologist.

Mitigation Measure 3.5-1: Worker Training

Before the start of ground disturbing activities, the District will retain a qualified archaeologist to provide training to all construction crew members for the identification of federal- or State-eligible cultural resources, including sensitive Tribal Cultural Resources, and that the construction crews are aware of the potential for previously undiscovered archaeological resources on-site; of the laws protecting these resources, and associated penalties; and of the procedures to follow in the case that resources are discovered during project-related work.

The District will extend an invitation to Native American Tribes that are traditionally and culturally affiliated with resources in the project area to identify a tribal monitor or a representative that would provide the construction worker awareness training during a scheduled window of up to four hours prior to ground disturbance with compensation by the District according to the established hourly rate.

Mitigation Measure 3.5-2: Procedures for Inadvertent Discovery of Cultural Resources

If unanticipated cultural resources, archaeological resources, or Tribal Cultural Resources are encountered during ground-disturbing activities:

- Work shall be halted temporarily in the vicinity of the discovered materials and the District shall be notified.
- A qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to assess the nature, extent, and potential significance of any cultural remains. The archaeologist would also determine their potential to meet the definition of a significant cultural resource in Section 15064.5 or a Tribal Cultural Resource,
- If the resources are determined to be Native American in origin, the archaeologist shall consult with the District to begin Native American consultation procedures, as appropriate.
- If the discovery is determined to be not significant, work would be permitted to continue in the area. Potentially significant resources may require subsurface testing program to determine the resource boundaries within the project site, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts.
- If, in consultation with the District, the proposed development is determined to possibly damage a unique cultural resource, mitigation will be implemented in accordance with Section 21083.2 of the California Public Resources Code and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.
- If the resource cannot be avoided, a data recovery plan would be developed to ensure collection of sufficient information to address archaeological and historical research questions, with results presented in a technical report describing field methods, materials collected, and conclusions.
- Unless otherwise agreed upon with consulting Native American representatives, any cultural material collected as part of an assessment or data recovery effort would be property of the District and curated at a qualified facility as directed by District.

Significance after Mitigation

Implementation of Mitigation Measures 3.5-1 and 3.5-2 would reduce potentially significant impacts to archaeological resources to a less-than-significant level by requiring worker training, in addition to implementing appropriate measures in the unlikely event that a Cultural Resource is discovered to minimize potential impacts.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less-than-Significant Impact. While there is little likelihood that human remains would be disturbed by the proposed project, the possibility would remain that ground-disturbing activities during construction could uncover previously unknown human remains. If human remains are found within the project site, the California Health and Safety Code (HSC) requires that excavation be halted in the immediate area and that the county coroner be notified to determine the nature of the remains. The coroner is required to examine all discoveries of human

remains within 48 hours of receiving notice of a discovery on private or state lands (HSC. 7050.5[b]). If the coroner determines that the remains are those of a Native American, they must contact the Native American Heritage Commission (NAHC) by telephone within 24 hours of making that determination (HSC 7050.5[c]).

The responsibilities of the NAHC for acting upon notification of a discovery of Native American human remains are identified within the California Public Resources Code (Public Resources Code Section 5097.9). The NAHC is responsible for immediately notifying the person it believes is the Most Likely Descendant (MLD) of the Native American remains. With permission of the legal landowner(s), the MLD may visit the site and make recommendations regarding the treatment and disposition of the human remains and any associated grave goods. This should be conducted within 24 hours of their notification by the NAHC (Public Resources Code Section 5097.98[a]). If an agreement for treatment of the remains cannot be resolved satisfactorily, any of the parties may request mediation by the NAHC (Public Resources Code Section 5097.94[k]). Should mediation fail, the landowner or the landowner's representative must re-inter the remains and associated items with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resources Code Section 5097.98[b]). Adherence to this existing regulation regarding the treatment of human remain would ensure a less-than-significant impact

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3.6 ENERGY

3.6.1 ENVIRONMENTAL SETTING

The proposed project would be situated at an existing undeveloped site. The project site does not include existing utilities and service connections.

ELECTRICAL SERVICES

Electrical service at the project site would be provided by the Sacramento Metropolitan Utility District (SMUD). In 2019, SMUD delivered approximately 12,044 gigawatt-hours (GWh) of electricity to its customers, including sales of surplus power (SMUD 2020). In 2018, California enacted legislation requiring utility companies to have 60 percent of their power mix come from renewable energy resources by 2030 and, by 2045, all retail electricity must be met by carbon-free resources. SMUD provides power from a variety of sources, including hydropower, natural-gas-fired generators, renewable energy, and purchases. SMUD offers a program called Greenergy, in which customers may pay an extra fee each much to select either 100 or 50 percent of their electricity be met with power generated from a mix of renewable and carbon-free resources. SMUD developed an Integrated Resource Plan that identifies its commitment to achieve a net-zero greenhouse gas (GHG) position by the year 2040 (SMUD 2019) and subsequently released its 2030 Zero Carbon Plan, which serves as a roadmap for SMUD to eliminate carbon emissions from its power supply by 2030 (SMUD 2021).

NATURAL GAS

Natural gas service is currently provided in the city of Sacramento, including the project site, by PG&E through portions of PG&E's approximately 42,141 miles of natural gas distribution pipelines. Natural gas consumption within the PG&E service area was approximately 4,942 million therms in 2019 (CEC 2021a), approximately 6 percent (312 million therms) of which was provided to users in Sacramento County (CEC 2021b). Many municipalities, including the City of Sacramento, are adopting policies to discourage or prohibit natural gas infrastructure in new construction.

ENERGY CONSUMPTION FOR TRANSPORTATION

Transportation is the largest energy consuming sector in California, accounting for approximately 39 percent of all energy use in the state (U.S. Energy Information Administration 2019). More motor vehicles are registered and more vehicle miles are traveled in California than in any other state, and commute times in California are among the longest in the country (EIA 2021).

Transportation fuel has, and will continue to diversify in California and elsewhere. While historically gasoline and diesel fuel accounted for nearly all demand, there are now numerous options, including ethanol, natural gas, electricity, and hydrogen. Currently, despite advancements in alternative fuels and clean vehicle technologies, gasoline and diesel remain the primary fuels used for transportation in California, consuming 15.1 billion gallons of gasoline and 4.2 billion gallons of diesel in 2015 (CEC 2021c,d).

3.1.1 DISCUSSION

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. The proposed project would not have a substantial impact on energy consumption or conservation. The project would not increase consumption or inefficient energy use. Construction equipment, worker vehicles, vendor trucks, and haul trucks would consume fuel during the construction process; however, the project's small size and flat terrain would minimize the energy consumed. The proposed project does not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites.

During operations, the proposed project would require fuel for vehicles and equipment used by on-site employees and users of the site, which would be typical of any clinic setting throughout the Sacramento area. In addition, the proposed project would relocate existing primary, behavioral, dental, and specialty healthcare services clinic from the B. Teri Burns Health Clinic facility at the existing Natomas High School campus to the proposed project site. Therefore, many of the operational energy demands, including on-site building energy consumption and that of transportation fuel for users and workers to access the site, already result from existing operations and would simply be relocated to this nearby proposed site.

The proposed project would be designed with energy efficient buildings that will comply with the current version of the CalGreen Code. Therefore, the proposed project would not result in an inefficient, wasteful, or unnecessary consumption of energy resources during project construction or operation and this impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Construction activities would use construction equipment and vehicles that are in compliance with federal and State standards for fuel efficiency. In addition, as described above, proposed construction and operational activities would not result in an inefficient or wasteful consumption of energy resources.

Structures built as part of the proposed project would comply with Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and there would be no impact.

3.7 GEOLOGY AND SOILS

3.7.1 ENVIRONMENTAL SETTING

GEOLOGY, SEISMICITY, AND SOILS

The project site is located in the southern Sacramento Valley, on a flat alluvial plan composed of Pleistocene (2.6 million years B.P. to 11,700 years B.P.) and Holocene (11,700 years B.P. and younger) age deposits. These sediments overlie the thick sequence of sedimentary rock units that form the deeply buried bedrock units in the mid-basin areas of the valley. The elevation at the project site range is approximately 12 feet above mean sea level. The site was previously graded flat during the development of Natomas High School and Fong Ranch Road.

The Sacramento Valley has historically experienced a very low level of seismic activity. The nearest potentially active faults are located approximately 22 miles east in the Foothills Fault System, and active faults are located approximately 50 miles north near Lake Oroville and west in the Coast Ranges (Jennings and Bryant 2010).

Based on a review of Natural Resources Conservation Service (NRCS) soil survey data, the project site consists of two soil types: Cosumnes silt loam, partially drained, 0–2 percent slopes; and Cosumnes-Urban Land Complex, partially drained, 0–2 percent slopes. Both soils are rated with a high water erosion hazard and a low wind erosion hazard. These soils are somewhat poorly drained. The Cosumnes silt loam has a moderate shrink-swell potential, and the Cosumnes-Urban Land has a high shrink-swell potential (NRCS 2020).

PALEONTOLOGICAL RESOURCES

Based on geologic mapping prepared by Gutierrez (2011), the project site is located in Holocene-age undivided alluvium deposited on fans, terraces, or in basins, and consisting of sand, gravel, and silt that are poorly to moderately sorted. This rock unit has been mapped where separate types of Holocene-age alluvial deposits are not delineated.

3.7.2 DISCUSSION

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 California Geological Survey Special Publication 42.)

No Impact. The project site is not located within or adjacent to a fault zoned under the Alquist-Priolo Earthquake Fault Zone Act, or any other known fault. The nearest fault zoned under the Alquist-Priolo Act is the Cleveland Hill Fault south of Lake Oroville, approximately 50 miles to the north (California Geological Survey 2020). Thus, there would be no impact.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The nearest active faults are located approximately 40–50 miles to the north and west. The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, and site soil conditions. Peak horizontal ground acceleration (PGA), which is a

measure of the projected intensity of ground shaking from seismic events, can be estimated by probabilistic method using a computer model. The CGS Probabilistic Seismic Hazards Assessment Model (CGS 2008) indicates there is a 1-in-10 probability that an earthquake within 50 years would result in a peak horizontal ground acceleration of 0.193*g* (where *g* is a percentage of gravity) at the project site, which indicates that a low level of seismic shaking is anticipated.

All project-related facilities would be designed and constructed in accordance with standard engineering practices and CDE requirements, including California Code of Regulations Title 5, Division, Chapter 14, Sections 14001–14036, which require preparation of a site-specific geotechnical and engineering report that contains recommendations to reduce seismic, geologic, and soils hazards. Furthermore, the new clinic building would be required by law to be designed and constructed in accordance with the current edition of the California Building Code (CBC), which contains engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from seismic hazards, including strong seismic ground shaking. Therefore, this impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, becoming similar to quicksand. Factors determining liquefaction potential are soil type, level and duration of ground motions, and depth to groundwater. Liquefaction is most likely to occur in low-lying areas where the substrate consists of poorly consolidated to unconsolidated water-saturated sediments, recent Holocene-age sediments, or deposits of artificial fill.

The depth to groundwater was approximately 40 feet below the ground surface in the fall of 2020 (DWR 2021), and active seismic sources are located a relatively long distance away (Jennings and Bryant 2010). Therefore, liquefaction is unlikely to occur at the project site. Furthermore, the new clinic building would be required by law to be designed and constructed in accordance with the current edition of the CBC, which contains engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from seismic hazards, including liquefaction. Therefore, this impact would be less than significant.

iv) Landslides?

No Impact. The project site is located on a nearly flat alluvial plain in the central Sacramento Valley. There are no steep slopes at the project site or in the project vicinity where landslides could occur. Thus, there would be no impact.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Project implementation would include earthmoving activities on less than 1 acre of land. The project site is flat, and consists of the Cosumnes silt loam and Cosumnes-Urban Land Complex soil types, which are rated with a high water erosion hazard and a low wind erosion hazard (NRCS 2020). Earthwork would include trenching and pipe installation; installation of building, road, and parking lot foundations; and landscaping. Construction activities during the winter months would expose soils to rain events, which could mobilize loose soil and result soil erosion. Subsequent soil transport during storm events could result in sedimentation both within and downstream of the project site.

However, all project-related facilities would be designed and constructed in accordance with standard engineering practices and CDE requirements, including California Code of Regulations Title 5, Division, Chapter 14, Sections 14001–14036, which require preparation of a site-specific geotechnical and engineering report that contains recommendations to reduce seismic, geologic, and soils hazards, including soil erosion.

Because the proposed project would disturb less than 1 acre of land, a Storm Water Pollution Prevention Plan (SWPPP) from the Central Valley Regional Water Quality Control Board is not required. However, since the project involves moving more than 50 cubic yards of soil, a grading permit from the City is required. A Sediment and Erosion Control Plan is required as part of the grading permit application. This Plan must identify Best Management Practices (BMPs) that would be implemented to reduce construction-related erosion and stormwater runoff. Construction techniques that could be implemented to reduce the potential for stormwater runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas.

Compliance with CDE requirements along with preparation of a Sediment and Erosion Control Plan and implementation of associated BMPs designed to control stormwater runoff and reduce erosion, would result in a less-than-significant impact.

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?

Less-than-Significant Impact. The project site is composed of the Cosumnes silt loam and Cosumnes-Urban Land Complex soil types (NRCS 2020). The project site is not underlain by a restrictive layer of low permeability at a shallow depth (NRCS 2020), which might otherwise result in liquefaction hazards from the weight of construction equipment during the winter rainy season. As discussed in a) iii) above, the depth to groundwater was approximately 40 feet below the ground surface in the fall of 2020 (DWR 2021), and active seismic sources are located a relatively long distance away (Jennings and Bryant 2010). Therefore, liquefaction, lateral spreading, and subsidence are unlikely.

Furthermore, the new clinic building would be required by law to be designed and constructed in accordance with the current edition of the CBC, which contains engineering and design requirements (including preparation of a geotechnical report) that are specifically intended to reduce the loss of life and property from geologic hazards, including unstable soils. Therefore, this impact would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating direct or indirect substantial risks to life or property?

Less-than-Significant Impact. The project site consists of the Cosumnes silt loam and Cosumnes-Urban Land Complex soil types. Both soils are rated with a high water erosion hazard and a low wind erosion hazard. The Cosumnes silt loam has a moderate shrink-swell potential, and the Cosumnes-Urban Land has a high shrink-swell potential (NRCS 2020). Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Because of this shrink-swell effect, structural foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies beneath different parts

of a structure, the foundation may crack and portions of the structure may become distorted. Retaining walls and underground utilities may be damaged for the same reasons.

Chapter 18 of the CBC regulates the excavation of foundations and retaining walls. This chapter regulates the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to groundwater table. Compliance with the CBC is required by law. The CBC and CDE require preparation of geotechnical engineering reports that include specific recommendations for construction in expansive soil, which would ensure that buildings, roads, and parking lots are designed appropriately based on site-specific conditions. Thus, this impact would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is located within the area served by a municipal wastewater system. Wastewater generated by the proposed clinic would be conveyed to the Sacramento Regional Wastewater Treatment Plant for treatment. Because the proposed project would not require installation of a septic system or an alternative wastewater disposal system, there would be no impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The project site is composed of Holocene-age undivided alluvium (Gutierrez 2011), and excavation for underground utilities would not exceed 4 feet below the ground surface.

Holocene-age rock formations contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources under CEQA. Thus, the Holocene-age undivided alluvium at the project site is not paleontologically sensitive. Furthermore, the project site does not contain any unique geologic features, such as a canyon, waterfall, or unique rock outcroppings. Therefore, construction-related earthmoving activities associated with the proposed project would have no impact on unique paleontological resources or unique geologic features.

3.8 GREENHOUSE GAS EMISSIONS

3.8.1 ENVIRONMENTAL SETTING

Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to global climate change. The proposed project would not contribute significantly to climate change by itself. However, cumulative emissions from many projects and plans would all contribute to global GHG concentrations and the climate system. This section considers the proposed project's cumulative contribution to the significant cumulative impact of climate change.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space through the atmosphere. However, infrared radiation is selectively absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Anthropogenic (e.g., human caused) emissions of these GHGs lead to atmospheric levels in excess of natural ambient concentrations and have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change.

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic (human-caused) sources, and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely seen as the principal contributors to human-induced global climate change that are relevant to the project: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O). Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4 is the main component of natural gas and is also associated with agricultural practices and landfills. N_2O typically results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO_2. The global warming potential of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere ("atmospheric lifetime"). The global warming potential of each gas is measured relative to CO_2, the most abundant GHG. GHGs with lower emissions rates than CO_2 may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high global warming potential). The concept of CO_2-equivalents (CO_2e) is used to account for the different global warming potential potentials of GHGs to absorb infrared radiation.

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, no single project alone is expected to measurably contribute to a noticeable incremental change in the global average temperature, or to a global, local, or micro climate. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs, even relatively small additions.

3.8.2 DISCUSSION

a) b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an Applicable Plan, Policy, or

Regulation Adopted for the Purposes of Reducing Emissions of Greenhouse Gas Emissions?

Less-than-Significant Impact. Implementation of the proposed project would generate short-term construction and long-term operational GHG emissions. Construction-related GHG emissions would cease following construction of the proposed project. Operational emissions are assumed to occur for the lifetime of the project.

Addressing impacts associated with the generation of GHG emissions requires an agency to make a determination as to what constitutes a significant impact. As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to make the above determinations. For the purposes of determining whether the proposed project's construction related GHG emissions may result in a cumulatively considerable contribution to the cumulative impact of climate change, for land development and construction projects, SMAQMD considers a project's construction-generated emissions to be cumulatively considerable if annual emissions exceed 1,100 metric tons (MT) CO_2e per year.

In April 2020, the SMAQMD adopted an updated land development GHG threshold, intended to allow projects to demonstrate consistency with the California Air Resources Board Climate Change Scoping Plan. SMAQMD's *Greenhouse Gas Thresholds/Best Management Practices Applicability* (SMAQMD 2020c) identifies BMPs that should be applied. Per these guidelines, consistency can be demonstrated if the following criteria are met, or equivalent on-site or off-site mitigation is incorporated.

- The SMAQMD recommends that all projects implement Tier 1 BMPs (BPM 1 and 2):
  - BMP 1 – projects shall be designed and constructed without natural gas infrastructure;
  - BMP 2 – projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.
- The SMAQMD recommends that projects that exceed 1,100 metric tons/year after implementation of Tier 1 BMPs implement Tier 2 BMPs (BMP 3)
  - BMP 3 – residential projects shall achieve a 15 percent reduction in vehicle miles traveled per resident and office projects shall achieve a 15 percent reduction in vehicle miles traveled per worker compared to existing average vehicle miles traveled for the county, and retail projects shall achieve a no net increase in total vehicle miles traveled to show consistency with SB 743.

CalEEMod, Version 2020.4.0, was used to estimate direct emissions associated with the use of vehicles and heavy-duty equipment during construction, using the year 2021 as the earliest possible year of construction. CalEEMod was also used estimate the generation of GHG emissions from operational sources, including the proposed project's mobile (e.g., staff and student-related vehicles), area (e.g., landscape maintenance equipment), and energy (e.g., natural gas) sources, and indirect operational emissions associated with energy (i.e., electricity), water (i.e., conveyance and distribution), and solid waste (i.e., decomposition) sources, using the year 2022 as the earliest possible year for operations. Tables 3.8-1 and 3.8-2 present a summary of the proposed project's maximum annual construction related GHG emissions and annual operational emissions by emissions source, respectively.

Table 3.8-1. Modeled Greenhouse Gas Emissions from Project Construction

Emissions Source	Greenhouse Gas Emissions (MT CO_2e per year)
2022	148
2023	80
Maximum Annual Construction Emissions	**148**

Notes: MT CO_2e = metric tons carbon dioxide equivalent
Source: Modeled by AECOM in 2021; see AECOM 2021a for detailed modeling assumptions, outputs, and results.

Table 3.8-2. Modeled Greenhouse Gas Emissions from Project Operations

Emissions Source	Greenhouse Gas Emissions (MT CO_2e per year)
Area	0.0009
Energy	30
Mobile	163
Waste	54
Water	2
Total Annual Operational Emissions [1]	**249**

Notes: MT CO_2e = metric tons carbon dioxide equivalent
[1] Totals do not add due to rounding.
Source: Modeled by AECOM in 2021; see AECOM 2021a for detailed modeling assumptions, outputs, and results.

GHG emissions generated by construction activities would occur over the short term, primarily from equipment and vehicle exhaust, both on-site and traveling to and from the project site. The maximum annual emissions would be substantially less than the SMAQMD-recommend threshold of significance for the construction phase of a project. Therefore, impacts related to the generation of GHG emissions during construction is less than cumulatively considerable.

Operationally, the proposed project cannot, at this time, preclude the use of natural gas and, therefore, will not demonstrate consistency with the SMAQMD-recommended BMP 1. The proposed project would be designed to meet the CalGreen mandatory building requirements, including implementing energy efficiency and conservation as a component of facility operations. In addition, the project is sited to minimize necessary vehicle trips associated with District staff and study use of the facility, and the net increase in patient and other staff trips is anticipated to be minor, thereby minimizing potential mobile-source GHG emissions, which are typically the most substantial source of GHG emissions of new development.

As shown in Table 3.8-1, annual operational emissions are estimated to be approximately 249 MT CO_2e per year; approximately 7 MT of which result from the modeled uses of natural gas for a clinic setting of this size. Although these emissions would not exceed SMAQMD's 1,100 MT CO_2e per year screening threshold, because

the proposed project cannot commit to implementation of the SMAQMD-recommended Tier 1 BMPs, the following mitigation measures are recommended:

Mitigation Measure 3.8-1: Design for Net-Zero Ready Electric Capability.

The District, as part of final project design, shall ensure that the proposed project has the capacity to be all-electric in the future, including any pre-wiring necessary so that the building is ready for future retrofit to all-electric.

Mitigation Measure 3.8-2: EV Charging Facilities.

The District, as part of final project design, shall be deigned to meet the current CalGreen Tier 2 standards for electric vehicle capable spaces, except that electric vehicle spaces shall instead be electric vehicle ready, not just electric vehicle capable.

Significance after Mitigation

The operational emissions associated with the proposed project are less than SMAQMD's screening threshold of 1,100 MT CO_2e per year. Mitigation Measure 3.8-1 ensures that the proposed project is designed and constructed to be net zero ready, and is thereby in alignment with the State's 2045 carbon neutrality goal. Implementation of Mitigation Measure 3.8-2 would support consistency with the SMAQMD-recommended BMP 2 to require electric vehicle parking spaces that are installed to be electric vehicle ready.

In addition, the siting of the project is intended to serve the adjacent school and continue to serve the surrounding neighborhoods, and is expected to result in similar trip rates and lengths as the existing facility located at the Natomas High School. It is therefore anticipated that the proposed project would not result in substantial increases in vehicle miles traveled (VMT).

Therefore, implementation of Mitigation Measures 3.8-1 and 3.8-2 would reduce the proposed project's greenhouse gas emissions to a level that is considered less than cumulatively considerable with mitigation.

3.9 HAZARDS AND HAZARDOUS MATERIALS

3.9.1 ENVIRONMENTAL SETTING

KNOWN HAZARDOUS MATERIALS

AECOM performed a search of publicly available databases maintained under Public Resources Code Section 65962.5 (i.e., the "Cortese List") to determine whether any known hazardous materials are present either on or within 0.25 mile of the project site. The Hazardous Waste and Substances Site List (the "EnviroStor" database) is maintained by the California Department of Toxic Substances Control (DTSC) as part of the requirements of Public Resources Code Section 65962.5. The State Water Resources Control Board (SWRCB) maintains the GeoTracker database, an information management system for cases involving groundwater contamination.

There are no hazardous materials sites within 1 mile of the project site; most of these sites are located to the east along Northgate Boulevard. All but one of the listed sites are closed, and the one remaining site with an open case number is eligible for closure. These sites have generated small contaminated groundwater plumes that are located either solely underneath the hazardous materials sites themselves or within a few hundred feet of the sites; none have migrated off-site near the Natomas High School property (SWRCB 2021, DTSC 2021).

There are no active Superfund sites in the project vicinity; the nearest active Superfund site is approximately 5 miles northeast at the McClellan Airport (EPA 2021).

According to the Phase I Environmental Site Assessment (ESA) conducted by AECOM in August 2021, there are no recognized environmental conditions identified in connection with the project site. However, the project site was used for agricultural purposes from at least 1937 through the mid-1980s. Based on the historic agricultural use, residual concentrations of organo-chlorine pesticides (OCPs) may be present in shallow soil at the project site, as this is common throughout much of the agricultural regions of the United States.

SCHOOLS

The project site consists of approximately 1 acre of undeveloped land at the southeast corner of the existing Natomas High School Campus. The Discovery High School, which is also owned and operated by the Natomas Unified School District, is approximately 0.25 mile north of the project site, at 3401 Fong Ranch Road.

AIRPORTS

The Sacramento International Airport and McClellan Airport are approximately 5.5 miles northwest and 5.0 miles northeast of the project site, respectively. The project site is not located within the boundaries of an airport land use plan.

WILDLAND FIRE

The project site is located in the urbanized area of South Natomas, in the City of Sacramento. The project site and surrounding area have been designated by the California Department of Forestry and Fire Protection (CALFIRE) as a Local Responsibility Area, and there are no moderate, high, or very high fire hazard severity zones at the project site or in the project area (CALFIRE 2020). Fire services to the project site would be provided by the City

of Sacramento Fire Department. The nearest fire station, No. 15, is approximately 1 mile southwest of the project site, at 1640 West El Camino Avenue.

EMERGENCY PLANNING

The City of Sacramento Office of Emergency Management (OEM) coordinates the planning, preparedness, communication, response, and recovery during man-made or natural disasters. OEM also has oversight over the Emergency Operations Center (EOC). The EOC is activated to support the on-scene response during an escalating incident. The EOC is a physical location staffed with personnel trained for and equipped with mechanisms for communicating with the incident site and obtaining resources. In 2021, the City of Sacramento is partnering with Sacramento County, other incorporated communities, and numerous special districts to update the *2016 Sacramento Countywide Local Hazard Mitigation Plan* (Foster Morrison Consulting 2016), which addresses potential damage from flooding, wildland fires, and geologic hazards. A 2021 update is currently underway.

The Sacramento County Department of Water Resources, in cooperation with the respective local reclamation districts, has prepared maps showing evacuation routes throughout the county in the event of a levee breach along the Sacramento or American Rivers, or from inundation in the event of dam failure. San Juan Road, south of the project site, is the designated local emergency evacuation route in the project vicinity. San Juan Road provides access to Natomas Boulevard north Interstate 80, and access west to I-5, which are designated as regional emergency evacuation routes (City and County of Sacramento 2015).

In addition, every school and site in the Natomas Unified School District maintains and adheres to an individual Emergency Preparedness Plan.

3.9.2 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP) and the Caltrans, and use of these materials is regulated by DTSC, as outlined in CCR Title 22. The District and its construction contractors would be required to use, store, and transport hazardous materials in compliance with applicable federal and State regulations during project construction and operation. Because the proposed project would be required to implement and comply with existing hazardous material regulations, and because each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated quicker response to emergencies, this impact would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated. Construction of the proposed project would involve the use of small amounts of hazardous materials such as fuel, oils, paints, and solvents. Because the proposed project is a small health care clinic and classroom, small amounts of hazardous materials such as medicines, and materials from patient examinations and treatment such as gowns and needles, would be used on site during project

operation. However, the handling and use of these materials is regulated at both the federal and State level. Construction contractors would employ BMPs at the project site designed to reduce the potential for spills of hazardous materials. All hazardous materials generated by operation of the proposed clinic would be properly transported off-site and disposed of according to local, State, and federal regulations. However, because the project site was historically used for agricultural purposes, residual concentrations of OCPs may be present in shallow soil at the project site, and this would be a potentially significant impact.

Mitigation Measure 3.9-1: Soil Sampling and Analysis

Prior to commencement of ground-disturbing activities, a soil investigation shall be performed by a licensed professional to identify possible risks posed to construction workers or the final users of the project site by the former agricultural land use.

Chemical analyses for soils shall be performed by a State-certified laboratory. A licensed professional shall review the results of the soil investigation and report recommendations regarding whether further action appears warranted to ensure safety for construction works and final users of the project site.

Significance after Mitigation

Mitigation Measure 3.9-1 would ensure that a significant hazard to the public or environment would not occur from reasonably foreseeable upset and accident conditions involving the release of hazardous materials from the proposed project site. Therefore, this impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Level. The project site consists of vacant property that is owned by the District as part of the existing Natomas High School, though the site is separated from the existing high school by Fong Ranch Road. Minor amounts of hazardous materials such as fertilizers, pesticides, paints, solvents, and fuels would be present on-site during project construction and operation. However, the handling and use of these materials is heavily regulated at both the federal and State level, and the construction area would be surrounded by exclusionary fencing. Hazardous materials used on-site for medical services at the clinic would be stored in locked areas posted with hazardous materials warning signs, and would be properly disposed of off-site as required by State and federal regulations. None of the materials used at the project site would be acutely hazardous. Therefore, this impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. In July 2021, AECOM performed a search of publicly available databases maintained under Public Resources Code Section 65962.5 (i.e., the "Cortese List") to determine whether any known hazardous materials are present either on or within 0.25 mile of the project site. The results of these records searches indicated that the project site is not located on or near a known hazardous materials site (DTSC 2021, SWRCB 2021, EPA 2021). Therefore, the proposed project would not result in a significant hazard to the public or the environment, and there would be no impact.

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 or excessive noise for people residing or working in the project area?

No Impact. The project site is more than 5 miles from the nearest airports, and is not located within the boundaries of an airport land use plan. Thus, the proposed project would not result in a safety hazard or excessive noise for construction workers, students, or employees, and there would be no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Project site access would be provided from Fong Ranch Road. All construction materials and equipment would be staged on the project site. The access from Fong Ranch Road would provide appropriate emergency ingress and egress per CDE and City of Sacramento requirements. Therefore, short-term and temporary project-related construction, and long-term project operation, would not impede emergency vehicles or adopted emergency evacuation plans, and this impact would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The approximate 1.05-acre project site is located in an urbanized area of South Natomas in the city of Sacramento, adjacent to existing residential, school, and commercial land uses. The project site is not located in or near a State Responsibility Area, or a high or very high fire hazard severity zone. Construction and operation of the proposed clinic building and the associated parking lot and landscaping on the existing developed school campus property would not exacerbate existing conditions related to fire hazards. Fire protection services would continue to be provided by the City of Sacramento Fire Department. Therefore, the proposed project would have no impact related to risks from wildland fires. (See also Section 3.15, "Public Services," for additional details related to the provision of fire protection services, and Section 3.20, "Wildfire," for additional details related to wildland fires.)

3.10 HYDROLOGY AND WATER QUALITY

3.10.1 ENVIRONMENTAL SETTING

SURFACE WATER HYDROLOGY AND STORM DRAINAGE

The project site is located in the southern portion of the Natomas Basin, within the Sacramento River Hydrologic Basin, Natomas Main Drainage Canal-Sacramento River watershed. The Natomas Basin is a low-lying area that is east of the Sacramento River and north (upstream) of its confluence with the American River.

The project site lies within the RD 1000 service area. RD 1000 provides agricultural drainage, flood control, and levee maintenance in the Natomas Basin. RD 1000 operates and maintains a drainage system consisting of 30 miles of main drainage canals, approximately 150 miles of drainage ditches, and seven main pumping stations in the Natomas Basin. This drainage system collects stormwater runoff from both agricultural and municipal dischargers, as well as irrigation return water, and delivers the water via pumping plants for disposal in the Sacramento River.

The City is responsible for maintenance of internal conveyance, detention basins, and pump stations that discharge into the RD 1000 system; RD 1000 is responsible for maintenance of the canal system. The project site is located in City of Sacramento Drainage Basin No. 129, which is south of I- 80, west of I-5, and north of Garden Highway (City of Sacramento 2018). Basin No. 129 drains to the south, and eventually discharges into the Sacramento River just upstream of its confluence with the American River.

There are no surface water bodies at the project site. Agricultural drainage channels are present approximately 0.5 mile to the north and east. Natomas East Main Drainage Canal (NEMDC)/Steelhead Creek is approximately 1.2 miles east of the project site.

SURFACE WATER QUALITY

Water quality in the Sacramento area is regulated by the Central Valley Regional Water Quality Control Board (Central Valley RWQCB) through the *Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin River Basins* (Central Valley RWQCB 2018). Section 303 of the federal Clean Water Act (CWA) requires states to adopt water quality standards for all surface waters of the U.S.; these standards are based on the designated beneficial use(s) of the surface water body, which are listed in the relevant Basin Plan. The Basin Plan designates beneficial uses for Sacramento River water from the Colusa Basin Drain to the I Street Bridge that consist of municipal and domestic supply, agricultural irrigation, contact and non-contact recreation, warm and cold freshwater habitat, warm and cold migration, warm and cold spawning, wildlife habitat, and navigation (Central Valley RWQCB 2018).

CWA Section 303(d) requires states to identify waters where the permit standards, any other enforceable limits, or adopted water quality standards are still unattained. The law requires states to develop Total Maximum Daily Loads (TMDLs) to improve the water quality of impaired water bodies. TMDLs are the quantities of pollutants that can be safely assimilated by a water body without violating water quality standards. TMDLs are developed for impaired water bodies to maintain beneficial uses, achieve water quality objectives, and reduce the potential for future water quality degradation. National Pollutant Discharge Elimination System (NPDES) permits for water discharges (for both construction and operation) must take into account the pollutants for which a water body is listed as impaired.

The project site does not contain any surface water bodies. The Sacramento River is the receiving water body for stormwater drainage from the project site. "Receiving waters" is a general term typically used to describe any surface water body, such as a creek, river, lake, bay, or ocean that receives runoff. The Sacramento River from Knight's Landing to the Delta is on the CWA Section 303(d) list of impaired water bodies for chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, mercury, polychlorinated biphenyls (PCBs), and toxicity. TMDLs are in the process of being developed (SWRCB 2018).

FLOODING

In the Natomas area, flood control facilities are maintained by RD 1000, the Sacramento Area Flood Control Agency (SAFCA), and the U.S. Army Corps of Engineers (USACE). The Natomas Basin covers 81 square miles and includes 42 miles of levees maintained by RD 1000. The levees are inspected, maintained, and repaired by RD 1000 on a regular basis throughout the year and are patrolled continuously during periods of high water to safeguard against failure.

The project site and surrounding area are classified by the Federal Emergency Management Agency (FEMA) as A99 (FEMA 2015). Zone A99 corresponds to areas within the 1-percent annual chance floodplain (i.e., 100-year floodplain) that will be protected by a Federal flood protection system when construction has reached specified statutory milestones. SAFCA and USACE Sacramento District are continuing to make improvements to levees in the Natomas Basin. The A99 Zone designation means that FEMA has made an adequate progress determination, allowing permitting and construction of new structures in advance of the completion of flood protection improvements.

The project site and the surrounding area are also within the 200-year floodplain (0.005 annual exceedance probability [AEP]) (California Department of Water Resources [DWR] 2008). SAFCA is continuing to work with the USACE's Sacramento District and the Central Valley Flood Protection Board to provide areas protected by the Sacramento River Flood Control Project, including the Natomas Basin, with protection against the 200-year storm. As part of this effort, SAFCA continues to implement the Natomas Levee Improvement Program (NLIP), most of which has been completed.

GROUNDWATER

The project site is located within the Sacramento Valley Groundwater Basin, North American Groundwater Subbasin (No. 5-21.64), which has been designated by DWR as a High Priority Basin under the Sustainable Groundwater Management Act (DWR 2019). A groundwater sustainability plan (GSP) is the process of being prepared, and completion is anticipated in 2021 (Sacramento Groundwater Authority GSA 2020).

Groundwater levels in the vicinity of the project site were approximately 40 feet below the ground surface in the fall of 2020 (DWR 2021).

3.10.2 DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. Stormwater from the project site (within City Drainage Basin No. 129) drains to the south and eventually discharges into the Sacramento River just upstream of its confluence with the American

River. The Sacramento River is included on the SWRCB's 303(d) list of impaired water bodies for a variety of pollutants such as chlordane, DDT, mercury, PCBs, and toxicity (SWRCB 2018).

Construction of the proposed project would result in soil disturbance during trenching and subsequent finish grading and use and staging of equipment, which can result in sediment and other pollutant transport during the winter rainy season in stormwater runoff. The construction process could also result in the accidental release of other pollutants to surface waters, including oil and grease, petroleum hydrocarbons, chemical substances used during construction, waste concrete, and wash water. Intense rainfall and associated stormwater runoff in relatively flat areas could result in short periods of sheet erosion within areas of exposed or stockpiled soils. Therefore, construction activities could degrade water quality. Because the proposed project would disturb less than 1 acre of land, a SWPPP from the Central Valley RWQCB is not required. However, since the project involves moving more than 50 cubic yards of soil, a grading permit from the City is required. A Sediment and Erosion Control Plan is required as part of the grading permit application. This Plan must identify BMPs that would be implemented to reduce construction-related erosion and stormwater runoff. Furthermore, given that groundwater in the project vicinity is approximately 40 feet below the ground surface, construction dewatering would not be required.

Buildout of the proposed project could also affect long-term water quality by adding impervious surfaces (in the form of pavement and buildings) and thereby altering the types, quantities, and timing of stormwater runoff and potential contaminant discharges from urban runoff pollutants. However, the project site is only 1 acre in size, and only approximately 0.45 acre would be developed with impervious surfaces. Because the facilities associated with the proposed project would be less than 1 acre in size, water quality control measures are not required under the Sacramento Areawide NPDES Municipal Separate Storm Sewer System (MS4) Permit (Central Valley RWQCB Order No. R5-2008-0142, NPDES No. CAS082597)—which applies to new development and redevelopment in the City and County of Sacramento, along with the cities of Folsom, Rancho Cordova, Elk Grove, Galt, and Citrus Heights (Central Valley RWQCB 2008).

Because a Sediment and Erosion Control Plan with BMPs would be implemented to reduce construction-related erosion and stormwater runoff, and the proposed project would not encounter groundwater, would include less than 20,000 square feet of new impervious surfaces, and would include appropriate on-site stormwater detention facilities, the proposed project would not violate water quality standards or Waste Discharge Requirements (WDRs) or otherwise substantially degrade surface or ground water quality, and this impact would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. The proposed project would not require the construction of new groundwater wells. Potable water would be obtained from the City of Sacramento through an existing underground water supply line located in Fong Ranch Road. The City's conjunctive water supply is obtained from groundwater from the North American and South American Subbasins and surface water from the American and Sacramento Rivers. The City's *2020 Urban Water Management Plan* (UWMP) (City of Sacramento and West Yost Associates 2021) addresses water supply and demand issues, water supply reliability, water conservation, water shortage contingencies, and recycled-water usage for the areas within served by the City. The UWMP identifies surface water and groundwater supply and demand within the City's service area from 2025 to 2045 in normal, single dry,

and 5-year consecutive drought years. As discussed in the 2020 UWMP, the City would have water supplies that exceed demands in all water years.

Approximately 45 percent of the project site (i.e., 19,700 square feet) would be developed with new impervious surfaces consisting of buildings, sidewalks, parking areas, and drive isles. However, the remainder of the site (i.e., 0.55 acre) would be vegetated with drought-tolerant landscape plantings and shade trees. The EIR for the City's 2035 General Plan indicates (based on data provided by DWR) that substantial sources of groundwater recharge in the City consist of active river and stream channels, inflow of groundwater from outside the policy area, and deep percolation of applied surface water and precipitation (City of Sacramento 2014). A small amount of groundwater recharge is occurring at the approximately 1.05-acre project site from rainfall percolating through the exposed soil and from irrigation of the existing shade trees along Fong Ranch Road; most of these trees would be retained as part of the project and would continue to be irrigated.

As previously noted, a GSP for the North American Groundwater Subbasin is the process of being prepared, and completion is anticipated in 2021 (Sacramento Groundwater Authority GSA 2020). The GSP will take into account all of the development that is planned in the subbasin, including the proposed project.

Due to the small size of the project site and area where impervious surface is proposed, the proposed project would not substantially decrease groundwater supplies or interfere substantially would groundwater recharge, and this impact is considered less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

Less-than-Significant Impact. As discussed in a) above, construction of the proposed project would alter the existing drainage pattern of the site, which could result in erosion or siltation. However, the District would prepare a Sediment and Erosion Control Plan and implement BMPs to reduce construction-related erosion and stormwater runoff. Furthermore, project operation would include less than 20,000 square feet of new impervious surfaces, and would include appropriate on-site stormwater detention facilities. Therefore, this impact would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant with Mitigation Incorporated. Project implementation would involve development of new urban uses on a vacant parcel of land. The new clinic building would consist of approximately 9,756 square feet, with a similar square footage for the paved parking area, drive isles, and sidewalks, for a total of approximately 19,700 square feet (i.e., approximately 45 percent of the project site) of new impervious surfaces. The new impervious surfaces would alter the types, quantities, and timing of stormwater runoff, which could result in on-site or downstream flooding.

There is no existing on-site stormwater drainage infrastructure. The District would need to engineer a drainage system that would be designed to minimize runoff. The design criteria for storm drainage systems are contained in the *Sacramento City/County Drainage Manual Volume 2: Hydrology Standards* (Drainage Manual) (City and County of Sacramento 2006). The Drainage Manual presents the accepted methods for estimating surface water

runoff peak flows and volumes for the analysis and design of drainage facilities in the City and County of Sacramento to control hydromodification effects, including flooding. Preliminary calculations by Warren Consulting Engineers, Inc. (2020) indicate that the proposed project would need to include on-site detention for 5,000 cubic feet/acre of stormwater flow from the new impervious surfaces. A new storm drainage outlet would need to be installed that would provide connectivity to the existing City-owned 33-inch drainage line in Fong Ranch Road. Because the facilities associated with the proposed project would be less than 1 acre in size, operational water quality control measures are not required under the Sacramento Areawide NPDES MS4 Permit. However, the proposed on-site drainage and stormwater detention system has not yet been designed, and therefore could result in flooding from increased runoff generated by new impervious surfaces. Therefore, this impact is considered potentially significant.

Mitigation Measure 3.10-1: Prepare a Drainage Plan and Implement Requirements Contained in the Plan.

The District shall prepare a drainage plan that incorporates Central Valley RWQCB requirements to appropriately convey off-site upstream runoff through the project site, and demonstrate that project-related on-site runoff would be appropriately contained in detention basins and managed through other improvements (e.g., source controls) to reduce flooding. The drainage plan shall include, but is not limited to, the following items:

- an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods (which may consist of those contained in the *Sacramento City/County Drainage Manual Volume 2: Hydrology Standards*), that accurately evaluates potential changes to runoff, including increased surface runoff;
- runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;
- a description of the proposed maintenance program for the on-site drainage system;
- project-specific standards for installing drainage systems; and
- operational stormwater management BMPs.

Significance after Mitigation

Implementation of Mitigation Measure 3.10-1 would reduce the significant impact associated with increased risk of flooding from increased stormwater runoff to a less-than-significant level because the District would demonstrate that the proposed project would conform with applicable regulations regulating operational surface water runoff. Specific project design standards as required in this mitigation measure would, when implemented, safely convey on-site and off-site flows through the project site, and would prevent substantial increased flood hazard on downstream areas by limiting peak discharges of flood flows to levels that are at or below pre-project conditions.

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

Less than Significant with Mitigation Incorporated. For the same reasons described in c) ii) above, operation of the proposed project could contribute runoff water that would exceed the capacity of existing stormwater drainage systems and provide additional sources of polluted runoff. A drainage plan for the proposed project has not yet been prepared, and therefore the project could result in exceedance of the capacity of existing stormwater drainage systems. Therefore, this impact is considered potentially significant.

Mitigation Measure 3.10-2: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Significance after Mitigation

Implementation of Mitigation Measure 3.10-2 would reduce the significant impact associated with exceedance of stormwater drainage systems to a less-than-significant level because specific project design standards as required in this mitigation measure would, when implemented, prevent exceedance of the capacity of downstream drainage systems by limiting peak discharges of stormflows to levels that are at or below pre-project conditions. (As noted previously, due to the project's small size, it is not subject to the operational stormwater quality requirements contained in the MS4 permit.)

iv) Impede or redirect flood flows.

Less than Significant with Mitigation Incorporated. As discussed above in detail in the "Environmental Setting" subsection, the project site is located in the Natomas Basin, which is protected from flooding by a network of levees. From 2007–2015, SAFCA completed substantial levee improvements along the Sacramento River east levee and Natomas Cross Canal and in June 2015, USACE recertified the Natomas Basin levees, allowing FEMA to improve the area's flood zone designation to A99. An A99 designation refers to areas that are subject to inundation by a 100-year (0.01 AEP) flood event, but which will ultimately be protected upon completion of an under-construction federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes (Flood Insurance Rate Map [FIRM]). Zone A99 may only be used when the flood protection system has reached specified statutory progress toward completion. In an A99 zone, no Base Flood Elevations (BFEs) or depths are available for planning purposes. The A99 designation allows permitting and construction of new structures in advance of the completion of flood protection improvements. In addition, the project site and the surrounding area are also within the 200-year (0.005 AEP) floodplain. SAFCA is continuing to implement the NLIP, most of which has been completed; upon full completion, the project site and surrounding area will be protected from 100- and 200-year floods. At a minimum, the floodplain management and building requirements of Section 60.3 of the National Flood Improvement Program regulations—specifically, Subsections 60.3 (a)(1) through (a)(4)(i) and Subsections 60.3 (b)(5) through (b)(8)—apply in areas designated Zone A99 on an effective FIRM (FEMA 2014).

A community can choose to adopt and enforce higher regulatory standards, which are documented in a local floodplain management ordinance. Sacramento County has adopted a Floodplain Management Ordinance (Sacramento County Zoning Code, SZC-2014-0007), which describes the types of development activities that are allowed and how proposed development may be permitted in floodplains. All proposed development activity in

floodplains, defined as those areas designated by FEMA on the FIRMs for Sacramento County (Community Number 060262) and other areas subject to flooding, must be reviewed and permitted by the County's Floodplain Administrator before construction.

A site-specific drainage plan for the proposed project has not yet been prepared. Thus, a site-specific base flood elevation or depth for project design purposes has not been calculated. Furthermore, site-specific design calculations have not been prepared to demonstrate that the proposed project would be adequately protected from flooding and that the proposed project would not substantially impede flood flows such that downstream development would be subject to an increased chance of flooding. Therefore, the impact from placement of structures that could impede flood flow within a 100-year and 200-year floodplain is considered potentially significant.

Mitigation Measure 3.10-3a: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Mitigation Measure 3.10-3b: Obtain a CLOMR from FEMA and Implement Requirements of the City of Sacramento Floodplain Management Ordinance.

Before the approval of grading plans, site improvements, and/or building permits, the District shall obtain an approved Conditional Letter of Map Revision (CLOMR) from FEMA and submit final drainage plans demonstrating to the satisfaction of the City Floodplain Administrator that the proposed project would appropriately accommodate 10-year, 100-year (0.01 AEP), and 200-year (0.005 AEP) flood flows.

The District shall comply with the standards set forth in the City of Sacramento Floodplain Management Ordinance (City of Sacramento Code of Ordinances Chapter 15.104), which includes obtaining a Floodplain Management Permit (Section 15.104.045). In support of the permit application, the District shall comply with the new construction standards and provide the City with the detailed information required in Section 15.104.050, "Requirements for Flood Hazard Reduction" and demonstrate compliance with the City's Comprehensive Flood Management Plan as required in Section 15.104.070.

Significance after Mitigation

Implementation of Mitigation Measures 3.10-3a and 3.10-3b would reduce the significant impact from placement of structures that could impede or redirect flood flows to a less-than-significant level because project site facilities would be designed and constructed in accordance with flood protection requirements contained in the City of Sacramento Flood Control Ordinance; and, would result in design and operation of a drainage conveyance system capable of conveying and appropriately detaining prior to discharge, on-site flood protection during the 10-year, 100-year (0.01 AEP), and 200-year (0.005 AEP) storm events.

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

Less than Significant with Mitigation Incorporated. The project site is not located in a tsunami or seiche inundation zone. However, as described in detail in c) above, the FEMA classification for the project site is A99, which means the project site is currently designated as being within a 100-year flood zone, but it will ultimately be protected upon completion of an under-construction federal flood protection system. The A99 classification means that enough progress has been made on the construction of a protection system to consider it complete for

insurance rating purposes (FIRM). In addition, the project site and the surrounding area are also within a 200-year floodplain. All proposed development activity in 100-year floodplains, defined as those areas designated by FEMA on the FIRMs for Sacramento County (Community Number 060262) and other areas subject to flooding, must be reviewed and permitted by the County's Floodplain Administrator before construction. SAFCA is continuing to implement the NLIP (most of which has been completed); upon full completion, the project site and surrounding area will be protected from 100- and 200-year floods.

Storage of hazardous materials at the project site during both the construction and operational phases could result in a release of pollutants that could contaminate soil, groundwater, and surface water, because the project site is currently classified as a 100- and 200-year flood zone. This impact is considered potentially significant.

Mitigation Measure 3.10-4a: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Mitigation Measure 3.10-4b: Implement Mitigation Measure 3.10-3b (Obtain a CLOMR from FEMA and Implement Requirements of the City of Sacramento Floodplain Management Ordinance).

Significance after Mitigation

Implementation of Mitigation Measures 3.10-4a and 3.10-4b would reduce the significant impact from release of pollutants due to project inundation to a less-than-significant level because project site facilities would be designed and constructed in accordance with flood protection requirements contained in the City of Sacramento Flood Control Ordinance; and, would result in design and operation of a drainage conveyance system capable of conveying and appropriately detaining prior to discharge, on-site flood protection during the 10-year, 100-year (0.01 AEP), and 200-year (0.005 AEP) storm events.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. For the reasons described in a) and b) above, the proposed project would not conflict with or obstruct implementation of the *Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin River Basins* (Central Valley RWQCB 2018), and would not interfere with GSP planning efforts for the North American Groundwater Subbasin that are ongoing and expected to be completed in 2021. Therefore, this impact would be less than significant.

3.11 LAND USE AND PLANNING

3.1.2 ENVIRONMENTAL SETTING

The project site is located in an urbanized area of South Natomas in the city of Sacramento. The site is vacant, and is surrounded by residential uses to the north, east, south, and Natomas High School across Fong Ranch Road to the west.

The *Sacramento 2035 General Plan,* adopted in 2015, includes various community plans covering locations throughout the city. The project site is also located within the South Natomas Community Plan (City of Sacramento 2015a). These plans identify the need for public facilities and services in the city and provide the basis for county zoning and approvals, as well as other regulatory actions.

The project site is zoned A - Agricultural and is designated as a "Public/Quasi-Public" in the City of Sacramento General Plan (City of Sacramento 2015b). While health clinic related uses are not permitted within the A-Agricultural zoning designation, the proposed project would be developed and continue to operate as part of Natomas High School. Schools are allowed, with a conditional use permit, in areas that are zoned A - Agricultural under the City of Sacramento County Zoning Code, Title 17, Chapter 17.200. The Public/Quasi Public land use designation in the General Plan allows government buildings, public and private schools, schools/colleges, hospitals, cemeteries, airports, transportation and utility facilities, and other compatible public and quasi-public uses (City of Sacramento 2015b).

3.1.3 DISCUSSION

a) Physically divide an established community?

No Impact. The approximate 1.05-acre project site is currently vacant, and is adjacent to the existing Natomas High School campus. Access to the clinic would be provided from Fong Ranch Road to the west. The proposed project would not include any linear features such as new roadways or barriers that could divide the surrounding South Natomas community or impede interaction among residents, businesses, or educational uses in the community. Therefore, the proposed project would not physically divide an established community, and there would be no impact.

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 an environmental effect?

No Impact. Use of the project site as a health clinic facility with a classroom for students at Natomas High School would be consistent with existing land use designation for the project site (Public/Quasi-Public). Therefore, the proposed project would not conflict with policies or objectives adopted in the City General Plan or the South Natomas Community Plan. There would be no impact.

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3.12 MINERAL RESOURCES

3.12.1 ENVIRONMENTAL SETTING

Under the Surface Mining and Reclamation Act (SMARA), the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The board's decision to designate an area is based on a classification report prepared by the California Geological Survey (CGS) and on input from agencies and the public. The project site lies within the designated Sacramento-Fairfield Production-Consumption Region for Portland cement concrete aggregate. CGS has classified the entire project site as mineral resource zone (MRZ)-1: areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence (Dupras 1999).

The project site is not located in a designated regionally important area of known mineral resources (i.e., MRZ-2), and is not located within a designated locally important area of known mineral resources under the City of Sacramento 2035 General Plan (City of Sacramento 2015).

3.12.2 DISCUSSION

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?

No Impact. Active aggregate mineral resource production in Sacramento County is located along ancestral channels of the American River (south of U.S. 50) and the Cosumnes River (near Rancho Murieta). Kaolin clay deposits are present in the Sierra Nevada foothills. The project site is in the developed and urbanized South Natomas area, which is classified as MRZ-1: areas where no significant minerals are present (Dupras 1999). Thus, there would be no impact.

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?

No Impact. The City of Sacramento 2035 General Plan (2015) indicates that the only locally important mineral resource recovery sites in the county are those designated by CGS as MRZ-2. As described above, these MRZ-2 areas for aggregate minerals are located along the active and ancestral channels of the American and Cosumnes Rivers. Additional MRZ-2 areas for kaolin clay are located in the Sierra Nevada foothills. There are no mineral resources at the project site or in the immediate project vicinity, which consists of Natomas High School and residential development. Thus, there would be no impact.

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3.13 NOISE

3.13.1 ENVIRONMENTAL SETTING

This section evaluates the potential effects of noise and vibration associated with construction and operation of the proposed new health clinic and classroom. It summarizes the applicable noise regulations and describes ambient noise conditions near the project site. The environmental effects evaluation analyzes the noise impacts associated with the proposed project, including short-term impacts of construction and long-term impacts from operation.

SOUND, NOISE, AND ACOUSTICS

Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is defined as an unwanted sound (i.e., loud, unexpected, or annoying). Acoustics is the physics of sound.

The amplitude of pressure waves generated by a sound source determines the perceived loudness of that source. A logarithmic scale is used to describe sound pressure level in terms of decibels (dB). The threshold of human hearing (near-total silence) is approximately 0 dB. A doubling of sound energy corresponds to an increase of 3 dB. In other words, when two sources at a given location are each producing sound of the same loudness, the resulting sound level at a given distance from that location is approximately 3 dB higher than the sound level produced by only one of the sources. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously do not produce 140 dB; rather, they combine to produce 73 dB. In typical noisy environments, noise-level changes of 1 to 2 dB are generally not perceptible by the healthy human ear; however, people can begin to detect 3-dB increases in noise levels. An increase of 5 dB is generally perceived as distinctly noticeable and a 10-dB increase is generally perceived as a doubling of loudness.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ears decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). All noise levels reported in this section are in terms of A-weighting. There is a strong correlation between A-weighted sound levels and community response to noise.

The following are the sound level descriptors commonly used in environmental noise analysis:

- Equivalent sound level (L_{eq}): An average of the sound energy occurring over a specified time period. In effect, the L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour, A-weighted equivalent sound level ($L_{eq[h]}$) is the energy average of A-weighted sound levels occurring during a 1-hour period.
- Maximum sound level (L_{max}): The highest instantaneous sound level measured during a specified period.
- Day-Night Noise Level (L_{dn}): The 24-hour L_{eq} with a 10 dB "penalty" applied during nighttime noise-sensitive hours between 10:00 p.m. and 7:00 a.m. The L_{dn} attempts to account for the fact that noise during noise-sensitive hours is a potential source of disturbance with respect to normal sleeping hours.

- Statistical Descriptor (L_n): The noise level exceeded n percent of a specific period of time, generally accepted as an hourly statistic. An L_{10} would be the noise level exceeded 10% of the measurement period.

Sound from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, and the sound level attenuates (decreases) at a rate of 6 dB for each doubling of distance from a point/stationary source. Roadways and highways and, to some extent, moving trains consist of several localized noise sources on a defined path; these are treated as "line" sources, which approximate the effect of several point sources. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. Therefore, noise from a line source attenuates less with distance than noise from a point source.

GROUNDBORNE VIBRATION

Groundborne vibration is energy transmitted in waves through the ground. Vibration attenuates at a rate of approximately 50 percent for each doubling of distance from the source. This approach considers only the attenuation from geometric spreading and tends to provide for a conservative assessment of vibration level at the receiver.

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, or acceleration. Vibration typically is described by its peak and root-mean-square (RMS) amplitudes. The RMS value can be considered an average value over a given time interval. The peak vibration velocity is the same as the "peak particle velocity" (PPV), generally presented in units of inches per second. PPV is the maximum instantaneous positive or negative peak of the vibration signal and is generally used to assess the potential for damage to buildings and structures. The RMS amplitude typically is used to assess human annoyance to vibration, and the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

EXISTING NOISE ENVIRONMENT

The existing noise environment within the project area is primarily influenced by surface-transportation noise emanating from vehicular traffic on San Juan Road, Fong Ranch Road, and distant vehicular traffic on Truxel Road and I-80. Existing activities from Natomas High School, the school parking lot and school fields, and people walking and talking contribute to the noise environment in the area. Intermittent noise from outdoor activities (e.g., people talking, operation of landscaping equipment, car doors slamming, and dogs barking) also influence the existing noise environment.

The nearest noise-sensitive uses to the project site are the residential properties along the eastern boundary of the project site, Natomas High School to the west of Fong Ranch Road, and the residential properties along the southern boundary of the project site south of San Juan Road.

An ambient noise survey was conducted in the vicinity of the project site from July 6, 2021, through July 7, 2021. The purpose of the survey was to establish existing noise conditions. Ambient noise measurements were conducted near existing noise-sensitive uses at various locations within the project site. The results of the noise survey are shown in Table 3.13-1. Exhibit 3.13-1 shows the locations of the ambient noise measurement sites. Three short-term measurements (ST-1 through ST-3) of ambient noise levels were conducted during daytime hours. One long-term (24-hour) measurement was conducted within the project site. Long-term measurement site LT-1 measured ambient noise levels of 62 dBA, L_{eq} and 65 dBA, L_{dn}, respectively.

Exhibit 3.13-1. Ambient Noise Survey

Table 3.13-1. Summary of Ambient Noise Level Survey Results in the Vicinity of the Project Site

Site	Location	Date	Time	Duration	L_{eq}[1]	L_{max}[1]	L_{50}[1]	L_{90}[1]	L_{dn}[1]
LT-01	Within the Project Site, Middle Area, Western Project Boundary along Fong Chong Road	07-06/07-2021	14:00	24 Hour	61.9	81.5	57.7	81.5	65.0
ST-01	South of Project Site, along San Juan Road	07-06-2021	14:53	15 Minutes	64.4	76.6	NA	NA	NA
ST-02	Within and West of Project Site, By Single-Family Homes to the East	07-06-2021	15:10	15 Minutes	52.3	63.7	NA	NA	NA
ST-03	Within and North of Project Site, By Single-Family Homes to the East and along Fong Chong Road	07-06-2021	15:29	15 Minutes	58.5	80.8	NA	NA	NA

Notes:
dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous period of time); L_{max} = maximum instantaneous sound level; LT = long-term measurement; NA = not applicable; ST = short-term measurement.
[1] Measured Sound Level, dB Daytime (7 a.m.–7 p.m.)
Noise-level measurements were completed using a Larson Davis Laboratories (LDL) Model 820 and 831 precision integrating sound-level meter. The meter was calibrated before the measurements using an LDL Model CAL200 acoustical calibrator. The meter was programmed to recorded A-weighted sound levels using a "slow" response. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound-level meters (ANSI S1.4).
Source: Data compiled by AECOM in 2021

3.13.2 DISCUSSION

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?

Less than Significant with Mitigation Incorporated. The Sacramento City Code Noise Control Ordinance contains performance standards to prevent unnecessary, excessive and offensive noise levels within the City. Section 8.68.060 of the City of Sacramento's Noise Control Ordinance establishes that noise associated with erection (including excavation), demolition, alteration, or repair of any building or structure is exempt from the Noise Ordinance, provided said activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays and Saturday; and on each Sunday between the hours of 6:00 p.m. and 9:00 a.m.

The City's Noise Control Ordinance also establishes exterior noise level standards for noise-sensitive land uses. These are shown in Table 3.13-2. The ordinance states that noise shall not exceed 55 dB during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.), and 50 dBA during any cumulative 30-minute period in any hour during the night (10:00 p.m. to 7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall never exceed 75 dB in the day and 70 dB at night.

Table 3.13-2 City of Sacramento Exterior Noise Level Standards

Maximum Time of Exposure	Noise Metric	7 a.m. to 10 p.m. (Daytime)	10 p.m. to 7 a.m. (Nighttime)
30 Minutes/Hour	L_{50}	55 dBA	50 dBA
15 Minutes/Hour	L_{25}	60 dBA	55 dBA
5 Minutes/Hour	$L_{8.3}$	65 dBA	60 dBA
1 Minute/Hour	$L_{1.7}$	70 dBA	65 dBA
Any Period of Time	L_{max}	75 dBA	70 dBA

Notes: dBA = A-weighted decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous period of time); L_{max} = maximum instantaneous sound level.
Source: City of Sacramento Noise Ordinance.

If the ambient noise level exceeds that permitted by any of the first four noise-limit categories listed in [Table 3.13-2], the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the allowable L_{max}, the maximum ambient noise level shall be the noise level limit for that category.

The "Noise" section within the Environmental Constraints Element of the *Sacramento 2035 General Plan* (City General Plan) (City of Sacramento 2015) includes policies for evaluating land use/noise compatibility, including the following.

- **Policy EC 3.1.1: Exterior Noise Standards.** The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1 [Table 3.13-3 of this IS/MND], to the extent feasible.

Table 3.13-3 Exterior Noise Compatibility Standards for Various Land Uses

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

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels; L_{dn} = day-night average noise level.

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

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

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

[d] Applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

[e] dBA or A-weighted decibel scale is a measurement of noise levels.

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

[g] Applies to the primary open space areas of townhomes and multi-family apartments or condominiums (private year yards for townhomes; common courtyards, roof gardens, or gathering spaces for multi-family developments). These standards shall not apply to balconies or small attached patios in multistoried multi-family structures.

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

[i] All mixed-use projects located anywhere in the City of Sacramento

See notes d and g above for definition of primary open space areas for single-family and multi-family developments.

Source: OPR 2003, cited in City of Sacramento 2015: Table EC 1.

- **Policy EC 3.1.2: Exterior Incremental Noise Standards.** The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2 [Table 3.13-4a and b of this IS/MND], to the extent feasible.

Table 3.13-4a Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)–Residences and Buildings Where People Normally Sleep

Existing L_{dn}	Allowable Noise Increment
45	8
50	5
55	3
60	2
65	1
70	1
75	0
80	0

Table 3.13-4b Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)–Institutional Land Uses with Primarily Daytime and Evening Uses

Existing Peak-Hour L_{eq}	Allowable Noise Increment
45	12
50	9
55	6
60	5
65	3
70	3
75	1
80	0

Notes: dBA= A-weighted decibels; L_{dn} = day-night average noise level; L_{eq} = energy-equivalent noise level.

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

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

Source: City of Sacramento 2015: Table EC 2.

- **Policy EC 3.1.3: Interior Noise Standards.** The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} for residential, transient lodging, hospital, nursing homes, and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour) for office buildings and similar uses.

- **Policy EC 3.1.8: Operational Noise.** The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded.

- **Policy EC 3.1.10: Construction Noise.** The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

- **Policy EC 3.1.11: Alternatives to Sound Walls.** The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

SHORT-TERM PROJECT-GENERATED CONSTRUCTION SOURCE NOISE

As described in Section 2, "Project Description", project construction is anticipated to take approximately one year, beginning in the summer of 2022. All construction equipment and vehicles would be staged at the project site or at the Natomas High School parking lot. Construction would be accomplished with the use of assorted earthmoving and typical construction equipment. The construction contractor would be responsible for erecting a chain-link fence with fabric screening or webbing around the construction area to ensure that only authorized construction personnel and District representatives are allowed entry. In addition, warning signs indicating that the construction site poses a hazard to non-authorized personnel along with signs stating "No Admittance" would be posted on the fencing around the site.

Construction activities would be limited to the less-sensitive daytime hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. Occasional daytime construction work on Saturdays and Sundays may be necessary and if this occurs, construction would be limited to the hours between 7:00 a.m. and 6:00 p.m. on Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday.

Construction noise levels would fluctuate depending on the type, number, and duration of use for the various pieces of equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete stages, with each stage requiring different equipment that has varied noise characteristics. These stages alter the characteristics of the noise environment generated on the project site and in the surrounding community during the construction process.

Table 3.13-5 depicts the noise levels generated by phases and various types of construction equipment. Construction equipment can be either mobile or stationary. Mobile equipment (e.g., loaders, graders, dozers) moves around a construction site performing tasks in a recurring manner. Stationary equipment (e.g., air compressor, generator, concrete saw) operates in a given location for an extended period of time to perform continuous or periodic operations. Thus, determining the location of stationary sources during specific phases, or the effective acoustical center of operations for mobile equipment, during various phases of the construction process is necessary.

Table 3.13-5 Construction Phases, Equipment, and Calculated Noise Levels, dB

Construction Phase	Anticipated Type of Equipment that May Be Utilized by the Contractor*	Noise Level at 50 Feet from Equipment– L_{max}, dBA	Noise Level at 50 Feet from Equipment– L_{eq}, dBA	Noise Level at 500 Feet from Equipment– L_{max}, dBA	Noise Level at 500 Feet from Equipment– L_{eq}, dBA
(Site Preparation)	Backhoe	85	81	**85**	57
(Site Preparation)	Front End Loader	80	76	**85**	57
Max. and Combined Noise Level	**Site Preparation Total**	**85**	**82**	**85**	57
Grading	Excavator	85	81	85	61
Grading	Dozer	85	81	85	61
Grading	Grader	85	81	85	61
Grading	Front End Loader	80	76	85	61
Max. and Combined Noise Level	**Grading Total**	**85**	**84**	85	61
Building Structure	Crane	85	77	85	59
Building Structure	Man Lift	85	78	85	59
Building Structure	Generator	82	79	85	59
Building Structure	Backhoe	80	76	85	59
Building Structure	Front End Loader	73	60	85	59
Max. and Combined Noise Level	**Building Structure Total**	**85**	**84**	**85**	**59**
Combined Predicted Noise Level (L_{max} dBA at 50 feet)	**Total**	**85**	**--**	**85**	**--**
Maximum Predicted Noise Level (L_{eq} dBA at 50 feet)	**Total**	**--**	**84**	**--**	**61**

Notes: dB = decibel; dBA = A-weighted decibels; L_{eq} = energy-equivalent noise level; L_{max} = maximum instantaneous sound level.
Noise levels are for equipment fitted with properly maintained and operational noise control devices, per manufacturer specifications.
Source: FHWA 2006, data compiled by AECOM in 2021; See AECOM 2021

As indicated in Table 3.13-5, project-related construction activities would generate noise levels ranging from 60 to 81 dB L_{eq} at a distance of 50 feet from the equipment. Accounting for the use factor of individual pieces of equipment, continuous and combined noise levels generated by the simultaneous operation of the loudest pieces of equipment would result in noise levels of 84 dB L_{eq} at 50 feet. The nearest off-site noise-sensitive land uses in the vicinity of the project site are single-family residences located approximately 10 feet east of the project site boundary. Natomas High School is located across the street from the project site at approximately 100 feet and the exterior uses at the school site would be located at approximately 500 feet from the project site. The project-related construction noise level of 84 dB L_{eq} at 50 feet would result in 98 dB L_{eq} at the nearest off-site sensitive receptors located at 10 feet to the east, and 65 dB L_{eq} at the sports field within the Natomas High School located at 500 feet to northwest of the project site. These levels would exceed the thresholds established by the City (Tables 3.13-2 through 3.13-4). The Noise Ordinances of the City exempt daytime construction noise from applicable standards, as described above, but this does not alleviate the potential for construction-related noise impacts. Table 3.13-6 summarizes modeled construction noise levels compared to existing noise levels at noise-sensitive locations measured during the ambient noise survey. Noise Monitoring locations are shown in Exhibit 3.13-1.

With respect to the increase above ambient noise condition 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, the project

would have a significant impact if construction noise level would exceed the ambient noise levels above the established threshold in the City. Construction of the proposed project would occur during the daytime only. The thresholds established by the City as shown in Table 3.13-2, above, is that noise shall not exceed 55 dB during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.). If the ambient noise level exceeds that permitted by any of the first four noise-limit categories listed in [Table 3.13-2], the allowable noise limit shall be increased in 5 dBA increments in each category to encompass the ambient noise level. As a result, by increasing the threshold by 5 dB, the criteria would be 60 dB. The excess of construction noise above ambient daytime noise levels in the project area would be compared with the established noise standard in the City thresholds. Existing daytime noise levels in the project area range from 52 dBA L_{eq} to 64 dBA L_{eq} (see Table 3.13-1 for a summary of ambient noise levels in the project area). Table 3.13-6 summarizes modeled construction noise levels compared to existing noise levels at noise-sensitive locations measured during the ambient noise survey. As shown, construction noise level of up to 98 dB at 10 feet would exceed the ambient noise levels of 52 to 64 dB above the established threshold of 60 dB at the nearest off-site sensitive receptors would exceed the thresholds established by the City (Tables 3.13-2 through 3.13-4) by about 34 to 46 dB. In general, a 1-dB increase in noise level is imperceptible, a 3-dB increase is barely perceptible, and a change of 5 dB generally fosters a noticeable change in human response. As a result, the construction-generated noise would be considered a potentially significant, short-term impact.

Table 3.13-6 Ambient and Project Construction Noise Levels at Closest Sensitive Receptors

Receiver	Distance from Acoustical Center Between Noise-Sensitive Receiver locations and Proposed Construction Areas	Exterior Noise Level–Ambient Noise	Exterior Noise Level–Project Noise Plus Ambient Level	Interior Noise Level–Project Noise, Doors/ Windows Open (EPA)	Interior Noise Level–Project Noise, Doors/ Windows Closed (EPA)
Single-family residences east of the project site boundary	10 ft	52 to 64 dBA L_{eq}	98 dBA L_{eq}	83 dBA L_{eq}	78 dBA L_{eq}
Natomas High School	500 ft	52 to 64 dBA L_{eq}	64 dBA L_{eq}	49 dBA L_{eq}	39 dBA L_{eq}

Notes:
dBA = A-weighted decibels
EPA = U.S. Environmental Protection Agency, Standard construction practices would produce a 15-dBA exterior-to-interior reduction with doors/windows open, and a 25-dBA exterior-to-interior reduction with doors/windows closed (U.S. EPA 1974).
ft = foot/feet
L_{eq} = Equivalent Noise Level
Sources: Modeled by AECOM 2021; See AECOM 2021

Project-related construction would involve approximately 10 daily worker trips and 4 delivery trips over the peak construction period, which would occur over approximately 251 working days. The construction truck delivery trips would be spread over the construction period and the resulting daily trips would be less than one truck trip per day, assuming one truck trip per day, and 10 worker trips per hour (10 trip to the site in the mornings and 10 trips from the site at the end of the work day, a total of 11 trips per hour). Therefore, construction-related traffic would not increase noise at other roadways compared to existing traffic noise levels along adjacent roadways and would not exceed the exterior noise standards established in the City's General Plan.

With respect to the increase above ambient noise condition, in general, a 1-dB increase in noise level is imperceptible, a 3-dB increase is barely perceptible, and a change of 5 dB generally fosters a noticeable change in human response. Typically, traffic volumes would need to double before the associated increase in noise levels is noticeable (3 dBA) along roadways (Caltrans 2013). The construction traffic noise levels in the project vicinity

would not cause a substantial increase above the existing traffic noise. As a result, this impact would be less than significant.

Nevertheless, if construction activities were to occur during the more noise-sensitive hours (e.g., evening, nighttime, and early morning) or construction equipment was not properly equipped with noise control devices, construction-generated source noise could result in annoyance and/or sleep disruption of occupants of the nearby existing noise-sensitive land uses (e.g., single-family) and create a substantial temporary increase in ambient noise levels in the direct vicinity of the project site. Potential construction-related project impacts on existing noise-sensitive land uses are therefore considered potentially significant.

Mitigation Measure 3.13-1: Use Noise-Suppression Devices on Construction Equipment, Limit Construction to Daytime Hours, and Locate Stationary Equipment Away from Sensitive Noise Receptors to Reduce Noise Levels During Construction.

The District will implement the following noise-reduction and noise-control measures during construction activities:

- Construction equipment will be properly maintained per manufacturers' specifications and fitted with feasible noise suppression devices (e.g., mufflers, silencers, wraps).
- Construction contractors shall use the quietest available noise equipment.
- All impact tools will be shrouded or shielded, and all intake and exhaust ports on power equipment will be muffled or shielded.
- Construction will be limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday, and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday.
- Construction equipment will be shut down when not in use and will not idle for extended periods of time near noise-sensitive receptors.
- Fixed/stationary equipment (e.g., generators, compressors, cement mixers) will be located as far as practicable from noise-sensitive receptors.
- Noise control blanket barriers will be used during construction to reduce noise experienced by noise-sensitive uses.
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site.
- Residences within 500 feet of construction sites shall be notified of the construction schedule prior to the beginning of construction. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. If conflicts occurred which were irresolvable by the above mitigation measures, erect temporary noise control blanket barriers on the all sides of the project site.

- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-1 would reduce the potentially significant impact resulting from construction activities because it would ensure that construction activities would avoid noise-sensitive hours and would include noise-reducing measures, limits idling, and designates a construction liaison. Also, the City Noise Ordinances provide an exemption for construction noise occurring during daytime hours. With respect to increase above ambient noise levels, as discussed above, the average daytime hourly noise levels at the project site and in the vicinity ranged from 42 to 62 dBA, L_{eq}. The project-related construction noise level of 64 to 98 dB L_{eq} (Table 3.13-6) would result in a substantial temporary increase above the measured ambient noise levels by 2 to 56 dB above ambient noise levels at nearby noise-sensitive land uses. Construction noise conservatively assumed multiple construction equipment operation at 50 feet, which would only occur in rare cases, and most of the time only one piece of equipment could be operating as closes as 50 feet to the adjacent noise-sensitive uses. The measures would include the use of noise-suppression devices that would provide at least a 5 dB reduction in noise. Physically attached shields are excellent for reducing noise on stationary equipment. Sound aprons are typically designed from absorptive mats that are draped on the frames attached to the equipment. The material can be constructed from polyvinyl chloride (PVC) layers, lead-filled fabric, or rubber. Sound aprons are most useful when the equipment only needs partial shielding or has to be regularly moved. Enclosures can be used for stationary work. The walls could be lined up with sound absorptive material to further dampen the sound. The level of noise reduction from shielding the impact tools and all intake and exhaust ports on power equipment will depend on the distance between the equipment and the noise receiver, but a 5 dB reduction would be a reasonable minimum reduction in noise to assume. Using less noisy equipment is one of the most effective ways to reduce the noise caused by individual equipment and can provide a minimum 5 dB reduction in noise. Electric compressors are much quieter than gasoline and diesel engine powered compressors. Constructing temporary sound barriers using plywood or similar material bearing the same sound-attenuating effectiveness as plywood between portions of the construction sites and sensitive receptors will be very effective in reducing construction site noise. These temporary sound barriers, which could also consist of construction grade sound blankets/curtains, should be at least 12 feet in height. Noise control blanket barriers can provide a minimum 10 to 15 dB reduction in noise.

Considering the temporary nature of construction noise, the noise attenuation provided through mitigation, and compliance with time limits included in the City's Noise Ordinance, this impact would be less than significant with mitigation.

LONG-TERM PROJECT-GENERATED STATIONARY SOURCE NOISE

The proposed project would introduce a new source of noise to the site associated with the clinic and classroom activities such as heating and ventilation systems of the building and parking lot noise.

Mechanical HVAC Equipment

HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical equipment rooms. The noise sources could take the form of fans, pumps, air compressors, and chillers. Packaged rooftop units contain all necessary mechanical equipment, such as fans, pumps, condensers, and compressors, within a single enclosure. Noise levels from commercial HVAC equipment can reach 100 dBA at a distance of three feet

(EPA 1971). However, as described in "Project Description", HVAC systems would be enclosed and/or shielded to reduce exterior noise levels. Noise from mechanical equipment associated with the operation of the proposed project is required to comply with the California Building Standards Code requirements pertaining to noise attenuation.

AECOM has measured noise levels from schools' HVAC systems. HVAC equipment noise at high schools would be approximately 70 dBA L_{eq} at a distance of 6 feet[1]. This would result in a noise level of 52 dBA at a distance of 50 feet.

The closest off-site noise-sensitive land uses in the vicinity of the project site are single-family residences located approximately 50 feet east of the project site from the center of the project site assuming the HVAC would be located in the center of a rooftop within the project site. Furthermore, the HVAC systems would be enclosed and/or shielded to reduce exterior noise. Based on the cooling capacity of the packaged systems and their locations with respect to sensitive uses, noise levels for mechanical HVAC systems would be less than 52 dBA L_{eq} at the nearest noise-sensitive receptor east of the project site. Therefore, HVAC equipment would not exceed the City's performance standard of 55 dB L_{eq} for noise-sensitive land uses affected by non-transportation noise during the daytime period, and would not result in a substantial permanent increase (more than 3–5 dB) in ambient noise levels in the project vicinity above levels existing without the project. This impact would be less than significant.

Parking Lot Activities

The proposed project would introduce approximately 24 new parking stalls on the north side of the project site along Fong Ranch Road and approximately 25 feet from adjacent noise-sensitive residential uses to the east. The District would provide overflow parking at the existing Natomas High School parking lot. Based upon previous noise measurements, the sound exposure level (SEL) associated with a parking event is approximately 71 dB SEL at 50 feet. Assuming that each parking stall adjacent to residential uses were to fill and empty (24 parking events total) during the peak hour, the noise level is predicted to be 55 dBA L_{eq} at 24 feet from the center of the parking stalls. Existing ambient noise levels at the residential uses to the north of the project site were measured at 59 dBA L_{eq}, represented by ST-3. Therefore, noise levels associated with parking would not be distinguishable from the existing ambient noise levels. As a result, this impact would be less than significant.

Traffic Noise

As described in Section 2, "Project Description", the proposed project would include the construction of an approximate 10,000-sf facility and would include examination rooms, a medical lab, and a classroom, along with parking spaces and a drop-off area. The clinic is expected to serve approximately 36,000 patients annually, with up to 20 patients visiting at any given time during the hours of operation. The clinic would also be designed to accommodate approximately 30 high school students plus 10 additional staff. Natomas High School students would access the new school classroom by using the existing crosswalk at Fong Ranch Road with staff supervision.

Using the 2010 ITE Trip Generation Rate of 3.28 for PM Peak Hour for a Clinic, the resulting new volume due to the proposed project would be 33 vehicle trips during the PM peak hour. Typically, traffic volumes would

[1] Long Beach Unified School District. Jordan High School Major Renovation Project Draft EIR. September 2013: http://lbschoolbonds.net/jordanhs.cfm.

need to double before the associated increase in noise levels is noticeable (3 dBA) along roadways (Caltrans 2013). The new traffic volume of 33 vehicle trips[2] during PM peak hour (330 daily trips) would not double existing peak hour or daily traffic noise along any of the exiting roadways in the project area, The existing traffic volumes along San Juan Road east and west of Pony Express Drive are 8,783 and 8,930 daily trips[3], respectively. San Juan Road would be the dominant traffic noise source in the project area. Therefore, the proposed project would not result in long-term off-site operational traffic source noise in the project vicinity. As a result, this impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant with Mitigation Incorporated. Construction activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and operations involved. The movement and operation of the project's construction equipment may generate temporary ground-borne vibration. Caltrans has developed criteria that are commonly applied as an industry standard to determine the impacts of project vibration relative to human annoyance and structural damage. Caltrans determines that the vibration level of 80 VdB (0.04 in/sec PPV) would be distinctly perceptible. Therefore, remaining less than 80 VdB at residential uses would avoid human annoyance. Also, Caltrans recommends staying below 0.25 (in/sec PPV at historic buildings, 0.3 (in/sec PPV at older residential structures and below 0.5 for new residential structures, to avoid structural damage (Caltrans 2020). Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Table 3.13 provides vibration levels for typical construction equipment.

Table 3.13-7 Typical Construction Equipment Vibration Levels

Equipment	PPV at 25 Feet (in/sec)	Approximate Lv (VdB) at 25 Feet
Pile Driver (Impact) – Upper Range	1.518	112
Pile Driver (Impact) – Typical	0.644	104
Pile Driver (Sonic) – Upper Range	0.734	105
Pile Driver (Sonic) – Typical	0.170	93
Vibratory Roller	0.21	94
Large Bulldozer/Hoe Ram	0.089	87
Drill	0.089	87
Truck	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
Significance Threshold	0.2/0.08 [1]	80

Notes: in/sec = inches per second; Lv = velocity level in decibels, based on the root mean square velocity amplitude; PPV = peak particle velocity
Source: FTA 2018

2 Institute of Transportation Engineers (ITE), 10th Edition, Common Trip Generation Rates (PM Peak Hour): https://www.troutdaleoregon.gov/sites/default/files/fileattachments/public_works/page/966/ite_land_use_list_10th_edition.pdf
3 City of Sacramento. Traffic Counts: https://www.cityofsacramento.org/Public-Works/Transportation/Traffic-Data-Maps/Traffic-Counts

The construction equipment for the proposed project mostly would include maximum generation of vibration from trucks and bulldozers. The vibration level associated with the use of a large bulldozer is 0.089 inches per seconds (in/sec) PPV (87 VdB) at 25 feet (FTA 2018). Vibratory rollers are frequently used for backfilling and paving work. As shown in Table 3.12-7, vibratory rollers have a higher reference value of 0.21 in/sec PPV at 25 feet (Caltrans 2020). The vibration-sensitive uses (buildings) nearest to the construction sites are the residential uses as close as approximately 10 to 50 feet away (the nearest structures of the houses to the east). The majority of the construction activities would take place farther from the nearest noise-sensitive uses; most would occur in the central portion of the site where the buildings would be constructed. At distances of 10 to 50 feet, the most substantial vibration generated by project construction equipment would result to 78 to 106 VdB and 0.031 to 0.830 in/sec PPV, which would be above the criteria of 80 VdB, and above 0.3 in/sec PPV recommended for older building structures by Caltrans. Therefore, short-term construction of the project would exceed the threshold for structural damage and would expose persons to or generate excessive ground-borne noise or vibration. For these reasons, this impact would be potentially significant.

Long-term project operation would not include any major new sources of groundborne noise or vibration. Maintenance vehicles and delivery trucks would be restricted to existing public roadways, and the limited number of trips generated would not have the potential to substantially increase vibration levels at adjacent land uses.

Mitigation Measure 3.13-2: Implement Vibration Control Measures

The District and the general construction contractor would implement the following measures to reduce construction-generated noise.

- Place stationary construction equipment as far as possible from developed areas.
- Use smaller construction equipment when practical, particularly smaller vibratory rollers that are as small as practicable, or that have an adjustable vibratory force feature.
- Locate loading areas, staging areas, stationary noise, vibration-generating equipment, etc., as far as feasible from sensitive receptors.
- Prohibit the use of vibratory rollers near the existing, occupied residential structures.
- If vibratory rollers are required to be used and need to be used within 110 feet of residential structures, the contractor must use a vibratory roller whose vibratory force can be turned down or turned off.
- Designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction vibration. The disturbance coordinator will determine the cause of any vibration complaint (e.g., human annoyance and structural damage) and require that reasonable measures be implemented to correct the problem. Post the disturbance coordinator's telephone number at the construction site.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-2 would minimize vibration levels on adjacent land uses by ensuring that the associated equipment is operated properly, only when necessary, and as far as possible from the

structures; by maximizing the distance between construction equipment and nearby uses; by using smaller construction equipment; and by designating a vibration disturbance coordinator who will be responsible for responding to any local complaints. Also, if a vibratory roller is required to be used and needs to be used within 110 feet of residential structures, the contractor would use a vibratory roller whose vibratory force can be turned down or turned off. Use of vibratory rollers will be avoided at night times, when vibration annoyance is likely to disturb residents who are sleeping.[4] These mitigation measures would reduce project-related construction vibration levels to below the applicable thresholds. Therefore, the impact of temporary construction vibration would be less than significant.

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?

Less-than-Significant Impact. The project site is not located within 2 miles of a public airport. The Natomas Field, a private airstrip, is located at approximately 1.4 miles to the northwest. However, this airfield is permanently closed.[5] The nearest airport, Sacramento International Airport is located approximately 6.0 miles northwest of the project site. Because all project activities would be located outside of the Airport Comprehensive Land Use Plan area and the proposed project would not involve any aircraft uses for construction or operation, the proposed project would not affect any airport operations; and would not expose people on- or off-site to excessive aircraft noise levels There would be no impact.

[4] Vibration impacts are normally only assessed within the structure (and especially residential structure where people sleep), not at outdoor areas or the property line. Therefore, human annoyance from vibration would be assessed at the structure and interior uses.

[5] Natomas Field, Closed Out: https://www.newhomesource.com/community/ca/sacramento/natomas-field-by-beazer-homes/92804

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3.14 POPULATION AND HOUSING

3.14.1 ENVIRONMENTAL SETTING

The project site is located in an urbanized area of South Natomas, in the City of Sacramento. In 2016, based on the American Community Survey Data from the U.S. Census Bureau, the population in the South Natomas Community Plan area was approximately 25,540 (Cedar Lake Ventures 2018). The District serves North and South Natomas; as well as unincorporated Sacramento County between the Sacramento River and the City of Sacramento, from I-80 north to the County line. In 2016, the total population served by the District was 76,045. Approximately 24.2 percent of the District population was White, 39.6 percent was Hispanic, 18.0 was Black, and 9.9 percent was Asian. The median household income in the District was approximately $55,500. Unemployment in South Natomas (as reported in 2016) was approximately 8.5 percent (Cedar Lake Ventures 2018).

3.14.2 DISCUSSION

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project would involve relocating the existing clinic facility at Natomas High School campus and developing a new community health clinic and school classroom for joint occupancy with the District. The proposed project would not involve constructing new homes or businesses that would generate new population growth. In addition, the siting of the project is intended to serve the adjacent school and continue to serve the surrounding neighborhoods. The source of the construction labor force is unknown at this time, but workers would come from the local labor pool, as the District has a local hiring policy.

The proposed project would be accessed from existing developed roadways including Fong Ranch Road and San Juan Road. No new roads are proposed. However, since the proposed project would be developed on an undeveloped site, it would require connection to electrical services, water, and sewer to serve the new clinic and classroom. The water needed for the clinic and for landscape irrigation would be supplied by tie-ins to existing water lines that are already present in Fong Ranch Road. The extension of infrastructure would be sized and designed to meet the needs of the proposed clinic only and would not induce population growth. Therefore, there would be no impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There are no existing residences at the project site. Therefore, the proposed project would not result in the displacement or relocation of any residents that would necessitate the construction of replacement housing elsewhere. There would be no impact.

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3.15 PUBLIC SERVICES

3.15.1 ENVIRONMENTAL SETTING

Fire services to the project site would be provided by the City of Sacramento Fire Department. The nearest fire station, No. 15, is approximately 1.7 miles south of the project site, at 1640 West El Camino Avenue (City of Sacramento Fire Department 2021).

Police protection services at the project site would be provided by the City of Sacramento Police Department. The project site is within police District 1, Beat 1B, which is served by the William J. Kinney Policy Facility (North Command), located at 3550 Marysville Boulevard, approximately 3.8 miles to the east (City of Sacramento Police Department 2019).

The proposed project consists of relocating the existing health clinic at Natomas High School to District-owned property across Fong Ranch Road, in addition to including a classroom that would serve Natomas High School students.

The approximately 5.3-acre Chuckwagon Park, 0.5 miles east of the project site, includes trees, grass areas, a jogging trail, informal soccer play field, picnic areas, fitness course station, and adventure area (City of Sacramento 2021).

3.15.2 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-Significant Impact. The City of Sacramento Fire Department serves the project area and would continue to serve the project site. The District would be required to comply with California Fire Code and California Education Code requirements, which identify minimum requirements for providing a reasonable level of life safety and property protection from fire hazards. These requirements address fire hydrant locations, street width, circulation, and project access for fire and emergency response. Incorporation of all applicable California Fire Code and California Education Code requirements into project designs would reduce the dependence on fire department equipment and personnel by reducing fire hazards. Because the proposed project would incorporate design measures to minimize the risk of fire at the project site, the proposed project is not anticipated to affect City of Sacramento Fire Department's response times or other performance objectives. Therefore, the proposed project would not result in the construction of new or expansion of existing fire protection facilities. This impact would be less than significant.

Police protection?

Less-than-Significant Impact. The proposed project would not increase the surrounding population as a result of new housing; therefore, the project would not require additional City of Sacramento Police Department staffing.

The District routinely contracts with the City of Sacramento Police Department for school resource officers and a supervisor; these officers monitor and respond to campus concerns.

Given the proposed project involves relocation of the existing clinic facility at Natomas High School, the proposed project would not substantially increase the Police Department calls for service. The site would be lit at night for security purposes to help discourage crime. Operation of the proposed project would not affect the City of Sacramento Police Department performance objectives and would not result in the construction of new or expansion of existing police protection facilities that result in environmental effects. Therefore, this impact would be less than significant.

Schools?

No Impact. The proposed project would involve relocating the existing clinic facility at Natomas High School campus and developing a new community health clinic and school classroom for joint occupancy with the District. The new classroom would be able to serve approximately 30 high school students from Natomas High School. The proposed project would not provide any new housing that would generate students in the District's service area or increase the demand for school services or facilities. There would be no impact.

Parks? Other Public Facilities?

No Impact. The proposed project would not involve the construction of new housing or other land uses that would permanently increase demand for parks, recreation facilities, or other public facilities in the project area. There would be no impact.

3.16 RECREATION

3.16.1 ENVIRONMENTAL SETTING

The project site is located in an urbanized area of South Natomas, in the City of Sacramento. There are 233 parks and parkways totaling approximately 4,255 acres in the City of Sacramento; 24 of these parks are located in South Natomas (City of Sacramento 2020). There are no parks adjacent to the project site. The nearest park, Chuckwagon Park, is approximately 0.5 miles west of the project site on Bridgeford Drive (City of Sacramento 2020).

3.16.2 DISCUSSION

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?

No Impact. The proposed project would not involve the construction of any new housing that would generate new residents who would increase the use of existing recreational facilities. The proposed project includes relocation of the existing health clinic at Natomas High School to a vacant site across Fong Ranch Road. The new clinic would continue to provide health care services to the public and educational opportunities for Natomas High School students. Therefore, the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities, and no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed project includes relocation of the existing health clinic at Natomas High School to a vacant site across Fong Ranch Road. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

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3.17 TRANSPORTATION

3.17.1 ENVIRONMENTAL SETTING

CIRCULATION SYSTEM

The project site is in the community of South Natomas in the northwestern portion of Sacramento. Site access is currently provided by Fong Ranch Road on the west side of the site and San Juan Road on the south side of the site. The site is in a residential area, characterized by residential development to the north, east, and south, and Natomas High School to the west.

Primary local roadway access for the site is provided by Truxel Road and Northgate Boulevard via San Juan Road. San Juan Road is an east-west roadway that extends for 4.5 miles across Natomas. San Juan Road is a two-lane roadway, with one lane in each direction and a center lane, and transitions into a four-lane roadway, with two lanes in each direction and a center turn lane, from just west of the Northgate Boulevard intersection to just east of the Truxel Road intersection. Fong Ranch Road is a small local roadway extending for just over 0.5 miles to provide access to Natomas High School and the project site. Regional access to the project site is provided by and I-80 to the north and I-5 to the west.

PUBLIC TRANSPORTATION

The project area is served by routes operated by the Sacramento Regional Transit District (SacRT). The nearest bus stops to the project site are San Juan Road & Pony Express Drive via Route 13, adjacent to the project site to the southeast, and San Juan Road & Truxel Road via Route 13 and Route 11, approximately 0.25 miles to the west.

PEDESTRIAN AND BICYCLE FACILITIES

Existing pedestrian facilities in the area are composed of sidewalks and are available on all streets in the project area, except on the western project site frontage with Fong Ranch Road. The project site can be accessed by sidewalks from San Juan Road and other adjacent roadways. There are several existing bikeways in the project area. San Juan Road and Fong Ranch Road adjacent to the project site are identified bike lanes, with a striped lane for one-way bike travel on both sides of the road (City of Sacramento 2020).

3.17.2 DISCUSSION

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

Less-than-Significant Impact. The proposed project would develop a new healthcare clinic and classroom at a vacant site to replace the existing health clinic at Natomas High School. While the new health clinic would result in a minor increase capacity, the new clinic would continue to serve the patients and students utilizing the existing temporary health clinic. As such, the proposed project is expected to result in similar trip rates and lengths as the existing temporary facility located at the Natomas High School. The proposed project is located and designed to serve both the existing patients and students, while providing a slight increase in capacity to effectively support patients from the surrounding community, and therefore would reduce potential travel demand associated with

seeking healthcare services at a greater distance. Additionally, the proposed project is an infill development on a site designed Public/Quasi-Public.

The proposed project would not affect existing transportation facilities for pedestrians, or bicyclists, nor would it propose development that would change the availability of the transit system. Staff would supervise students when utilizing the existing crosswalk at Fong Ranch Road to enhance student safety. The District also includes Board Policies and Administrative Regulations that includes design of transportation routes and stops that promote student safety and decreased traffic in and around the schools (District 2018). Therefore, construction and operation of the proposed project would not conflict with adopted program plans, ordinances, or policies addressing the circulation system. This impact would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less-than-Significant Impact. Section 15064.3 (b)(3) of the CEQA Guidelines allows a qualitative analysis of potential impacts related to VMT. The proposed project would result in temporary, short-term increases in commute trips during construction. However, temporary construction worker commute trips and truck trips associated with materials and equipment deliveries are anticipated to originate from the greater Sacramento region.

The clinic is expected to serve approximately 36,000 patients annually, with up to 20 patients visiting at any given time during the hours of operation. While the proposed project would replace the existing health clinic and classroom at the existing Natomas High School Campus and continue to serve the existing patients and students, there would be a minor increase in capacity at the new clinic compared to the existing clinic. However, the project is located and designed specifically to serve the existing community directly surrounding the project site. The objective of the proposed project is to relocate the clinic facility in order to continue to provide valuable services to the surrounding community and provide qualified District students with safe and appropriate educational opportunities in the health and medical field. This would allow for opportunity to reduce potential travel demand associated with seeking healthcare services at a greater distance. Additionally, the project site is located in a High Frequency Transit Area, which are areas within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the SACOG 2020 MTP/SCS for the Sacramento region (SACOG 2019). As such, there would be opportunities to reduce VMT from patients visiting the health clinic via nearby existing and proposed transit stops.

Any adverse physical environmental impacts associated with the minor increases in VMT, such as greenhouse gas emissions and transportation-related noise, are identified in relevant sections throughout this document, in connection with discussions of the impacts of overall school development and operation. Mitigation measures are identified for potentially significant operation-related impacts to ensure that those impacts would be reduced to a less-than-significant level. There are no additional significant impacts beyond those comprehensively considered throughout the other sections of this document. This impact would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. The proposed project would not change the existing street network in the project vicinity. Vehicle access to the clinic would be provided from Fong Ranch Road. Students would utilize the

existing crosswalk at Fong Ranch Road with staff supervision to allow for safe student travel between the main Natomas High School campus and new clinic.

During construction activities, heavy truck vehicles, such as haul trucks or flatbed trailers, would access the project site via Fong Ranch Road. Slow-moving trucks entering and exiting at this location could pose a hazard to other vehicles traveling on the area roadways. However, construction activities would be temporary, and a clear line of sight is available in both directions. The proposed project would be required to comply with applicable access and circulation requirements of the City's Street Design Standards (2009), which are designed to avoid hazardous design features. In addition, no unusual angles or other hazardous design elements would exist in the proposed circulation and access. Therefore, proposed project construction and operation would not substantially increase hazards due to a design feature or incompatible use. This impact would be less than significant.

d) Result in inadequate emergency access?

Less-than-Significant Impact. Adequate emergency access would be provided with multiple access points to the project site. Site access would be available from Fong Ranch Road. Slow- moving trucks entering and exiting the project site or Natomas High School could slightly delay the movement of emergency vehicles. However, the trucks would typically pull to the side of the road when emergency vehicles use their sirens. Additionally, truck traffic would be temporary and intermittent during construction. Construction staging would occur on-site or at Natomas High School, and no public roads would require closure during project construction. Proposed project construction and operation would not pose a significant obstacle to emergency response vehicles. This impact would be less than significant.

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3.18 TRIBAL CULTURAL RESOURCES

3.18.1 ENVIRONMENTAL SETTING

Tribal cultural resources are defined in CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archaeological resources previously subject to limited review under CEQA. Tribal Cultural Resources provide the backdrop to:

- religious understanding;
- traditional stories;
- knowledge of resources, such as varying landscapes, bodies of water, animals and plants; and,
- self-identity.

Knowledge of place is central to the continuation and persistence of culture. Consulting tribes view these interconnected sites and places as living entities; their associations and feeling persist and connect with descendant communities.

AECOM contacted the NAHC and requested a Sacred Land File (SLF) search and a contact list of individuals or groups who may have interest in the project or information regarding cultural sites in or near the project site. In their response dated July 22, 2021, the NAHC stated that a search of the SLF database of the project area did not identify any Tribal Cultural Resources/Traditional Cultural Properties at or near the project site.

As discussed in Section 3.5, "Cultural Resources", an AECOM archaeologist conducted a pedestrian survey of the project area on July 1, 2021. The pedestrian survey consisted of utilizing approximately 12-meter to 15-meter parallel transects across the project area. At the time of the survey, the lot had been mowed and due to dry conditions topsoil was visible through the dead grasses and weeds (see Exhibit 3.1-1 and Exhibit 3.1-2 in Section 3.1, "Aesthetics"). No cultural material or artifacts were observed.

SUMMARY OF CONSULTATION

The District is the CEQA Lead Agency for Native American consultation. A list of 11 Native American organizations and individuals who may have knowledge of any Tribal Cultural Resources (TCR) within or adjacent to the project site was provided by the NAHC. Pursuant to Assembly Bill (AB) 52, the District notified the Buena Vista Rancheria of Me-Wuk Indians, Colfax-Todds Valley Consolidated Tribe, Ione Band of Miwok Indians, Shingle Springs Band of Miwok Indians, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, and Wilton Rancheria from the NAHC list of the project and provided project information during the CEQA process. The District received a response from Wilton Rancheria on September 2, 2021 and United Auburn Indian Community (UAIC) on September 6, 2021.

Wilton Rancheria requested consultation with the District to discuss several topics including significant effects of the project and appropriate measures to mitigate adverse effects to Tribal Cultural Resources. Wilton Rancheria also requested cultural resources assessments or other assessments that have been completed within or near project's area of potential effect (APE) and noted preservation in place is the preferred method of treatment for Tribal Cultural Resources. The District responded to Wilton Rancheria on September 3, 2021 and consultation is ongoing. The District also developed and incorporated mitigation measures into the IS/MND based on the input received from Wilton Rancheria.

UAIC noted that their databases do not show any tribal cultural resources, areas of oral history, or sacred lands in or adjacent to the project area. UAIC did not request consultation to discuss the project, however UAIC provided an unanticipated discoveries measure.

3.18.2 DISCUSSION

a) 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 geologically 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 listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k).

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. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated. No Cultural Resources were identified in the project site at the time of this report preparation based on the pedestrian survey. However, the potential exists for unknown buried resources to be encountered during ground-disturbing work. Therefore, this impact is considered potentially significant, and Mitigation Measures 3.18-1, 3.18-2, and 3.18-3 would be required.

Mitigation Measure 3.18-1: Implement Mitigation Measure 3.5-1 (Worker Training).

Mitigation Measure 3.18-2: Implement Mitigation Measure 3.5-2 (Procedures for Inadvertent Discovery of Cultural Resources).

Mitigation Measure 3.18-3: Construction Monitoring

The District will provide Native American Tribes that are traditionally and culturally affiliated with resources in the project area a schedule for the ground disturbance, and will extend an invitation for tribal monitors to observe on-site, ground disturbance work contingent on compliance with construction safety measures. The District will identify the schedule for the deepest on-site excavation, which is associated with installation of utilities, and the District will compensate tribal monitors for up to 8 hours using the established hourly rate. The Native American Monitor shall have the authority to halt work and/or divert ground disturbing activities in the event of an unanticipated cultural resource discovery. The Native American Monitor shall also be able to observe on-site during additional ground disturbing activities, without compensation from the District.

Significance after Mitigation

Implementation of Mitigation Measures 3.18-1, 3.18-2, and 3.18-3 would reduce potentially significant impacts to Tribal Cultural Resources to a less-than-significant level by requiring worker training prior to ground disturbing

activities and implementing appropriate measures in the unlikely event that a Tribal Cultural Resource is discovered to minimize potential impacts.

3.19 UTILITIES AND SERVICE SYSTEMS

3.19.1 ENVIRONMENTAL SETTING

WATER SUPPLY

Water supply would be provided by the City of Sacramento from an existing underground line in Fong Ranch Road. The City's water supply is obtained from groundwater from the North American and South American Subbasins and surface water from the American and Sacramento Rivers. The City's UWMP (City of Sacramento and West Yost 2021) addresses water supply and demand issues, water supply reliability, water conservation, water shortage contingencies, and recycled-water usage for the areas within served by the City. The UWMP identifies surface water and groundwater supply and demand within the City's service area from 2025 to 2045 in normal, single dry, and multiple dry years. As discussed in the UWMP, the City would have water supplies that exceed demands in all water years.

WASTEWATER

The Sacramento Area Sewer District (SASD) provides local wastewater collection and conveyance services and infrastructure throughout the Sacramento region, including the project site and vicinity. The Sacramento Regional County Sanitation District (Regional San) conveys wastewater southward for treatment at the Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove.

The SRWTP is permitted for treatment and discharge of up to 181 million gallons per day (mgd) average dry-weather flow of treated effluent into the Sacramento River. Despite substantial growth in its service area, Regional San determined that water conservation measures and a reduction in water-using industries reversed the previous growth in wastewater capacity use. Regional San expects per-capita consumption to fall 25 percent over the next 20 or more years through the ongoing installation and use of water meters, as well as compliance with conservation mandates such as the state Water Conservation Act of 2009 (Senate Bill [SB] x7- 7). Because substantial additional conservation is expected throughout its service area, Regional San anticipates that the existing 181 mgd average dry-weather flow capacity will be adequate for at least 20 years (Regional San 2014:6-2).

ELECTRICITY AND NATURAL GAS

Electrical service to the project site would be provided by SMUD. SMUD is a community-owned, not-for-profit electrical service. SMUD employs a variety of energy efficiency programs and renewable power technologies; as a result, approximately 50 percent of SMUD's power comes from non-carbon-emitting resources (SMUD 2019). SMUD's service area includes 900 square miles and nearly 11,000 miles of electrical power lines. In 2019, SMUD provided approximately 10,214 GWh of electricity to its customers (CEC 2020).

PG&E is responsible for provision of electricity and natural gas to the City and the project site, through portions of its approximately 42,800 miles of natural gas distribution pipelines.

SOLID WASTE

For garbage, recycling, and landscaping waste services, the District would contract with one of the franchised haulers authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled

recycling within the City. Depending on the selected hauler, solid waste would be transported either to the North Area Recovery Station approximately 7.5 miles east of the project site, or directly to the Kiefer Landfill east of Rancho Cordova. All wastes from the North Area Recovery Station are transported to the Kiefer Landfill.

Kiefer Landfill has a maximum permitted throughput of 10,815 tons per day (tpd), a total maximum permitted capacity of 117.4 million cubic yards, a remaining capacity of approximately 112.9 million cubic yards, and an anticipated closure date of January 1, 2064 (CalRecycle 2021).

3.19.2 DISCUSSION

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?

Less-than-Significant Impact. The proposed project would require construction of on-site water supply conveyance facilities. Potable and fire protection water supply are available to the clinic by connecting to existing infrastructure in either San Juan Road or Fong Ranch Road. Off-site water conveyance facilities have the capacity to provide water supplies to the project site, and no new off-site water conveyance infrastructure would be required. The District would be required to submit a water conveyance infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure, in conjunction with other site-specific improvement plans. Proposed on-site water facilities would be designed and sized to provide adequate service to the project site for the amount and type of proposed development, based on the City's Standards and Specifications for Public Construction (City of Sacramento Procurement Services 2020), or the most current versions of this plan. A final water conveyance infrastructure improvement plan must be approved by the City Department of Utilities. In addition, the project is required to pay applicable water connection fees as determined by the City Department of Utilities.

The proposed project would also require construction of on-site wastewater collection and conveyance facilities. SASD's off-site sewer line in either San Juan Road or Fong Ranch Road. The District would prepare and submit a detailed wastewater infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure. Proposed on-site wastewater facilities must be designed and sized to provide adequate service to the project site for the amount of wastewater generated by the clinic based on SASD's Standards and Specifications.

The proposed project would require installation of on-site underground electrical lines that would connect with existing underground lines in either San Juan Road or Fong Ranch Road. The District would consult with SMUD and would prepare and submit electrical plans that depict the locations and appropriate sizes of all required electrical infrastructure. Proposed on-site electrical lines would be designed and sized to provide adequate service to the project site for the amount of electricity that would be needed by the clinic based on SMUD standards.

Potential environmental impacts associated with construction of stormwater drainage facilities are evaluated in Section 3.10, "Hydrology and Water Quality."

Adverse physical environmental effects associated with construction of utilities to serve the proposed project are evaluated throughout this IS/MND. There are no additional significant impacts beyond those comprehensively considered throughout the other sections of this IS/MND. The impact would be less than significant

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. Development of the proposed project would result in an increase in the demand for municipal water supplies. Based on the City's Water Supply Assessment worksheet, the City's water demand estimate for public uses (including medical and school uses) is 0.17 acre feet per year (afy) per employee (City of Sacramento 2013). The proposed clinic would accommodate up to approximately 20 patients at any given time, 30 high school students, and approximately 10 staff members; therefore, water demand for the proposed clinic would be approximately 10.2 afy (60 patients/students/staff x 0.17 afy). The proposed landscape design on the project site would be developed as part of final project design, however the increase in water consumption from irrigation is anticipated to be minor. The City would provide water for the clinic through an agreement with the District.

The proposed project would be required to implement measures described in the CALGreen Code (Title 24, Part 11 of the California Code of Regulations) to reduce indoor demand for potable water by 20 percent and to reduce landscape water usage by 50 percent.

The project site is within the City of Sacramento's service area, and water supply demands for the proposed project were accounted for in water demand projections contained in the City's UWMP. Additionally, since the proposed project would serve the patients and students utilizing the existing clinic, there would be a minimal net increase in demand for water within a given service area as a result of the anticipated increase in patients at the new facility. Furthermore, as discussed in the UWMP (City of Sacramento and West Yost 2021), the City would have water supplies that exceed the demands of existing and future development in all water years through 2040. Therefore, the City's water supply would be sufficient to meet the water demands of the proposed project in all water years. This impact would be less than significant.

c) Result in a determination by the wastewater treatment provider that 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?

Less-than-Significant Impact. SASD (2019:48) assumes that one acre of a school site or commercial development generates 1,900 gallons per day (or 0.002 mgd) of average dry-weather flow that would be conveyed to the SRWTP. The SRWTP has a design capacity of 181 mgd. Regional San expects that substantial water conservation measures throughout the service area would allow the existing 181 mgd average dry-weather flow capacity to be adequate for at least 20 years (Regional San 2014:6-2). Additionally, since the proposed project would serve the patients and students utilizing the existing temporary health clinic, there would be a minimal net increase in demand for wastewater treatment within a given service area as a result of the anticipated increase in patients at the new facility. The SRWTP would have adequate capacity to treat wastewater flows generated by the proposed project as well as future development within the SASD service area. This impact would be less than significant.

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?

Less-than-Significant Impact. The project site consists of vacant land, and therefore demolition activities that could generate solid waste are not required. The construction process would generate minor amounts of solid wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-

recyclable construction-related wastes. The CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent.

Operation of the proposed project would result in a slight increase in long-term generation of solid waste. Since the proposed project would serve the patients and students utilizing the existing temporary health clinic, there would be a minimal net increase in generation of operational waste within a given service area as a result of the anticipated increase in patients at the new facility. The District would continue to participate in City recycling programs, such as recycling of paper, plastics, and bottles, to reduce the volume of solid waste transported to landfills. In addition, the proposed project would comply with AB 1826, which requires recycling of organic waste.

The new clinic would accommodate up to approximately 20 patients at any given time and 30 high school students. Based on CalRecycle's estimated solid waste generation rates, public/institutional or school uses generate 0.007 pounds per square foot per day (Cal Recycle 2021). Therefore, the proposed project would generate approximately 11.6 tons per year (0.007 lbs/sf/day x 365 days), 0.03 tons per day, of solid waste. These totals do not account for recycling programs required by AB 1826 or other County recycling programs. Furthermore, since the proposed project would serve the patients and students utilizing the existing temporary health clinic, there would be a minimal net increase in demand for wastewater treatment within a given service area as a result of the anticipated increase in patients at the new facility. Therefore, the actual amount of solid waste generated by the proposed project would be less than this estimate.

The estimated 0.03 tpd of solid waste generated by the proposed project would be less than one percent of the maximum tpd that could be received at Kiefer Landfill. Therefore, sufficient landfill capacity would be available to accommodate solid-waste disposal needs for the proposed project. Therefore, this impact is considered less than significant.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. During the construction phase, construction debris would be recycled at local facilities. The District would implement recycling programs during the project's operational phase. The proposed project would comply with AB 1826, which requires recycling of organic waste, during construction and operation. The CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires that at least 65 percent of construction and demolition waste be diverted from landfills. A Waste Management Plan would also be approved that identifies a waste hauler and a construction and demolition sorting facility and waste log must document the 65 percent diversion requirement. The proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, including the CalGreen Code, AB 1826, and other applicable requirements. Therefore, this impact is considered less than significant.

3.20 WILDFIRE

3.20.1 ENVIRONMENTAL SETTING

The project site is located in an urbanized area. The project site and surrounding area have been designated by the CALFIRE as a Local Responsibility Area, and there are no moderate, high, or very high fire hazard severity zones at the project site or in the project area (CALFIRE 2021). Fire services to the project site would be provided by the City of Sacramento Fire Department. The nearest fire station, No. 15, is approximately 1.4 miles south of the project site, at 1640 West El Camino Avenue.

3.20.2 DISCUSSION

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not be located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and therefore would have no effect on an emergency response plan or emergency evacuation plan. Compliance with CDE and City of Sacramento Fire Department requirements would ensure that appropriate emergency access is provided. Thus, there would be no impact.

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 a wildfire?

No Impact. The proposed project would not be located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is flat and is surrounded by residential development. The proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and there would be no impact.

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?

No Impact. The proposed project would not be located in or near state responsibility areas or on lands classified as very high fire hazard severity zones. The proposed project would involve development of a new health clinic, which would consist of a building, parking lot, and landscaping. Project-related infrastructure would have no effect on fire risk. Fire services to the project site would be provided by the City of Sacramento Fire Department. The nearest fire station, No. 15, is approximately 1.4 miles south of the project site, at 1640 West El Camino Avenue. Thus, there would be no impact.

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?

No Impact. The project site currently consists of a vacant, flat, 1.05-acre parcel surrounded by residential development. The proposed project would not be located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and would not expose people or structures to significant risks from wildfires. Thus, there would be no impact.

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3.21 MANDATORY FINDINGS OF SIGNIFICANCE

3.21.1 DISCUSSION

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?

Less than Significant with Mitigation Incorporated. Based on background research, site visits, and the analysis presented herein, the project would not have the potential to 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; or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 3.4, Biological Resources, with implementation of Mitigation Measures 3.4-1 and 3.4-2, impacts to protected wildlife species and trees would be less than significant. As concluded in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources, the project would implement Mitigation Measure 3.5-1, requiring worker training prior to ground disturbing activities, and Mitigation Measure 3.5-2, requiring procedures in the event of unanticipated discovery of cultural resources to lessen any potential impacts. In addition, the project would also implement Mitigation Measure 3.18-3, inviting tribal monitors to observe on-site ground disturbance work, to lessen potential impacts to Tribal Cultural Resources. With implementation of these mitigation measures, impacts would be less than significant.

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.)

Less-than-Significant Impact. The proposed project would comply with all applicable regulations, as outlined in this document. The proposed project would not result in any significant impacts; therefore, the potential for project cumulative effects in combination with other planned or anticipated improvements is low. In general, individual GHG emissions do not have a large impact on climate change. However, once added with all other GHG emissions in the past and present, they combine to create a perceptible change to climate. Because of the extended length of time that GHGs remain in the atmosphere, any amount of GHG emissions can be reasonably expected to contribute to future climate change impacts. The amount of project CO_2e emissions, although measurable, would be minor. On a global scale, the project would contribute a negligible amount to global cumulative effects to climate change. Additionally, there are no other planned school developments or expansions in the project area that, when taken together with the proposed project, would result in significantly cumulative impacts.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation Incorporated. Based on background research, site visits, and the analysis presented herein, project implementation potentially could cause substantial adverse effects on human beings in relation to hazardous materials and noise. Specifically, the proposed project could impact human beings through the accidental release of agricultural chemicals remaining in the shallow on-site soils. In addition, the proposed

project could impact human beings through the through a substantial temporary increase in ambient noise levels in the direct vicinity of the project site, near existing noise-sensitive land uses. Thus, Mitigation Measure 3.9-1 would be required to report soil sampling findings and document recommendations for further actions to ensure impacts to human beings are minimized. In addition, Mitigation Measure 3.13-1 would be required to ensure that construction activities would avoid noise-sensitive hours and would include noise-reducing measures.

With compliance with applicable regulations and implementation of the recommended mitigation measures, the project's impact would be less than significant, or no impact would occur on all resource areas, as outlined in this document. Therefore, the overall impact would be less than significant with mitigation incorporated

4 SUMMARY OF MITIGATION MEASURES

The following is a summary of the proposed mitigation measures for both the construction and operational phases of the proposed development of the HALO Sacramento Community Clinic–B. Teri Burns Health Clinic. All impacts of the proposed project will be reduced to a less-than-significant level by mitigation measures identified in this section.

4.1 AESTHETICS

Mitigation Measure 3.1-1: Prepare and Implement a Lighting Plan.

To reduce impacts associated with light and glare, the District shall prepare and implement a lighting plan for the proposed project that includes the following elements:

- Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
- Place and shield or screen flood and area lighting needed for security so as not to disturb adjacent residential areas and passing motorists.
- Light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash, shall not be used. Light-emitting diode (LED) lighting shall be used where feasible.
- Motion-controlled exterior nighttime lighting, rather than lighting that is always on, shall be used where feasible.
- Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriately shielded lighting for signage, to prevent light and glare from adversely affecting adjacent housing and motorists on nearby roadways.

4.2 AIR QUALITY

Mitigation Measure 3.3-1: Implement the SMAQMD Basic Construction Emission Control Practices.

Comply with Basic Construction Emission Control Practices identified by the SMAQMD and listed below or as they may be updated in the future:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered 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) 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 before it is operated.

4.3 BIOLOGICAL RESOURCES

Mitigation Measure 3.4-1: Conduct Preconstruction Surveys for Migratory Birds and Raptors

Vegetation must be removed, and trees trimmed only outside the nesting season, September 1 through January 31. If construction occurs between February 1 and September 15, the District must conduct preconstruction surveys for active nests of migratory nesting birds and raptors within 14 days before the start of any construction-related activities.

If active nests are found, the District must consult with a qualified biologist to establish avoidance buffers around nests that will be sufficient so that breeding will not be likely to be disrupted or adversely affected by project activities. An avoidance buffer will consist of an area where project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur. Typical avoidance buffers during the nesting season will be a radius of 100 feet for nesting passerine birds and 500 feet for nesting raptors, unless a qualified biologist determines that smaller buffers will be enough to avoid impacts on nesting raptors and/or other birds. Factors to be considered for determining buffer size will include the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone must be delineated by highly visible temporary construction fencing. A qualified biologist must monitor active nests during construction, so that the species is not harmed or harassed by the noise or activity resulting from project-related activities. The buffers must be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.

Mitigation Measure 3.4-2: Submit a Tree Permit Application with the City of Sacramento

Before construction, submit a Tree Permit Application to Director of the Department of Public Works and accompanied by the application fee established by the City Council, in accordance with Section 12.56 of City Code. A copy of the project's arborist report and the final project site plan should accompany the application. Once reviewed by the City, final determination of tree replacement requirements will be provided.

4.4 CULTURAL RESOURCES

Mitigation Measure 3.5-1: Worker Training

Before the start of ground disturbing activities, the District will retain a qualified archaeologist to provide training to all construction crew members for the identification of federal- or State-eligible cultural resources, including sensitive Tribal Cultural Resources, and that the construction crews are aware of the potential for previously undiscovered archaeological resources on-site; of the laws protecting these resources, and associated penalties; and of the procedures to follow in the case that resources are discovered during project-related work.

The District will extend an invitation to Native American Tribes that are traditionally and culturally affiliated with resources in the project area to identify a tribal monitor or a representative that would provide the construction worker awareness training during a scheduled window of up to four hours prior to ground disturbance with compensation by the District according to the established hourly rate.

Mitigation Measure 3.5-2: Procedures for Inadvertent Discovery of Cultural Resources

If unanticipated cultural resources, archaeological resources, or Tribal Cultural Resources are encountered during ground-disturbing activities:

- Work shall be halted temporarily in the vicinity of the discovered materials and the District shall be notified.
- A qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to assess the nature, extent, and potential significance of any cultural remains. The archaeologist would also determine their potential to meet the definition of a significant cultural resource in Section 15064.5 or a Tribal Cultural Resource,
- If the resources are determined to be Native American in origin, the archaeologist shall consult with the District to begin Native American consultation procedures, as appropriate.
- If the discovery is determined to be not significant, work would be permitted to continue in the area. Potentially significant resources may require subsurface testing program to determine the resource boundaries within the project site, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts.
- If, in consultation with the District, the proposed development is determined to possibly damage a unique cultural resource, mitigation will be implemented in accordance with Section 21083.2 of the California Public Resources Code and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.
- If the resource cannot be avoided, a data recovery plan would be developed to ensure collection of sufficient information to address archaeological and historical research questions, with results presented in a technical report describing field methods, materials collected, and conclusions.

- Unless otherwise agreed upon with consulting Native American representatives, any cultural material collected as part of an assessment or data recovery effort would be property of the District and curated at a qualified facility as directed by District.

4.5 GREENHOUSE GAS EMISSIONS

Mitigation Measure 3.8-1: Design for Net-Zero Ready Electric Capability.

The District, as part of final project design, shall ensure that the proposed project has the capacity to be all-electric in the future, including any pre-wiring necessary so that the building is ready for future retrofit to all-electric.

Mitigation Measure 3.8-2: EV Charging Facilities.

The District, as part of final project design, shall be deigned to meet the current CalGreen Tier 2 standards for electric vehicle capable spaces, except that electric vehicle spaces shall instead be electric vehicle ready, not just electric vehicle capable.

4.6 HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure 3.9-1: Soil Sampling and Analysis

Prior to commencement of ground-disturbing activities, a soil investigation shall be performed by a licensed professional to identify possible risks posed to construction workers or the final users of the project site by the former agricultural land use.

Chemical analyses for soils shall be performed by a State-certified laboratory. A licensed professional shall review the results of the soil investigation and report recommendations regarding whether further action appears warranted to ensure safety for construction works and final uses of the project site.

4.7 HYDROLOGY AND WATER QUALITY

Mitigation Measure 3.10-1: Prepare a Drainage Plan and Implement Requirements Contained in the Plan.

The District shall prepare a drainage plan that incorporates Central Valley RWQCB requirements to appropriately convey off-site upstream runoff through the project site, and demonstrate that project-related on-site runoff would be appropriately contained in detention basins and managed through other improvements (e.g., source controls) to reduce flooding. The drainage plan shall include, but is not limited to, the following items:

- an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods (which may consist of those contained in the *Sacramento City/County Drainage Manual Volume 2: Hydrology Standards*), that accurately evaluates potential changes to runoff, including increased surface runoff;

- runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;
- a description of the proposed maintenance program for the on-site drainage system;
- project-specific standards for installing drainage systems; and
- operational stormwater management BMPs.

Mitigation Measure 3.10-2: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Mitigation Measure 3.10-3a: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Mitigation Measure 3.10-3b: Obtain a CLOMR from FEMA and Implement Requirements of the City of Sacramento Floodplain Management Ordinance.

Before the approval of grading plans, site improvements, and/or building permits, the District shall obtain an approved CLOMR from FEMA and submit final drainage plans demonstrating to the satisfaction of the City Floodplain Administrator that the proposed project would appropriately accommodate 10-year, 100-year (0.01 AEP), and 200-year (0.005 AEP) flood flows.

The District shall comply with the standards set forth in the City of Sacramento Floodplain Management Ordinance (City of Sacramento Code of Ordinances Chapter 15.104), which includes obtaining a Floodplain Management Permit (Section 15.104.045). In support of the permit application, the District shall comply with the new construction standards and provide the City with the detailed information required in Section 15.104.050, "Requirements for Flood Hazard Reduction" and demonstrate compliance with the City's Comprehensive Flood Management Plan as required in Section 15.104.070.

Mitigation Measure 3.10-4a: Implement Mitigation Measure 3.10-1 (Prepare a Drainage Plan and Implement Requirements Contained in the Plan).

Mitigation Measure 3.10-4b: Implement Mitigation Measure 3.10-3b (Obtain a CLOMR from FEMA and Implement Requirements of the City of Sacramento Floodplain Management Ordinance).

4.8 NOISE

Mitigation Measure 3.13-1: Use Noise-Suppression Devices on Construction Equipment, Limit Construction to Daytime Hours, and Locate Stationary Equipment Away from Sensitive Noise Receptors to Reduce Noise Levels During Construction.

The District will implement the following noise-reduction and noise-control measures during construction activities:

- Construction equipment will be properly maintained per manufacturers' specifications and fitted with feasible noise suppression devices (e.g., mufflers, silencers, wraps).

- Construction contractors shall use the quietest available noise equipment.
- All impact tools will be shrouded or shielded, and all intake and exhaust ports on power equipment will be muffled or shielded.
- Construction will be limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday, and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday.
- Construction equipment will be shut down when not in use and will not idle for extended periods of time near noise-sensitive receptors.
- Fixed/stationary equipment (e.g., generators, compressors, cement mixers) will be located as far as practicable from noise-sensitive receptors.
- Noise control blanket barriers will be used during construction to reduce noise experienced by noise-sensitive uses.
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site.
- Residences within 500 feet of construction sites shall be notified of the construction schedule prior to the beginning of construction. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. If conflicts occurred which were irresolvable by the above mitigation measures, erect temporary noise control blanket barriers on the all sides of the project site.
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses.

Mitigation Measure 3.13-2: Implement Vibration Control Measures

The District and the general construction contractor would implement the following measures to reduce construction-generated noise.

- Place stationary construction equipment as far as possible from developed areas.
- Use smaller construction equipment when practical, particularly smaller vibratory rollers that are as small as practicable, or that have an adjustable vibratory force feature.
- Locate loading areas, staging areas, stationary noise, vibration-generating equipment, etc., as far as feasible from sensitive receptors.
- Prohibit the use of vibratory rollers close near the existing, occupied residential structures.

- If vibratory rollers are required to be used and need to be used within 110 feet of residential structures, the contractor must use a vibratory roller whose vibratory force can be turned down or turned off.

- Designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction vibration. The disturbance coordinator will determine the cause of any vibration complaint (e.g., human annoyance and structural damage) and require that reasonable measures be implemented to correct the problem. Post the disturbance coordinator's telephone number at the construction site.

4.9 TRIBAL CULTURAL RESOURCES

Mitigation Measure 3.18-1: Implement Mitigation Measure 3.5-1 (Worker Training).

Mitigation Measure 3.18-2: Implement Mitigation Measure 3.5-2 (Procedures for Inadvertent Discovery of Cultural Resources).

Mitigation Measure 3.18-3: Construction Monitoring

The District will provide Native American Tribes that are traditionally and culturally affiliated with resources in the project area a schedule for the ground disturbance, and will extend an invitation for tribal monitors to observe on-site, ground disturbance work contingent on compliance with construction safety measures. The District will identify the schedule for the deepest on-site excavation, which is associated with installation of utilities, and the District will compensate tribal monitors for up to 8 hours using the established hourly rate. The Native American Monitor shall have the authority to halt work and/or divert ground disturbing activities in the event of an unanticipated cultural resource discovery. The Native American Monitor shall also be able to observe on-site during additional ground disturbing activities, without compensation from the District.

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