Initial Study/Mitigated Negative Declaration

University Housing Project

Prepared for

SACRAMENTO STATE

California State University Sacramento
Planning, Design, & Construction

May 2, 2022

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Prepared for:

SACRAMENTO STATE

California State University, Sacramento,
Planning, Design, & Construction
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19010021.04

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LIST OF ABBREVIATIONS

AB	Assembly Bill
ADT	average daily traffic
afy	acre-feet per year
AQAP	air quality attainment plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Sacramento State Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CSU	California State University
dB	decibels
dBA	A-weighted decibels
diesel PM	diesel particulate matter
DSH	diameter standard height
DTSC	California Department of Toxic Substances Control
EOP	City of Sacramento 2018 Emergency Operations Plan
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FTA	Federal Transit Administration
GHG	greenhouse gas
IS/Proposed MND	Initial Study/Proposed Mitigated Negative Declaration
lb/day	pounds per day
L_{eq}	Equivalent Continuous Sound Level
LRT	light rail transit
mgd	million gallons per day
mph	miles per hour
$MTCO_2e$	metric tons per year of CO_2 equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NO_2	nitrogen dioxide

NPDES	National Pollutant Discharge Elimination System
OPR	California Governor's Office of Planning and Research
	oxides of nitrogen [NO_X
PM	particulate matter
PM_{10}	particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$	particulate matter less than or equal to 2.5 microns in diameter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
project	University Avenue Housing Project
	reactive organic gases [ROG
Regional San	Sacramento Regional Wastewater Treatment Plant
RMS	root-mean-square
RPS	renewables portfolio standard
Sacramento State	California State University, Sacramento
SacRT	Sacramento Regional Transit District
SB	Senate Bill
sf	square feet
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPL	sound pressure level
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	transportation demand management
TISM	California State University *Transportation Impact Study Manual*
tpy	tons per year
UAIC	United Auburn Indian Community
UCMP	University of California Museum of Paleontology
University	California State University, Sacramento
US 50	U.S. Highway
VdB	vibration decibels
VMT	vehicle miles traveled

1 INTRODUCTION

This Initial Study/Proposed Mitigated Negative Declaration (IS/MND) evaluates potential environmental effects resulting from the University Avenue Housing Project (project). Section 2, "Project Description" presents the detailed project information.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

As described in the environmental checklist (Chapter 3), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

1.2 LEAD AGENCY

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The California State University (CSU) Board of Trustees is the CEQA lead agency because it is responsible for discretionary approval of the University Avenue Housing Project.

1.3 WHY THIS DOCUMENT?

The purpose of this document is to present to decision-makers and the public information about the environmental consequences of implementing the project. This disclosure document is being made available to the public for review and comment. This IS/MND will be available for a 30-day public review period from May 2, 2022 to June 1, 2022.

Hard-copy review of the IS/MND will not be provided. However, the IS/MND is available for download and review at: https://www.csus.edu/administration-business-affairs/facilities-management/news-archive.html.

Supporting documentation referenced in this document is available upon request from Sacramento State.

Comments should be addressed to:

California State University, Sacramento
Planning, Design, & Construction 6000 J Street
Sacramento, CA 95819

E-mail comments may be addressed to: tania.nunez@csus.edu

If you have questions regarding the IS/MND, please call Brigett Reilly at: (916) 278-6313. If you wish to send written comments (including via e-mail), they must be postmarked by June 1, 2022.

After comments are received from the public and reviewing agencies, Sacramento State may (1) adopt the MND and approve the project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, the project proponent may proceed with the project.

1.4 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the project.

Based on the issues evaluated in that chapter, it was determined that the project would have either no impact or a less-than-significant impact related to most of the issue areas identified in the Environmental Checklist, included as Appendix G of the State CEQA Guidelines. These include the following issue areas:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Energy
- Geology/Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use/Planning
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems; and
- Wildfire Hazard.

Potentially significant impacts were identified for air quality, biological resources, cultural resources, noise, and tribal cultural resources; however, mitigation measures included in this IS/MND would reduce all impacts to a less-than-significant level.

1.5 ENVIRONMENTAL PERMITS

The CSU Board of Trustees is the CEQA lead agency for the University Avenue Housing Project. The CSU Board of Trustees will be responsible for adopting the Mitigated Negative Declaration and approving the project.

Additionally, the following responsible agencies may have jurisdiction over elements of the proposed project.

- City of Sacramento: sidewalk and roadway encroachment permits, utility connection permits and easements
- State Fire Marshall: future facility fire safety review and approval
- Central Valley Regional Water Quality Control Board: National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to proceed under General Construction Permit), stormwater discharge permit, General Order for dewatering, recycled water permit
- Sacramento Metropolitan Air Quality Management District: authority to construct, permit to operate

1.6 DOCUMENT ORGANIZATION

This IS/MND is organized as follows:

Chapter 1: Introduction. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document as well as presents a summary of findings.

Chapter 2: Project Description and Background. This chapter describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if project actions would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, none of the impacts were determined to be significant after implementation of mitigation measures.

Chapter 4: References. This chapter lists the references used in preparation of this IS/MND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The California State University, Sacramento (University or Sacramento State) is proposing to construct a 30-unit apartment building at 910 University Avenue. The new building, which would be located east of the Sacramento State main campus, across the American River near the Guy West Bridge, would support living space for University faculty and staff.

2.2 PROJECT LOCATION AND SETTING

The project site consists of a vacant property located at 910 University Avenue in Sacramento, California (Assessor's Parcel Number 295-0040-047-0000) (Figure 2-1). The 1.06-acre site is approximately 0.25 mile east of the Sacramento State main campus and accessible to/from the campus via the Guy West Bridge. The project site is zoned Limited Commercial/ Review/ Planned Unit Development (C-1-R-PUD) and is located in an area characterized by commercial and residential development. Surrounding uses include the Campus Commons neighborhood residential homes and a community tennis court south and east of the site, as well as commercial and office uses north and west of the site. The Jedediah Smith Memorial Trail and American River are located west and south of the site.

2.3 PROJECT ELEMENTS

The project would include construction and operation of a residential apartment building for Sacramento State faculty and staff, onsite parking and landscaping, as well as connections to existing utility infrastructure in the project area.

2.3.1 Building and Site Design

Sacramento State proposes to construct a 30-unit apartment building of approximately 30,000 gross square feet using Type 5 construction per the International Building Code, which includes development using a variety of materials (e.g., wood, concrete, steel). The building would be a maximum of three-stories tall. The building would include 16 one-bedroom/one-bathroom units of approximately 650 square feet and 14 two-bedroom/two-bathroom units of approximately 850 square feet with in-unit amenities including central air conditioning, washers and dryers, and dishwashers. Other spaces in the apartment building would be designated for a manager office, storage space, mail/package delivery room, trash/recycling enclosures, main distribution frame/telecom room, and other miscellaneous support spaces.

Access would be provided via University Avenue, along the western border of the project site. Approximately 45 parking spaces would be provided in onsite surface lots located north and east of the apartment building. A trash collection area for waste services and fire lanes for emergency vehicle access would be established within the parking area. Additional site features would include exterior lighting around the building exterior and parking area, landscaping, and exterior building signage. The two trees located on the project site, one near University Avenue on the western side of the site and one in the northeastern corner of the site, would be preserved.

Sacramento State aims to exceed the requirements of both the California Green Building Code (CBC) and California Energy Code. Project sustainability features include high-efficiency irrigation for the landscaping, water-efficient plumbing, energy-efficient and CBC-compliant lighting and appliances, and durable exterior building materials.

Source: adapted by Ascent in 2021

Figure 2-1 Regional and Project Site Location

2.3.2 Utilities

The project is located within the water supply and wastewater conveyance service area of City of Sacramento (City of Sacramento 2021). These services would therefore be provided by the City. The project would utilize only electric energy; it would not utilize natural gas. Additionally, 10 percent of the onsite parking spaces would be electrical-vehicle ready (EV-ready). Electricity would be provided by the Sacramento Municipal Utility District (SMUD). The project would connect to existing infrastructure located within University Avenue for water, wastewater, storm drains, electricity, and cable provider services. No additional offsite utility infrastructure (e.g., substation, conveyance pump) would be required.

2.4 CONSTRUCTION

Construction would take approximately 15 months, estimated to begin in May 2023 and be complete by July 2024, with operation estimated for August 2024. Construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m., and between 9:00 a.m. and 6:00 p.m. on Sunday, consistent the City of Sacramento building construction work hours.

Construction activities would include site grading and excavation, utility trenching, building foundation pouring, and building construction. Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. Because the project would disturb just over 1 acre of land, the project would be required to obtain coverage under the State Water Resources Control Board Construction General Permit, which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP best management practices (i.e., erosion control, site stabilization, etc.) would be implemented at the site.

2.5 CALIFORNIA STATE UNIVERSITY AUTONOMY

Sacramento State is an entity of the CSU system, which is a statutorily- and legislatively created, constitutionally authorized entity of the State of California and is therefore not subject to local government planning and land use plans, policies, or regulations. Although there is no formal mechanism for joint planning or the exchange of ideas, Sacramento State may consider, for coordination purposes, aspects of local plans and policies for the communities surrounding the campus when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local or regional planning regulations or documents such as the City's or County's General Plan or municipal code.

Sacramento State seeks to maintain an ongoing exchange of ideas and information and to pursue mutually acceptable solutions for issues that confront both the campus and its surrounding community. To foster this process, Sacramento State participates in, and communicates with, City of Sacramento (City), Sacramento County (County) and community organizations and sponsors various meetings and briefings to keep local organizations, associations, and elected representatives apprised of ongoing planning effort and consider community input.

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3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: University Avenue Housing Project

2. Lead Agency Name and Address: California State University, Sacramento
   Planning, Design, & Construction
   6000 J Street
   Sacramento, CA 95819

3. Contact Person and Phone Number: Brigett Reilly, (916) 278-6313

4. Project Location: 910 University Avenue, Sacramento CA 95825

5. Project Sponsor's Name and Address: *(see Lead Agency)*

6. General Plan Designation: Employment Center Mid-Rise

7. Zoning: Limited Commercial/Review/Planned Unit Development (C-1-R-PUD)

8. Description of Project: California State University, Sacramento (University or Sacramento State) is proposing to construct a 30-unit apartment building at 910 University Avenue. The new building, which would be located east of the Sacramento State main campus, across the American River near the Guy West Bridge, would support living space for University faculty and staff. For further details, see Chapter 2.

9. Surrounding Land Uses and Setting: Surrounding uses include the Campus Commons neighborhood residential homes and a community tennis court south and east of the site, and commercial and office uses north and west of the site. The Jedediah Smith Memorial Trail and American River are located west and south of the site, and the Sacramento State main campus is located west of the site, across the Guy West Bridge.

10. Other public agencies whose approval is required: See Chapter 1, Section 1.5, "Environmental Permits"

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

    United Auburn Indian Community (UAIC) responded on January 13, 2022 requesting to consult under AB 52. Anna Starkey, Cultural Resource Specialist with UAIC, indicated that sacred lands and tribal cultural sites are located in proximity to the project site and provided input on tribal cultural mitigation measures.

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. Where noted below with a checkmark, the topic with a potentially significant impact will be addressed in an environmental impact report.

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards / Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance
- ☐ None
- ☒ None with Mitigation Incorporated

DETERMINATION

On the basis of this initial evaluation:

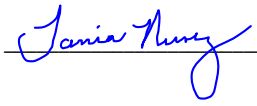
No I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

Yes 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.

No 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.

Signature  Date 4/29/2022

Printed Name Tania Nunez Title Project Manager

Agency California State University, Sacramento

EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The project site is located east of the Sacramento State campus, across the American River via the Guy West Bridge, within an urbanized, developed area characterized by commercial and residential uses. Surrounding uses include several medical offices as well as appraisal, accounting, architectural, and legal services. There are sidewalks and streetlights along University Avenue and the Guy West pedestrian bridge. There are trees and landscaping throughout the neighboring Campus Commons area. The project site is currently paved and vacant with one large tree located along the western border of the site, adjacent to University Avenue, and one tree in the northeastern corner.

The American River, which is designated under the Wild and Scenic Rivers Act, is located approximately 700 feet west of the project site (City of Sacramento 2015:6-122). The American River provides recreational opportunities, creates a permanent physical break in the pattern of urban development, and provides visual contrast to the urban environment (City of Sacramento 2015:6-122). The American River Parkway, located along the river approximately 400 feet west of the project site, includes the American River Bike Trail and the Jedidiah Smith Memorial Trail, utilized by cyclists and pedestrians.

No short- or long-distance views are available from the project site and no scenic vistas are visible from the project area. Although the project is located near the American River, the project site is separated by University Avenue, commercial buildings, and trees; therefore, providing no view of the river or parkway. Additionally, no officially designated state scenic highways are located near the project site. The nearest scenic highway is a portion of SR-60 located over 7 miles from the project site (Caltrans 2018).

3.1.2 Discussion

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

Less-than-significant impact. The project would involve construction and operation of a 30-unit apartment building in an urbanized area of Sacramento. Once complete, the project site would consist of an approximate 30,000-square-foot (sf) three-story building, surface parking, and landscaping. As described above, no short- or long-distance views of scenic vistas are visible from the project area. The American River, which is a designated scenic resource located approximately 700 west of the project site along the American River, is not visible from the project site due to the intervening development between the site and river. Implementation of the project would not result in an adverse effect on a scenic vista. This impact would be less than significant, and no mitigation is required.

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

Less-than-significant impact. There are no officially designated scenic roadways, rock outcroppings, or historic buildings located on or adjacent to the project site. As such, project implementation would not damage scenic resources within a state scenic highway. The project impact would be less than significant and no mitigation is required.

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 points.) 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. As previously described, the project site is currently vacant and is surrounded by developed uses in an urbanized area of the City of Sacramento. Implementation of the project would include construction of a 30-unit apartment building, surface parking, and landscaping. Construction equipment and personnel would be present at the project site during construction activities, which are anticipated to occur over approximately 15 months. Once operational, the new apartment building, parking, and landscaping would be visually consistent with the neighboring residential and commercial development in the project area. See Section 3.5, "Land Use and Planning," regarding the project's land use and zoning compatibility. Though the site would change from being vacant to developed with a residential apartment building, this development would be consistent with and complimentary to the surrounding urban development. Project implementation would not substantially degrade the existing visual character of the developed project area. The project would have a less than significant impact on the existing visual character of the neighborhood, and no mitigation is required.

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

Less-than-significant impact. Existing light sources within the project area include streetlights along University Avenue, external building lights along residential and commercial uses in the project area, and lighting within parking areas. Existing sources of glare include neighboring commercial and residential uses as well as vehicles along University Avenue. The project would include exterior lighting on the building, within the surface parking and landscaped paths, as well as and for the building signage. As discussed in Chapter 2, "Project Description," all exterior lighting would comply with California Green Building Standards. Additionally, exterior lighting would be shielded and downcast to prevent light spillover on surrounding uses. As such, project lighting would adversely affect the surrounding area. Further, external building surfaces would be non-reflective to reduce glare consistent with California Building Code (CBC) Title 24 requirements. Therefore, the project would not create substantial light or glare that would adversely affect day- or nighttime views in the area, and the project impact would be less than significant. No mitigation is required.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2.1 Environmental Setting

The project site is located in the City of Sacramento in an urbanized, developed area northeast of the Sacramento State campus. The project site is identified as urban and built-up land by the California Department of Conservation's Farmland Mapping and Monitoring Program (CDC 2016). No agricultural land or operations are located on or adjacent to the project site.

No portion of the project site or adjacent parcels are held under Williamson Act contracts (City of Sacramento 2015:Figure 6.2, SACOG 2021). There are no areas either within or adjacent to the project site that are zoned as forestland or timberland (City of Sacramento 2021, County of Sacramento 2021).

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. The project site is within an urbanized, developed area of the City of Sacramento consisting of commercial and residential land uses. The project site is mapped as urban and built-up land and does not contain any agricultural land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDC 2016). Therefore, the project would not convert Important Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur, and no mitigation is required.

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

No Impact. No agricultural resources or operations exist within the project site or adjacent areas. The project site is not zoned for agricultural use, nor do any Williamson Act contracts apply to the project site. Because the project would not conflict with existing agricultural zoning or a Williamson Act contract, no impact would occur, and no mitigation is required.

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 for forestland, timberland, or Timberland Production. There is no timberland present on or adjacent to the project site. Therefore, no impact to forest land or timberland would occur and no mitigation is required.

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

No Impact. No forest land or timberland resources exist on or adjacent to the project site, which is located within an urbanized area of the City of Sacramento. Therefore, no impact would occur, and no mitigation is required.

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. As previously described, no agricultural, forestland, or timberland resources exist on or adjacent to the project site. Therefore, the project would not result in any conversion of Farmland. No impact would occur, and no mitigation is required.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The project site is located within a portion of Sacramento County that is within the boundaries of the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SVAB is bounded on the north by the Northeast Plateau Air Basin, on the south by the San Joaquin Valley Air Basin, on the east by the southern portion of the Cascade Range and the northern portion of the Sierra Nevada, and on the west by the Coast Ranges.

CRITERIA AIR POLLUTANTS

The U.S. Environmental Protection Agency has established National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants, which are known to be harmful to human health and the environment: carbon monoxide (CO), lead, nitrogen dioxide (NO_2), ozone, particulate matter (PM) (which is categorized into PM less than or equal to 10 microns in diameter [PM_{10}] and PM less than or equal to 2.5 microns in diameter [$PM_{2.5}$]), and sulfur dioxide. The State of California has established the California Ambient Air Quality Standards (CAAQS) for these six pollutants, as well as for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. NAAQS and CAAQS are scientifically substantiated, numerical concentrations of criteria air pollutants established to protect the public from adverse health impacts caused by exposure to air pollution. A brief description of the criteria air pollutants and their effects on health is provided in Table 3.3-1. Sacramento County is currently designated as nonattainment with respect to the NAAQS and CAAQS for ozone, the NAAQS for $PM_{2.5}$, and the CAAQS for PM_{10}. The region is designated as attainment or unclassified with respect to the NAAQS and CAAQS for all other pollutants (CARB 2019).

Table 3.3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[a] Health Effects	Chronic[b] Health Effects
Ozone	Secondary pollutant resulting from reaction of VOC and NO_X in presence of sunlight. VOC emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Reduced capacity to pump oxygenated blood; headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema, decreased lung function
Sulfur dioxide (SO_2)	Combustion devices (e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines), industrial processes, and fires	Irritation of upper respiratory tract, increased asthma symptoms, aggravation of existing heart disease leading to death	Chronic bronchitis, emphysema
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and VOC	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing, piston-engine aircraft or other vehicles operating on leaded fuel	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; VOC = volatile organic compounds

[a] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[b] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2019

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity may pose a threat to public health even at low concentrations. A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage. Exposure to TACs may also result in short-term acute affects such as eye watering, respiratory irritation, coughing, running nose, throat pain, or headaches.

According to the *California Almanac of Emissions and Air Quality*, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM (CARB 2013). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, California Air Resources Board (CARB) has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10}

database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Diesel PM poses the greatest health risk among these 10 TACs mentioned. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2013).

SACRAMENTO AIR QUALITY MANAGEMENT DISTRICT

SMAQMD is the local agency responsible for air quality planning in Sacramento County. SMAQMD and other air districts with jurisdiction in the SVAB work together to maintain the region's portion of the State Implementation Plan (SIP) for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the federal Clean Air Act requirements to attain and maintain the federal ozone standard. Current air quality attainment plans related to SMAQMD include the *2017 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* to address attainment of the 8-hour NAAQS for ozone, and the *2021 Sacramento County Second 10-Year PM_{10} Maintenance Plan* (SMAQMD 2017; 2021a) to address the attainment of the CAAQS for PM_{10}. SMAQMD has not yet established an attainment plan for $PM_{2.5}$, however the *2021 Sacramento County Second 10-Year PM_{10} Maintenance Plan* will help to reduce $PM_{2.5}$ emissions, which is a subset of PM_{10}. Regional emissions inventories in the attainment plans are developed based on anticipated growth in population, housing, and other parameters that are included in the Sacramento Area Council of Governments' (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG 2016).

SMAQMD also develops regulations and emissions reduction programs to control emissions of criteria air pollutants, ozone precursors (oxides of nitrogen [NO_X] and reactive organic gases [ROG]), TACs, and odors within its jurisdiction. SMAQMD's *Guide to Air Quality Assessment* in Sacramento County, last updated in February 2021, provides guidance for the preparation of CEQA documents as it pertains to air quality and climate change (SMAQMD 2021). This guide includes SMAQMD-recommended thresholds of significance for evaluation of air quality impacts of projects in Sacramento County, including significance criteria that are tied to achieving or maintaining attainment of the NAAQS and CAAQS.

As described in Chapter 2, "Project Description," Sacramento State is not subject to local government planning and land use plans, policies, or regulations. However, for the purposes of this impact analysis, the CSU utilizes SMAQMD's thresholds of significance and guidance for determining air quality related impacts. Therefore, for the purposes of this analysis, the following thresholds of significance, which are based on the SMAQMD-recommended thresholds, are used to determine whether project-generated emissions would produce a significant localized and/or regional air quality impact that would result in adverse effects to human health. These significance thresholds are also consistent with the checklist questions about air quality in Appendix G of the State CEQA Guidelines.

Air quality impacts would be significant if the project would:

- cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended thresholds of 85 pounds per day (lb/day) for NO_X, 0 lb/day or 0 tons per year (tpy) for PM_{10} and $PM_{2.5}$ prior to implementation of Basic Construction Emission Control Practices, also known as best management practices (BMPs).
- result in a net increase in long-term operational criteria air pollutant or precursor emissions that exceed the SMAQMD-recommended thresholds of 65 lb/day for ROG and NO_X, 0 lb/day or 0 tpy for PM_{10} and $PM_{2.5}$ prior to implementation of all SMAQMD-recommended Operational Best Management Practices for Particulate Matter Emissions from Land Use Development Projects.
- emit levels of CO that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm during construction and operation;

- expose any off-site sensitive receptor to a substantial incremental increase in TAC emissions greater than 10 in one million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater; or
- create objectional odors affecting a substantial number of people.

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to air pollutants, and/or the potential for increased and prolonged exposure of individuals to air pollution. The closest sensitive receptors to the project site are residences in the Campus Commons neighborhood homes located within 100 feet of the project site.

3.3.2 Discussion

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

Less-than-significant impact. The SVAB is currently designated as nonattainment for the federal and state ozone, state $PM_{10,}$ and federal $PM_{2.5}$ ambient air quality standards. SMAQMD has developed air quality attainment plans (AQAPs) (i.e., *2021 Sacramento County Second 10-Year PM_{10} Maintenance Plan* and the *2017 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan*), which present comprehensive strategies to reduce ROG, NO_X, PM_{10}, and $PM_{2.5}$ emissions from stationary, area, mobile, and indirect sources to achieve attainment status of the NAAQS and CAAQS. The emission inventories used to develop the applicable AQAPs are based primarily on projected population and employment growth and associated vehicle miles traveled (VMT) for the SVAB. This growth is estimated for the region, based in part, on the planned growth identified in regional and local land use plans such as General Plans or Specific Plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or local plans could result in increases in VMT above that forecasted in the attainment plans, further resulting in mobile source emissions that could conflict with or obstruct implementation of AQAP. Increases in VMT beyond that projected in the City's General Plan, SACOG's regional VMT modeling, and SMAQMD regional AQAPs generally would be considered to have a significant adverse incremental effect on the SVAB's ability to attain CAAQS and NAAQS for all criteria air pollutants.

As described in Chapter 2 "Project Description," the project would include construction and operation of a residential apartment building, onsite parking and landscaping, as well as connections to existing utility infrastructure. The project site is zoned Limited Commercial/Review/Planned Unit Development (C-1-R-PUD), which allows for residential development at a density that is proposed for the project, and is located in an area of Sacramento that is characterized by commercial and residential development (City of Sacramento 2021). The proposed residential building in this location would be consistent with the City's General Plan designations for limited commercial and multi-unit residential dwellings and would not increase development or vehicle trips above what was currently anticipated for the City of Sacramento. Therefore, the project would be consistent with growth projections used in the air quality plans and would not conflict or obstruct the implementation of applicable air quality plans in the region. This impact would be less than significant and no mitigation is required.

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. Sacramento County is currently in nonattainment for the federal and state ozone, state PM_{10}, and federal $PM_{2.5}$ standards. The levels of criteria air pollutants and precursors emitted during project construction and project operation are discussed separately below.

Construction

Project construction activities would result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from grading and excavation, foundation pouring, building construction, and architectural coatings. Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks, as well as other diesel-fueled equipment as necessary. Fugitive dust emissions of PM_{10} and $PM_{2.5}$ are associated primarily with site preparation and grading and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and vehicles traveling on and off the site. Emissions of ozone precursors, ROG and NO_X, are associated primarily with construction equipment and on-road mobile exhaust. Paving and the application of architectural coatings result in off-gas emissions of ROG. PM_{10} and $PM_{2.5}$ are also contained in vehicle exhaust.

Construction-generated emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (CAPCOA 2020). Modeling was based on project-specific information, where applicable, including land use type, development area, and construction activities. Where project specific information was not available, reasonable assumptions using default values in CalEEMod were used. CalEEMod defaults are based on typical construction activities based on the project's location and land use types.

Maximum daily construction emissions were conservatively estimated based on anticipated construction activities that would occur simultaneously. Table 3.3-2 summarizes the modeled maximum daily emissions from construction activities for all pollutants. For detailed assumptions and modeling inputs, refer to Appendix B. Table 3.3-2 identifies the mass emission levels SMAQMD recommends for determining whether a project's construction-related emissions of criteria air pollutants and precursors would result in a cumulatively considerable contribution to the nonattainment condition of a pollutant with respect to the NAAQS or CAAQS and, therefore, conflict with air quality planning in the SVAB (SMAQMD 2021).

Table 3.3-2 Maximum Unmitigated Daily and Annual Emissions of Criteria Air Pollutants and Precursors Emissions Associated with Project Construction (2023–2024)

Construction Year	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (lb/day)	$PM_{2.5}$ (tpy)
2023	3	27	15	<1	7	<1
2024	32	18	1	<1	1	<1
SMAQMD Thresholds of Significance	None	85	0[1]	0[1]	0[1]	0[1]

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Air Quality Management District; tpy = tons per year

[1] SMAQMD recommends using a 0 lb/day and 0 tpy threshold of significance for evaluating construction-related emissions of PM_{10} and $PM_{2.5}$ prior to the implementation of best management practices or best available control technology. Following implementation of best management practices and/or best available control technology, construction emissions of PM_{10} are evaluated against a threshold of significance of 80 lb/day or 14.6 tpy and $PM_{2.5}$ is evaluated against a threshold of significance of 82 lb/day or 15 tpy.

Source: Modeling conducted by Ascent Environmental in 2022.

As shown above in Table 3.3-2, emissions of NO_X would not exceed SMAQMD's construction thresholds of significance. However, construction emissions of PM_{10} and $PM_{2.5}$ would exceed SMAQMD's thresholds of 0 lb/day without the implementation of BMPs. Therefore, emissions of PM_{10} and $PM_{2.5}$ would be significant.

Operation

The project would result in the generation of long-term operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ as a result of mobile and area-wide sources. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by residents and employee commute trips, and other associated vehicle trips (e.g., delivery of supplies, visitors). Area-wide sources would include the combustion of fuel-associated with the use of landscaping equipment, the periodic application of architectural coatings, and generation of ROG from the use of consumer products.

Table 3.3-3 summarizes the maximum daily and annual operational emissions of criteria air pollutants and ozone precursors at full buildout.

Table 3.3-3 Unmitigated Daily and Annual Criteria Air Pollutant and Precursor Emissions Associated with Project Buildout Operations (2025)

Source	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (lb/day)	$PM_{2.5}$ (tpy)
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	1	<1	<1	<1
Total	1	<1	1	<1	<1	<1
SMAQMD Thresholds of Significance	65	65	0	0	0	0

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Metropolitan Air Quality Management District

Source: Modeled by Ascent Environmental in 2022

SMAQMD's project thresholds are intended to maintain or achieve attainment designations in the SVAB with respect to the CAAQS and NAAQS. Projects that exceed SMAQMD's thresholds contribute to nonattainment designations because these levels of emissions would be considered to exacerbate or interfere with the region's ability to attain the health-based standards (SMAQMD 2021). Because implementation of the project would result in operational emissions above SMAQMD's recommended thresholds for PM_{10} and $PM_{2.5}$ of 0 lb/day, it would contribute to a violation of any air quality standard or contribute substantially to an existing or projected air quality violation. Because the ambient air quality standards are established to be protective of public health, adverse health impacts to receptors would occur due to the project's emissions being above SMAQMD's thresholds. This impact would be significant.

MITIGATION MEASURES

Construction

Mitigation Measure 3.3-1: Implement SMAQMD's Basic Construction Emissions Control Practices

SMAQMD requires construction projects to implement basic construction emissions control practices to control fugitive dust and diesel exhaust emissions. To reduce emissions of PM_{10} and $PM_{2.5}$, CSU shall implement basic construction emissions control practices consistent with SMAQMD's guidance. These basic construction emissions control practices are considered BMPs, as recommended by SMAQMD. The project University shall implement the following control measures during project construction:

- Control fugitive dust as required by SMAQMD Rule 403 and enforced by SMAQMD staff.
- Water all exposed surfaces twice 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 freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would travel along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track-out of mud or dirt from adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Complete all roadways, driveways, sidewalks, or parking lots to be paved as soon as possible. In addition, lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- Minimize idling time, either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes (required by 13 CCR Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the site entrances.

- Maintain all construction equipment in proper working condition according to the 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

Mitigation Measure 3.3-1 contains SMAQMD Basic Construction Emissions Control Practices, also referred to as SMAQMD's construction BMPs. Table 3.3-4 below summarizes the resulting emissions from project construction following implementation of these BMPs.

Table 3.3-4 Mitigated Maximum Daily and Annual Emissions of Criteria Air Pollutants and Precursors Emissions Associated with Project Construction (2023–2024)

Construction Year	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (lb/day)	$PM_{2.5}$ (tpy)
2023	3	27	7	<1	4	<1
2024	32	18	1	<1	1	<1
SMAQMD Thresholds of Significance	None	85	82	15.0	80	14.6

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Air Quality Management District; tpy = tons per year

Source: Modeling conducted by Ascent Environmental in 2022.

As shown above in Table 3.3-4, once Mitigation Measure 3.3-1 is implemented, construction generated fugitive dust-related PM_{10} and $PM_{2.5}$ emissions would be reduced to maximum of approximately 7 and 4 lb/day, respectively. As discussed above, implementation of these BMPs would change SMAQMD's construction thresholds of significance for PM_{10} and $PM_{2.5}$, to 80 and 82 lb/day. Because construction emissions of PM_{10} and $PM_{2.5}$, would be less than SMAQMD's 80 and 82 lb/day thresholds of significance, applicable to the project upon implementation of the BMPs provided in Mitigation Measure 3.3-1, the project impact would be reduced to a less-than-significant level.

Operation

Mitigation Measure 3.3-2: Implement Best Management Practices to Reduce Operational Emissions

To reduce operational PM emissions for land use development projects, SMAQMD recommends projects implement operational BMPs, which also allows for projects to apply a non-zero threshold of significance. SMAQMD BMPs for operational PM emissions related to residential land uses include compliance with SMAQMD rules that control operational PM and NO_X emissions, compliance with mandatory measures in the Title 24, Part 6 of the California Building Standards Code (California Energy Code), and compliance with mandatory measures in the Title 24, Part 11 of the California Building Standards Code (CALGreen Code). The project shall comply with SMAQMD's operational BMPs for PM reduction through implementation of California Energy Efficiency Standards (i.e., buildings constructed with no natural gas), implementation of California Green Building Code (i.e., parking for fuel efficient vehicles and electric vehicle charging consistent with CALGreen Tier 2 standards), and compliance with SMAQMD Rules.

Table 3.3-5 below summarizes the project's mitigated operational emissions.

Table 3.3-5 Mitigated Daily and Annual Criteria Air Pollutant and Precursor Emissions Associated with Project Buildout Operations (2025)

Source	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (lb/day)	$PM_{2.5}$ (tpy)
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	<1	<1	<1	<1
Total	1	<1	1	<1	<1	<1
SMAQMD Thresholds of Significance	65	65	80[1]	14.6[1]	82[2]	15[2]

Notes: ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} = respirable particulate matter; lb/day = pounds per day; SMAQMD = Sacramento Metropolitan Air Quality Management District

Source: Modeled by Ascent Environmental in 2022

As shown in Table 3.3-5, with implementation of SMAQMD BMPs for operation, the project's operation-related emissions would be reduced to levels that would not exceed applicable SMAQMD thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the region is nonattainment with respect to the NAAQS or CAAQS. Thus, this impact would be reduced to less then significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. The levels of CO and TAC emissions emitted during project construction and project operation are discussed separately below.

Toxic Air Contaminants

Construction

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment for site preparations (e.g., clearing, grading, excavation); paving; application of architectural coatings; and on-road truck travel. For construction activity, diesel PM emitted by off-road construction equipment is the primary TAC of concern.

Particulate exhaust emissions from diesel-fueled engines (i.e., diesel PM) was identified as a TAC by CARB in 1998. With regards to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment, Health Risks Assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70- to 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015:2-4). Construction activities are anticipated to last 15 months, a duration substantially shorter than the exposure period used for typical health risk calculations (i.e., 30 years).

Based on the emissions modeling found in Appendix B and included in Table 3.3-2, above, maximum daily emissions of exhaust PM_{10} would be less than 1 lb/day during project construction. SMAQMD has not established a quantitative threshold of significance for construction-related TAC emissions. Therefore, SMAQMD recommends considering the specific construction-related characteristics of a project and its proximity to off-site receptors.

The nearest sensitive receptors to the project site are residences located approximately 100 feet from the project site. Construction activity is anticipated to begin in 2023 and end in 2024, lasting approximately 15 months, with intermittent construction activities throughout the day. Given the temporary and intermittent nature of construction, the dose of any exposure to diesel PM of any on a receptor would be limited. Additionally, as construction progresses, activity intensity and duration would vary. As such, no single existing receptor would be exposed to construction-related emissions of diesel PM for extended periods of time.

Because construction activity would be intermittent and temporary and diesel PM emissions would be less than 1 lb/day (see Table 3.3-2), construction would not be expected to expose existing sensitive receptors to substantial pollutant concentrations. This impact would be less than significant and no mitigation is required.

Operation

Operation of the project would not result in any new permitted stationary sources and would not result in new sources of stationary TACs.

The project is located on University Avenue in the City of Sacramento which is not considered a major roadway that experiences significant traffic volumes (i.e., more than 125,000 vehicles per day) based on the City of Sacramento traffic count open source data (U.S. Department of Transportation 2015, City of Sacramento 2000). Based on the transportation analysis (see Section 3.17, "Transportation"), the project is anticipated to generate approximately 155

daily trips dispersed through the local roadway network. There would be no long-term, ongoing generation of TACs from vehicles that would expose nearby receptors for extended periods of time.

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels at nearby sensitive land uses. As a result, it is recommended that CO not be analyzed at the regional level, but at the local level.

Construction would occur over approximately 15 months. Construction-related traffic would be spread over the duration of construction activities. Based on model assumptions, the anticipated size of the construction crew at the site would result in a maximum of 29 worker trips per day during building construction. As such, construction-generated traffic is not anticipated to result in large peaks at any one time over the course of construction and would not expose sensitive receptors to substantial concentrations of CO.

Similarly, operation of the project would not result in vehicle traffic that would affect nearby roadway intersections such that a localized impact would occur. As described by SMAQMD, "[i]n general, 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" (SMAQMD 2021). Considering the relatively low emissions of criteria air pollutants associated with the project, as shown in Table 3.3-4, the project would not be large enough to result in localized concentrations that could exceed the applicable CAAQS. Moreover, the types of vehicles associated with project-generated trips are not anticipated to be substantially different from the typical fleet of vehicles that operate in the region. For these reasons, project-generated local mobile-source CO emissions would not substantially contribute to concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm.

Conclusion

Considering the relatively short duration in which diesel PM-emitting construction activity would occur as well as the highly dispersive properties of diesel PM, construction-related TAC emissions would not expose nearby sensitive receptors to substantial pollutant concentrations that exceed appliable thresholds. Operational activities would not result in new sources of stationary TACs. Further, there would be relatively few operational daily trips that would not result in long-term TAC exposure to nearby receptors. Thus, new sources of diesel PM associated with project operation would not expose existing sensitive receptors to increased TAC emissions.

Construction activities and operational vehicle trips associated with the project would not expose nearby sensitive receptor to substantial concentrations of CO emissions. This impact would be less than significant, and no mitigation is required.

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

Less-than-significant impact. Construction activities would result in minor odors from the use of heavy-duty diesel equipment and haul trucks accessing the site. The nearest sensitive receptors to project related-construction activity are residential receptors located approximately 100 feet away. Construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. Therefore, project construction is not anticipated to result in an odor-related impact to nearby residential receptors. The project would not introduce a land use type that would be expected to result in substantial odor. Neither would the project include the development of stationary odor sources identified in SMAQMD's odor source list (e.g., wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing) (SMAQMD 2021). Therefore, construction and operation of the project would not be anticipated to result in exposure of a substantial number of people to objectionable odors. This impact would be less than significant, and no mitigation is required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.4.1 Environmental Setting

To determine the biological resources that may be subject to project impacts, a reconnaissance survey of the project site was conducted on October 27, 2021, and included review of the following data sources:

- California Natural Diversity Database (CNDDB 2021),
- California Native Plant Society Inventory of Rare and Endangered Plants of California (CNPS 2021),
- U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) search of study area (USFWS 2021); and
- aerial photographs of the project site and region.

The project site, which is currently vacant, is located adjacent to developed uses and the American River, and contains developed land cover.

VEGETATION AND HABITAT TYPES

Land cover type was identified through review of aerial imagery and verified during the reconnaissance-level survey. The project site is flat with developed land cover consisting of asphalt, concrete foundations, gravel fill, and maintained grass. The majority of the project site is fully paved and there is no riparian or wetland habitat found on the project site. The American River is approximately 0.1 mile west of the project site. Small ornamental shrubs border the northeastern boundary of the project site.

Trees on Project Site

There are two nonnative ornamental trees on the project site, one Sawtooth Zelkova (*Zelkova serrata*) tree (Tree #1, Figure 3.4-1) on the western border of the site, adjacent to University Avenue, and one Hackberry (*Celtis* spp.) tree (Tree #2, Figure 3.4-1) tree in the northeastern corner of the site. Additionally, there are redwood (*Sequoia sempervirens*) and deodar cedar (*Cedrus deodara*) trees located adjacent to the project site, which could potentially serve as nesting habitat for birds. The locations of the two trees on the project site are shown in Figure 3.4-1.

COMMON WILDLIFE SPECIES

There are common wildlife species that use disturbed areas, including the project site and surrounding area, for foraging, roosting, and/or nesting. These species include native animals that have adapted well to living close to humans, such as red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), western fence lizard (*Sceleroporus occidentalis*), and tree swallow (*Hirundo rustica*), as well as nonnative species, such as house sparrow (*Passer domesticus*) and European starling (*Sturnus vulgaris*). Due to the nature and location of the project site and surrounding area, it is likely that common native and nonnative wildlife species use the project site for breeding and move through the area on a regular basis while foraging.

SPECIAL-STATUS SPECIES

Special-status species are plants and animals that are legally protected under the federal Endangered Species Act (ESA), California Endangered Species Act (CESA), California Fish and Game Code, or local plans, policies, and regulations or that are otherwise considered sensitive by federal, state, or local resource conservation agencies. For the purposes of this IS/MND, special-status species are defined as:

- species listed or proposed for listing as threatened or endangered under the ESA;
- species designated as candidates for listing as threatened or endangered under the ESA;
- species listed, proposed for listing, or candidates for listing as threatened or endangered under CESA;
- species listed as fully protected under the California Fish and Game Code;
- animals identified by CDFW as species of special concern;
- plants considered by CDFW to be "rare, threatened or endangered in California" and assigned a California Rare Plant Rank of 1A, presumed extinct in California; 1B, considered rare or endangered in California and elsewhere; 2A, presumed extinct in California but more common elsewhere; and 2B, considered rare or endangered in California but more common elsewhere;
- species considered locally significant—that is, species that are not rare from a statewide perspective but are rare or uncommon in a local context, such as in a county or region (CEQA Section 15125[c]), or that are so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines Appendix G); and
- taxa (i.e., taxonomic categories or groups) that meet the criteria for listing even if they are not currently included on any list, as described in CCR Section 15380 of the State CEQA Guidelines.

Source: adapted by Ascent in 2022

Figure 3.4-1 Existing Trees Within the Project Site

Based on a review of existing data sources , 38 special-status wildlife species and 18 special-status plant species have potential to occur in the project vicinity (CNDDB 2021; CNPS 2021; USFWS 2021) (Appendix A). Species ranges and habitat requirements were further evaluated to determine potential for occurrence within the project site. Because the project site is highly disturbed and contains no natural habitat, the project site does not contain suitable habitat for any of the special-status plant species. Out of the 37 special-status wildlife species, nine species are likely to occur near the project site: American peregrine falcon (*Falco peregrinus anatum*), bald eagle (*Haliaeetus leucocephalus*), bank swallow (*Riparia riparia*), burrowing owl (*Athene cunicularia*), song sparrow ("Modesto" population; *Melospiza melodia*), Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), yellow-breasted chat (*Icteria virens*), and yellow-headed blackbird (*Xanthocephalus Xanthocephalus*) (Table 3.4-1). These species are associated with habitat along the American River but are not expected to nest or forage on the site. Refer to Appendix A for additional detail regarding special-status species in the project vicinity.

Table 3.4-1 Special-Status Wildlife Species Known to Occur in the Vicinity of the Project Site and Potential for Occurrence on the Project Site

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Birds				
American peregrine falcon *Falco peregrinus anatum* (wintering)	FD	SD, FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Unlikely to forage or nest on the site. River and human-made structure habitat potentially suitable for roosting and foraging for this species is present adjacent to the project site along the American River, which is 0.1 mile west. American peregrine falcon has been documented approximately 30 miles northeast and 30 miles southwest of the Project site in 2015 (CNDDB 2021).
Bald eagle *Haliaeetus leucocephalus* (wintering)	FD	SE, FP	Lower montane coniferous forest, old growth. Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	Unlikely to forage or nest on the site. Riparian habitat potentially suitable for roosting and foraging is 0.1 mile west of the project site in February 2015 (American River). The closest documented occurrence in the CNDDB is a nesting pair approximately 19.3 miles northeast of the project site, on the southeastern shore of Folsom Lake (CNDDB 2021). With that said, bald eagles have been observed along the American River, including one observation approximately 0.1 mile southwest of the project site in March 2021, and another 0.8 mile east of the project site perched on a tree next to the American River eating a fish in 2021 (eBird 2021).

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
Bank swallow *Riparia* (nesting)	–	ST	Riparian scrub, riparian woodland. Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Unlikely to forage or nest on the site. American River riparian habitat potentially suitable for this species is 0.1 mile west of the project site. Bank swallow has been documented burrowing along the banks of the American River 1.7 miles northwest of the project site in June 1986 (CNDDB 2021). This species has also been documented nesting and foraging in two locations approximately 7.9 miles northeast of the project site on the American River in April 2002 and June 1995 (CNDDB 2021).
Burrowing owl *Athene cunicularia* (year round)	–	SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Unlikely to forage or nest on the site. Though burrowing habitat is not present on the project site, this species has been documented burrowing approximately 0.2 mile southwest of the project site in 1974, and is presumed extant (CNDDB 2021). This species has an additional documented occurrence with multiple burrows 0.5 mile north of the project site in 1974, but this presumed extirpated from this location due to development (CNDDB 2021).
Song sparrow ("Modesto" population) *Melospiza melodia* (year round)	–	SSC	Emergent freshwater marshes, riparian willow thickets, riparian forests of valley oak (Quercus lobata), and vegetated irrigation canals and levees.	Unlikely to forage or nest on the site. Riparian habitat potentially suitable for this species present southwest of the project site (American River). There is a historical occurrence (1900) of song sparrow in Sacramento, CA (CNDDB 2021). Additionally, there are multiple documented occurrences along the Sacramento River southwest of the project site in 2009 (CNDDB 2021).
Swainson's hawk *Buteo swainsoni* (year round)	–	ST	Great Basin grassland, riparian forest, riparian woodland, valley, and foothill grassland. 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.	Unlikely to forage or nest on the site. Riparian habitat (American River) for this species is present approximately 0.1 mile west of the project site. Swainson's hawk has been documented nesting approximately 1 mile east in 2006, and 1.2 miles northwest in 2010 (CNDDB 2021).

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence
White-tailed kite *Elanus leucurus* (year round)	–	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Unlikely to forage or nest on the site. Riparian habitat potentially suitable for nesting is present southwest to the project site. There is one documented occurrence of white-tailed kite 1 mile and 2.5 miles northwest of the project site along the American River in 1988 and 2009, respectively (CNDDB 2021).
Yellow-breasted chat *Icteria virens* (nesting)	–	SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.	Unlikely to forage or nest on the site. Riparian habitat potentially suitable for nesting is present southwest to the project site. The closest documented occurrence is approximately 31.4 miles southeast of the project site in 1995 (CNDDB 2021). This species has also been observed approximately 1.1 miles northwest of the project site in 2015, and 1.8 miles northwest of the project site in 2014 and 2020 (eBird 2021).
Yellow-headed blackbird *Xanthocephalus* (year round)	–	SSC	Nests in freshwater emergent wetlands with dense vegetation and deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.	Unlikely to forage or nest on the site. Freshwater emergent wetland habitat potentially suitable for this species is southwest of project site along the American River. The closest documented occurrence is 9.0 miles southwest of the project site and was recorded in 1899 (CNDDB 2021). This species has also been observed approximately 1.2 miles northwest and 2.1 mile east of the project site in 2013 and 2014, respectively (eBird 2021).

Notes: [1] Status definitions:

Federal:

Threatened (legally protected under ESA)

Endangered (legally protected under ESA)

State:

Endangered (legally protected under CESA)

Threatened (legally protected under CESA)

FP Fully Protected (legally protected under California Fish and Game Code)

SSC Species of Special Concern (protected under CEQA, but not legally protected under CESA)

May Occur – Suitable habitat is present on the project site and the nearest known occurrence is within 5 miles.

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 Wildlife or the U.S. Fish and Wildlife Service?

Less than significant with mitigation incorporated. Ground disturbance associated with the project would occur within previously disturbed land, and as explained above, no special-status plants are expected to occur on the site. Therefore, the project would have no impact on special-status plant species.

The site does not provide suitable foraging or nesting habitat for special-status or common native birds because it is entirely paved or landscaped; however, the two trees on the project site and the large trees adjacent to the site could provide nesting habitat for Swainson's hawk, white-tailed kite, or other common raptors (e.g., red-tailed hawk, red-shouldered hawk [*Buteo lineatus*]). Although the project plans call for preservation of the two trees on the project site, project construction could disturb raptors if they nest within the site or adjacent trees and potentially result in nest abandonment by the adults and mortality of chicks and eggs. Loss of an active raptor nest would be a significant impact.

Mitigation Measure 3.4-1: Avoid Disturbance of Nesting Raptors
The University shall impose the following conditions prior to, and during, construction:

The following measure shall be implemented to avoid or minimize loss of native nesting birds protected under Section 3503 Take, possess, or destroy any bird of prey in the orders Strigiformes (owls) and Falconiformes (such as falcons, hawks and eagles) or the nests or eggs of such bird (Fish and Game Code Section 3503.5); Take or possess any of the thirteen fully protected bird species listed in Fish and Game Code section 3511; of the California Fish and Game Code:

- To minimize the potential for loss of nesting raptors, project activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (September 1-January 31), if feasible. If project activities are conducted during the nonbreeding season, no further mitigation shall be required.
- Within 14 days before the onset of project activities during the breeding season (February 1 through August 31), a qualified biologist familiar shall conduct pre-construction surveys for Swainson's hawk, white-tailed kite, and other nesting raptors and to identify active nests in accessible areas within 0.25 mile of the project site.
- If no active nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the University, and no further mitigation shall be required.
- If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate no-disturbance buffers around active nest sites. Project activity would not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. Buffers shall be determined by a qualified biologist. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project activities. Generally, buffer size for these species would be at least 500 feet. The size of the buffer may be adjusted if a qualified biologist, determines that such an adjustment would not be likely to adversely affect the nest. Periodic monitoring of the nest by a qualified biologist during project activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project activities, as determined by the qualified biologist.

Significance after Mitigation

Implementation of Mitigation Measure 3.4-1 would reduce project-related impacts on Swainson's hawk, white-tailed kite, and common nesting raptors to a less-than-significant level because it would avoid the potential disturbance or loss of active nests during project construction and require a temporary no-disturbance buffer during the nesting season, as long as the nest is occupied.

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 Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The project site does not contain any riparian habitat or sensitive natural communities. Project implementation would therefore not result in any impact on riparian habitat or sensitive natural communities. Therefore, there would be no impact and no mitigation is required.

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. The project site does not contain any aquatic habitat (i.e., wetlands, streams, canals, irrigation ditches). Project implementation would therefore not result in any impact on State-protected or federally protected wetlands. Therefore, there would be no impact and no mitigation is required.

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.. The project site was previously developed and although buildings and site structures have been removed, the project site has maintained the characteristics of a developed site in an urban setting. Implementation of the project would not create a barrier towards movement of migratory species, nor would it alter the character of existing habitat available to migrating birds. Because there is minimal suitable foraging habitat in the surrounding project area, with the exception of the American River corridor to the south, west, and northwest, and because the project is located on a previously developed site surrounded by urban land uses, the amount of permanent and temporary disturbance associated with the proposed project would not result in substantial effects on wildlife movement patterns. Additionally, areas that would be affected by construction within the project site are not known to contain native wildlife nursery sites, such as colonial bird rookeries or bat roosts. Therefore, impacts related to migratory species would be less than significant and no mitigation is required.

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

Less than significant. Project development would not affect riparian habitat or wetlands because none of these features are present on the project site. The project has the potential to result in disturbance or habitat loss for sensitive species, as described under criterion (a), above; however, Mitigation Measure 3.4-1, has been identified to reduce impacts on special-status species to a less-than-significant level.

The two trees located on the project site (Figure 3.4-1) would be preserved. Therefore, the Project would not conflict with the City of Sacramento Tree Preservation Ordinance and the City of Sacramento's General Plan regarding potentially protected private trees. This is a less-than-significant impact.

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?

No Impact. The project site is not within any adopted habitat conservation plan or natural community conservation plan. Therefore, there would be no impact.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

A cultural resources literature search was conducted in October 2021 by the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) at California State University, Sacramento. The records search was conducted to determine if prehistoric or historic cultural resources had been previously recorded within the project site, the extent to which the project site had been previously surveyed, and the number and type of cultural resources within a 0.25-mile radius of the project area.

The NCIC records search indicated that no prior cultural resource studies have been completed within the project area, however, nine studies have been completed within the 0.25-mile records search radius. The records search also revealed that no cultural resources have been previously recorded within the project area, however, indigenous sites with known human remains as well as three historic-era resources (transmission line, levee, and bridge) have been recorded within the 0.25-mile records search radius.

An intensive pedestrian survey of the project site was conducted on October 28, 2021. During the survey, all visible ground surfaces were carefully examined for cultural material (e.g., flaked stone tools, tool-making debris, stone milling tools, or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), and historic-era debris (e.g., metal, glass, ceramics). Ground disturbances (e.g., animal burrows, dirt roads) were also visually inspected. No new cultural resources were identified within the project site during the field survey (NIC 2022).

3.5.2 Discussion

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

No Impact. Historical resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges). "Historical resource" is a term with a defined statutory meaning (Public Resources Code [PRC] Section 21084.1; determining significant impacts to historical and archaeological resources is described in the State CEQA Guidelines, Sections 15064.5[a] and [b]). No historic structures were identified within the project site during records search review or surveys of the project site (NIC 2022). Thus, the project would not damage or otherwise change the significance of historical resources. No impact would occur, and no mitigation is required.

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

Less than significant with mitigation incorporated. As described above, no cultural resources, including archaeological resources, have been previously recorded at the project site. Further, no indication of subsurface archaeological remains were present during an intensive pedestrian survey of the project site. However, indigenous sites are located in the project vicinity and, therefore, any earth-moving activities within the project site has the potential to yield pre-contact archaeological resources. Additionally, the possibility remains that historic archaeological materials could be encountered during construction-related ground disturbing activities. This impact would be potentially significant.

Mitigation Measure 3.5-1: Develop and Implement a Worker Environmental Awareness Program

Prior to any ground disturbing construction activities, a qualified archaeologist shall develop a construction worker awareness brochure for all construction personnel and supervisors who will have the potential to encounter Tribal and cultural resources. The brochure will be developed in coordination with representatives from Native American tribes culturally affiliated with the project area. The topics to be addressed in the Worker Environmental Awareness Program will include, at a minimum:

- types of Tribal and cultural resources expected in the project area;
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters bones or possible bones; and
- penalties for removing or intentionally disturbing Tribal and cultural resources, such as those identified in the Archeological Resources Protection Act.

Mitigation Measure 3.5-2: Protection of Known and Unknown Cultural Resources

If any suspected cultural and tribal cultural resources, including midden soil, artifacts, chipped stone, exotic rock (nonnative), or unusual amounts of baked clay, shell, or bone, are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A qualified professional archaeologist shall be retained to assess the significance of the find and the Tribal monitor (described under Mitigation Measure 3.18-1) alerted. If the find is determined to be significant by the archaeologist (i.e., because it is determined to constitute a unique archaeological resource), the archaeologist shall develop, and the University shall implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

The Tribal representative(s) will make recommendations for further evaluation and treatment, as necessary. Preservation in place is the preferred alternative under CEQA and the tribes' protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project vicinity where they will not be subject to future impacts. Curation of tribal cultural resources is not considered to be appropriate or respectful unless approved by the affiliated tribes. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Significance after Mitigation

Implementation of Mitigation Measures 3.5-1 and 3.5-2 would reduce impacts to a less-than-significant level by requiring training for on-site personnel in the event that cultural resources are discovered during project constriction, archaeological assessment of discovered finds, cessation of work, appropriate notification to affiliated tribes, implementation of proper data recovery, and/or preservation procedures upon discovery of previously unknown resources.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. Based on documentary research, evidence suggests that indigenous remains are present in the vicinity of the project site. The location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within the project site and could be uncovered by project-related construction activities.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and PRC Section 5097.

These statutes require that, if human remains are discovered during any construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the Sacramento County coroner and Native American Heritage Commission (NAHC) shall be notified immediately, in accordance with to PRC Section 5097.98 and Section 7050.5 of California's Health and Safety Code. If the remains are determined by NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the archaeologist, the NAHC-designated Most Likely Descendant, and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Sections 7050.5 and PRC Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be less than significant, and no mitigation is required.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

California relies on a regional power system composted of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation of resources:

- Petroleum: Petroleum products (e.g., gasoline, diesel, jet fuel) are consumed almost exclusively by the transportation sector, which is responsible for almost 90 percent of the petroleum consumed in the state (EIA 2020). In 2015, a total of 15.1 billion gallons of gasoline were sold in California (CEC 2020). To meet CARB regulations, all gasoline and diesel fuel sold in California for motor vehicle is refined to be a specific blend of motor gasoline called California Reformulated Gasoline (EIA 2020).
- Natural gas: While the majority of natural gas consumers in California are residential and small commercial users, these users consume only about 35 percent of natural gas in the state. Larger volume gas consumers, such as utilities for electricity generation and industrial consumers, although fewer in number, consume the remaining 65 percent of natural gas used in the state (CPUC 2020).
- Electricity and renewables: In 2002, Senate Bill (SB) 1078 established a renewables portfolio standard (RPS) program. The program is jointly implemented by the California Public Utilities Commission and the California Energy Commission and requires all load-serving entities to procure 60 percent of their total electricity retail sale from renewable energy sources by 2030. Most retail sellers met or exceeded their 20-percent interim RPS target in 2018, including all large investor-owned utilities, which provide electricity to 72 percent of all utility customers (CPUC 2019, EIA 2019). The state has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's RPS Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018).
- Alternative fuels: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity). Use of alternative fuels is encouraged through various statewide regulation and plans (e.g., Low Carbon Fuel Standard, California's 2017 Climate Change Scoping Plan [2017 Scoping Plan]).

3.6.2 Regulatory Setting

Relevant plans that pertain to the efficient use of energy include the CSU Sustainability Policy, which seeks to exceed RPS requirements, increase energy efficiency, and provide alternative transportation and use alternative fuels to meet GHG reduction goals (CEC 2019, CSU 2014).

CSU SUSTAINABILITY POLICY

The CSU Sustainability Policy aims to reduce the environmental impact of construction and operation of buildings and to integrate sustainability across the curriculum. The latest GHG emissions reduction target of the policy includes 80 percent below 1990 levels by 2040. This goal would be achieved through implementation of various sustainability strategies including water conservation, the elimination of natural gas use, and EV parking in consistent with CalGreen Tier 2 standards. Therefore, the project would be consistent with goals of the CSU Sustainability Policy.

In 2016, Sacramento State became a Charter Signatory to the Climate Leadership Commitment, establishing a goal for Sacramento State to achieve net zero emissions from all sources (Scope 1, 2, and 3) by 2050. As discussed above, this project would help achieve GHG emission reduction targets with implementation of sustainable design features to help achieve net zero emissions by 2050 (i.e., all electric buildings) and thus, would be consistent with the Climate Leadership Commitment.

3.6.3 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 project would result in energy consumption during both construction and operation. Thresholds that define when energy consumption is considered wasteful, inefficient, or unnecessary have not been established in federal or state law or in the State CEQA Guidelines. Compliance with the California Energy Code would result in an energy-efficient building. However, compliance with building codes alone does not adequately address all potential energy impacts during construction and operation.

Construction

Energy would be consumed during project construction (i.e., gasoline and diesel fuel consumption) to operate and maintain construction equipment, haul trucks required to transport construction materials, and vehicle trips associated with commute trips by construction workers. Construction-related fuel consumption was calculated using equipment assumptions consistent with the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 and fuel consumption factors derived from EMFAC 2011 (CAPCOA 2020, CARB 2021). Based on modeling, construction of the project is estimated to require consumption of approximately 14,700 gallons of diesel by off-road construction equipment and construction-related truck trips, and approximately 5,000 gallons of gasoline associated with construction workers commuting to and from the construction site. The energy expenditure required for project construction activities would be temporary and non-recoverable. However, energy efficiency would be maximized through the enforcement of idling requirements and state fuel efficiency standards. Thus, the energy consumption associated with project construction would not occur in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

Operation

Building Energy

Project-generated energy use would be typical for residential uses including lighting, heating, appliances, and landscape maintenance activities. Indirect energy use would include electricity associated with pumping and treatment of indoor and outdoor water consumption for landscaping, electricity associated with wastewater treatment, and fuel consumption associated with solid waste removal. Refer to Table 3.6-1 for an estimate of the project's anticipated operational energy consumption.

The project would be constructed in accordance with the current version of Title 24, Part 6 of the California Building Standards Code (California Energy Code), which would result in a more energy efficient project than if the project were to be developed under less stringent standards. The project would be constructed without natural gas infrastructure; no natural gas consumption would occur due to project operation. Use of all electric infrastructure

means that the project's energy is coming from cleaner, more efficient sources due to the RPS, which requires California utility companies (i.e., Sacramento Municipal Utility District [SMUD]) to increase the use of renewables used to generate electricity for consumers (i.e., 52 percent of their energy production from renewables by 2027 (California Renewables Portfolio Standard Program [SB 100 of 2018]); 60 percent by 2030 [also SB 100 of 2018]; and 100 percent by 2045 [also SB 100 of 2018]). This will result in more renewable electricity generation supplying the project, and therefore, cleaner energy consumption during project operations compared to that of natural gas consumption.

Table 3.6-1 Operational Building Energy Consumption

Land Use	Energy Type	Energy Consumption[1]	Units
Residential	Electricity	199,600	kWh/year
Parking Lot Lighting	Electricity	6,300	kWh/year
Total (All Land Uses)	Electricity	205,900	kWh/year

Notes: kWh/year = kilowatt-hours per year; kBTU/year = kilowatt British Thermal units per year

[1] Emissions modeling assumed project was constructed with no natural gas infrastructure therefore effectively eliminating natural gas consumption during project operation. The projects natural gas demand was converted into electricity and added to the project's total annual electricity demand.

Source: Calculations by Ascent Environmental in 2022

Transportation Energy

Transportation-related energy consumption associated with project operation would result from vehicle trips generated by residents and guests accessing the project site. The project's estimated annual VMT is approximately 398,000, which is based on CalEEMod trip generation rates and trip distances. All trip modeling assumptions are included in Appendix B. Annual fuel demand of gasoline and diesel associated with the project generated VMT is presented Table 3.6-2.

Table 3.6-2 Operational Annual Transportation Fuel Consumption

Fuel Type	Gallons of Fuel
Gasoline	9,401,211
Diesel	39,527

Notes: gal/year = gallons per year.

Notes: Fleet mix calculated from CalEEMod default values; Gallons per mile calculated from EMFAC 2021.; Annual VMT obtained from CalEEMod output file.

Source: Calculations by Ascent Environmental in 2022

State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. SMAQMD GHG Tier 1 BMPs require the installation of electric vehicle ready parking spaces. As stated in Chapter 2, "Project Description," 10 percent of the onsite parking spaces would be electrical-vehicle ready, which would increase the energy efficiency of vehicles traveling to and from the project site. Therefore, the project-related transportation energy would not be considered a wasteful, inefficient, or unnecessary consumption of energy.

Conclusion

The project would result in increased energy demand during construction activities (e.g., related to fuel consumption associated with vehicle use and material transport). However, construction activities would be temporary and would not increase long-term energy or fuel demand. Construction activities would consume the necessary amount of fuel and energy to complete work in an efficient and timely manner. The apartment building would be all electric and would be designed to meet the California Energy Code in effect at the time of construction, resulting in a more energy efficient project compared to development of the project under a less stringent energy code. Additionally, implementation of SMAQMD GHG Tier 1 BMPs would eliminate natural gas infrastructure and require electric vehicle

charging capabilities, which would result in cleaner sources of energy supporting the project. Project energy consumption for construction, building operation, and transportation would not be considered wasteful, inefficient, or unnecessary. This impact would be less than significant, and no mitigation would be required.

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

Less-than-significant impact. As discussed in criterion (a) above, although the project would increase energy consumption, the project would ensure use of cleaner energy sources through all electric (no natural gas) in addition to various energy conservation measures, including 10 percent of parking spaces being EV-ready, energy efficient appliances, and durable exterior building materials. As discussed in Section 3.8, "Greenhouse Gas Emissions," the project would be consistent with the 2017 Scoping Plan through the implementation of SMAQMD GHG Tier 1 BMPs, which requires the project to eliminate the use of natural gas and incorporate electric vehicle charging infrastructure consistent with CALGreen Tier 2 standards. Electricity serving the project would be supplied by SMUD, which is required to comply with SB 100, procuring at least 60 percent of their electricity supply from renewable sources and 100 percent carbon-free electricity by 2045, thereby increasing the energy efficiency of the project. Project implementation would align with the CSU Sustainability Policy, and the 2017 Scoping Plan through being all electric and incorporating energy efficiency measures. The project would not conflict with or obstruct a local plan for renewable energy or energy efficiency. Thus, this impact would be less than significant, and no mitigation is required.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
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.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

GEOGRAPHIC SETTING

The project site is located in Sacramento County within the northern portion of the Sacramento Valley. The Sacramento Valley represents the northern portion of the Great Valley geomorphic province of California, which is bordered on the east by the foothills of the Sierra Nevada geomorphic province and on the west by the Coast. The Great Valley is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. Its northern

part is the Sacramento Valley, drained by the Sacramento River and its southern part is the San Joaquin Valley drained by the San Joaquin River. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic (about 160 million years ago) (CDC 2002).

EARTHQUAKE POTENTIAL

Although all of California is typically regarded as seismically active, the Sacramento region does not commonly experience strong groundshaking resulting from earthquakes along known or previously unknown active faults (City of Sacramento 2015:7-2).

No known faults are within the project vicinity or greater Sacramento region. Faults located closest to the city's jurisdictional boundaries are the Foothills fault system to the east, the Midland fault to the west, and the Dunnigan Hills fault to the northwest (City of Sacramento 2015).

The Alquist-Priolo Fault Zoning Act provides policies and criteria to assist cities, counties, and State agencies in restricting development on active faults. The Alquist-Priolo Act requires the State geologist to delineate regulatory zones that encompass all potentially and recently active traces of named faults and other such faults, or fault segments that are deemed sufficiently active and well defined as to constitute a potential hazard to structures from surface faulting or fault creep. According to the California Department of Conservation Data Viewer, there are no Alquist-Priolo Earthquake Fault Zones within the project site or Sacramento County (CDC 2021). Additionally, Sacramento County has a low earthquake shaking potential (CDC 2016)

SOILS

According to the Natural Resources Conservation Service, the soil type within the project area includes Rossmoor (NRCS 2021, City of Sacramento 2015:Figure 7-1). Rossmoor is classified as well drained, 0 to 2 percent slopes, have a depth of more than 80 inches to the water table, very low runoff, rare frequency of flooding, no frequency of ponding, and are assigned to hydrologic soil group A. Hydrologic soil group A is defined as soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission (USDA n.d.).

PALEONTOLOGICAL RESOURCES

A search of the paleontological records maintained by the University of California Museum of Paleontology (UCMP) was conducted on October 13, 2021. The UCMP database indicates 13 fossil localities have been recorded in Sacramento County. Of these, six localities include invertebrate fossils.

Review of recent geologic mapping indicates that the project site is underlain by Holocene-age basin deposits less than 4,200 years old, which are considered to have a low paleontological potential.

No fossils or unique geologic features have been previously recorded in the vicinity of the project. Additionally, no paleontological resources of any kind were identified within the project site during the field survey undertaken as part of this assessment (NIC 2022).

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

Less-than-significant impact. No known faults are present within the project vicinity or greater Sacramento region. Further, the project site is not located within an Alquist-Priolo Fault Zone (CGS 2021). The project would not expose people or structures to adverse effects caused by the rupture of a known fault. There would be no impact associated with fault rupture, and no mitigation would be required.

ii) Strong seismic ground shaking?

Less-than-significant impact. Sacramento County has a low earthquake shaking potential (CDC 2016). The project would be constructed consistent with the CBC Title 24, which includes standards intended to protect structures from earthquake related and seismic activity. The construction and operation of the project would not exacerbate existing seismic conditions. Impacts related to seismic hazards or ground shaking would be less than significant. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less-than-significant impact. Soil liquefaction most commonly 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, thus becoming similar to quicksand. Liquefaction may also occur in the absence of a seismic event when unconsolidated soil above a hardpan becomes saturated with water. The project is located in an area with low earthquake potential and contains soils that are well drained (NRCS 2021). Additionally, the project would comply with CBC Title 24, which includes specific design requirements to reduce damage from ground failure. Through compliance with current building codes, the project-related impact would be less than significant. No mitigation is required.

iv) Landslides?

No Impact. The project site is located in a developed flat area; there is no risk of landslides in such terrain. Therefore, the project would not expose people or structures to landslides and there would be no impact associated with landslide risk. No mitigation would be required.

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

Less-than-significant impact. Soils in the project area are characterized as well drained and have a low run off potential. The project would involve ground disturbing activities which could cause soil erosion and surface water contamination. As stated in Chapter 2, because the project would disturb just over than 1 acre of land, the project would be required to obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP BMPs (i.e., erosion control, site stabilization, etc.) would be implemented at the site. In addition, the project would be required to comply with the current CBC, which provides specifications related to soil compaction and stability. Through compliance with SWPPP BMPs and the CBC, the project project-related erosion impacts would be less than significant. No mitigation is required.

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

Less-than-significant impact. As previously described under criterion (a-iii), soils within the project site are characterized as well drained and have low run off potential (NRCS 2021). The project would be required to comply with the current CBC, which provides specifications related to soil compaction and stability. Based on existing site conditions and through conformance with the CBC, the project would not result in on- or off-site adverse geologic conditions such as landslide, lateral spreading, subsidence, liquefaction, shrink-swell potential, or collapse. Impacts would be less than significant. No mitigation is required.

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 would not involve the use of septic tanks or alternative wastewater disposal systems. Thus, the project would have no impact related to soil suitability for use of septic tanks or alternative wastewater disposal systems, and no mitigation would be required.

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

Less-than-significant impact. No paleontological or unique geologic features have been previously recorded in the vicinity of the project. Further, no paleontological resources of any kind were identified within the project site during the field survey undertaken as part of this assessment (NIC 2022). As described above, the project area is underlain by Holocene-age basin deposits less than 4,200 years old, which are considered to have a low paleontological potential. Because no known paleontological resources have been documented within or near the project site and local geologic deposits are not known to yield paleontological materials, it is unlikely that project construction activities would result in the discovery of previously unknown paleontological resources or unique geologic features. This impact would be less than significant, and no mitigation is required.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

Greenhouse gases (GHGs) are gases in the Earth's atmosphere that trap heat through a phenomenon called the greenhouse effect. Prominent GHGs that contribute to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The greenhouse effect occurs when solar radiation enters the Earth's atmosphere and infrared radiation is absorbed by GHGs rather than being reflected back into space. This trapping of infrared radiation results in the warming of the atmosphere and is responsible for maintaining a habitable climate on Earth. However, GHG emissions from human activities have greatly increased GHG concentrations in the atmosphere and caused levels of warming far above natural levels, resulting in global climate change. According to the Sixth Assessment Report by the Intergovernmental Panel on Climate Change, there is scientific consensus that observed increases in atmospheric GHG concentrations and the consequential warming of Earth's atmosphere, oceans, and lands have "unequivocally" been caused by human activities and influence (IPCC 2021). GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing activities, electricity generation and consumption, residential and commercial onsite fuel use, and agriculture and forestry.

Climate change is a global issue because GHGs are global pollutants, and even local GHG emissions contribute to global impacts. Many GHGs have long atmospheric lifetimes, from 1 year to several thousand years, and persist in the atmosphere for long enough durations to be dispersed around the globe. Although the lifetime of any particular GHG molecule is dependent on multiple variables and cannot be determined with certainty, scientists have concluded that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestrations, resulting in an increase in atmospheric CO_2 (IPCC 2013:467).

3.8.2 Regulatory Setting

GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006), which has been met by the state as of 2020, and to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for reducing statewide GHG emissions to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and to achieve and maintain net negative GHG emissions thereafter. AB 32 also delegates the authority for implementation to the CARB and directs CARB to enforce the statewide climate action plan. In accordance with AB 32, CARB prepared the Climate Change Scoping Plan for California, which was approved in 2008 and most recently updated in 2017. The 2017 revision to the Scoping Plan (i.e., 2017 Scoping Plan) updated the plan in compliance with SB 32. The Scoping Plan is updated by CARB every five years with the next update is anticipated to be released in 2022, which will assess progress towards achieving the 2030 target and lay out a path to achieve carbon neutrality by mid-century.

SMAQMD is the primary agency responsible for addressing air quality concerns in Sacramento County—its role is discussed further in Section 3.3, "Air Quality." SMAQMD has developed quantitative thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA and AB 32. For construction emissions generated by land development projects, SMAQMD's recommended threshold is 1,100 metric tons per year of CO_2 equivalent ($MTCO_2e$/year). If the total annual construction emissions for each year of construction would exceed the annual threshold of 1,100 $MTCO_2e$/year, then construction emissions would be determined to have a cumulative considerable contribution to climate change and mitigation would be required to reduce emissions to the threshold for that given year (SMAQMD 2021).

As described in Chapter 2, "Project Description," and Section 3.3, "Air Quality," Sacramento State is not subject to local government planning and land use plans, policies, or regulations. However, for the purposes of this impact analysis, for operational emissions generated by land use development projects, the project would result in a cumulatively considerable contribution to climate change if it would be inconsistent with the Climate Change Scoping Plan by not implementing applicable BMPs or equivalent on/off site mitigation. SMAQMD recommends the following tiered approach shall be used to determine consistency:

- Tier 1 BMPs (BMP 1 & 2)
  - Projects shall be designed and constructed without natural gas infrastructure.
  - Projects shall meet the current CalGreen Tier 2 EV charging standards (i.e., 10 percent of all parking spaces to be EV-ready).
  - After Tier 1 standards are met, do the project's emissions exceed 1,100 $MTCO_2e$/year
- Tier 2 (BMP 3)
  - Residential projects shall achieve a 15 percent reduction in VMT per resident and office projects shall achieve a 15 percent reduction in VMT per worker compared to existing average VMT for the county, and retail projects shall achieve no net increase in total VMT to show consistency with SB 743.

Once BMPs 1 and 2 are implemented, the project's operational GHG emissions would be compared to a threshold of 1,100 $MTCO_2e$/year. Projects that fall under that level would not result in a cumulative considerable contribution to climate change and projects that exceed the screening level threshold are to implement the Tier 2 BMP (BMP 3). If the project does not implement Tier 1 BMPs, the project must provide measures either on-site or off-site to provide equivalent mitigation (SMAQMD 2021).

CALIFORNIA STATE UNIVERSITY SUSTAINABILITY POLICY

In May 2014, the CSU Board of Trustees adopted the first CSU systemwide Sustainability Policy. The policy aims to reduce the environmental impact of construction and operation of buildings and to integrate sustainability into all facets of the CSU, including academics, facilities operations, the built environment, and student life. The CSU Sustainability Policy established the following goals: reduce GHG emissions to 1990 levels by 2020 and reduce GHG emissions 80 percent below 1990 levels by 2040. Under the CSU Sustainability Policy, campuses are responsible for quantifying and reducing their Scope 1 and 2 emissions to reach the 2020 and 2040 goals. Scope 1 emissions are direct emissions (e.g., combustion of fossil fuels, fleet vehicles, agriculture operations, use of refrigerants). Scope 2 emissions are emissions from purchased utilities (e.g., electricity, water)

SECOND NATURE CLIMATE LEADERSHIP COMMITMENT

In 2016, Sacramento State became a Charter Signatory to the Climate Leadership Commitment, establishing a goal for Sacramento State to achieve net zero emissions from all sources (Scope 1, 2, and 3) by 2050. Scope 3 emissions are emissions not under direct control (e.g., commuting, business travel, solid waste). Campuses that have signed the Second Nature Climate Leadership Commitment are also responsible for reducing Scope 3 emissions as part of

climate action plans to achieve neutrality as soon as possible. The Climate Commitment also requires Sacramento State to collaborate with local governments to achieve climate resilience.

3.8.3 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-significant impact. The levels of GHG emissions generated during project construction and project operations are discussed separately below.

GHG emissions associated with project construction and operation were generated using the CalEEMod Version 2020.4.0 (CAPCOA 2020). Modeling was based on project-specific information (e.g., land use type, building square footage), reasonable assumptions based on typical construction activities, and default values in CalEEMod that are based on the project's location and land use type. See Appendix B for detailed input parameters and modeling results. Construction activities were assumed to begin in 2023 and end in 2024, lasting over a period of 15 months.

Construction

Project-related construction activities would result in the generation of GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute during construction. Based on modeling conducted, it is estimated that project construction would generate a total of 185.5 $MTCO_2e$ over the duration of all construction activities (i.e., 2023–2024). This one-time level of emissions would not exceed SMAQMD's adopted mass emission threshold of 1,100 $MTCO_2e$/year for analyzing construction emissions (SMAQMD 2021). Construction-related impacts would be less than significant.

Operation

Operation of the project would result in mobile-source GHG emissions from vehicle trips (i.e., project-generated VMT), area-source emissions from the operation of landscape maintenance equipment, energy use emissions from consumption of electricity, water-related energy consumption associated with water use and the conveyance and treatment of wastewater, and waste-generated emissions from the transport and disposal of solid waste. Table 3.8-1 below summarizes the project's operational emissions for the buildout year of 2025.

Table 3.8-1 Operational Greenhouse Gas Emissions[1]

Emissions Source	Total $MTCO_2e$ per Year
Area	<1
Energy (Electricity)	34
Mobile (Vehicular)	130
Waste	7
Water	4
Total	175
SMAQMD GHG Screening Threshold	1,100

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent; SMAQMD = Sacramento Metropolitan Air Quality Management District.

[1] GHG emissions include quantification of SMAQMD GHG Tier 1 BMP 1 therefore the residential building was assumed to be constructed with all electric and with no natural gas infrastructure; BMP 2 (i.e., EV charging) was not quantified.

Source: Modeling conducted by Ascent Environmental in 2022

SMAQMD has not established a quantitative threshold of operational GHG emissions. Therefore, a project would be considered less than significant if it demonstrates consistency with the 2017 Scoping Plan by implementing applicable BMPs or equivalent on-site or off-site mitigation. The project would be constructed without natural gas infrastructure and would include at least 10 percent of all parking spaces as EV-ready (i.e., a minimum of five parking spots), and

thereby complies with SMAQMD's thresholds of significance and is consistent with GHG reduction measures and goals in the 2017 Scoping Plan. Further, as shown in Table 3.8-1, operational emissions would be 175 $MTCO_2e$/year, which is below the SMAQMD screening level threshold for operational GHG emissions. Additionally, sustainability features (e.g., high efficiency irrigation, water-efficient plumbing features, and durable exterior building materials) that would be incorporated into the project design would reduce operational GHG emissions even further. Because the project would implement both SMAQMD Tier 1 BMPs, and the project's operational GHG emissions are below SMAQMD's operational limit of 1,100 $MTCO_2e$/year, no additional BMPs are required, and the projects operational emissions would be less than significant.

Conclusion

In summary, because project construction emissions would not exceed SMAQMD's adopted mass emission threshold of 1,100 $MTCO_2e$/year, the project's operational emissions would be below 1,100 $MTCO_2e$/year, and SMAQMD's Tier 1 BMPs would align the project with the 2017 Scoping Plan, the project's GHG emissions would not result in a cumulatively considerable contribution to climate change. This impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-significant impact. Plans, policies, and regulations adopted for the purpose of reducing GHG emissions are developed with the purpose of reducing cumulative emissions related, primarily, to long-term operational emissions. As described under criterion (b) above, the project's construction related GHG emissions would not exceed SMAQMD's threshold for construction emissions (1,100 $MTCO_2e$/year), which were established in order to support statewide GHG emissions targets for 2030 and 2045. The project would implement SMAQMD's Tier 1 BMPs which requires the project to demonstrate consistency with the 2017 Scoping Plan (i.e., eliminating natural gas use and infrastructure and including electric vehicle charging) to reduce the project's operational GHG emissions. Through implementation of SMAQMD's Tier 1 BMPs, the project's operational emissions would not exceed SMAQMD's screening threshold of 1,100 $MTCO_2e$/year. For these reasons, the project is consistent with the 2017 Scoping Plan.

The CSU Sustainability Policy aims to reduce the environmental impact of construction and operation of buildings and to integrate sustainability across the curriculum. The latest GHG emissions reduction target of the policy includes 80 percent below 1990 levels by 2040. This goal would be achieved through implementation of various sustainability strategies including water conservation, the elimination of natural gas use, and EV parking in consistent with CalGreen Tier 2 standards. Therefore, the project would be consistent with goals of the CSU Sustainability Policy.

In 2016, Sacramento State became a Charter Signatory to the Climate Leadership Commitment, establishing a goal for Sacramento State to achieve net zero emissions from all sources (Scope 1, 2, and 3) by 2050. As discussed above, this project would help achieve GHG emission reduction targets with implementation of sustainable design features to help achieve net zero emissions by 2050 (i.e., all electric buildings) and thus, would be consistent with the Climate Leadership Commitment.

The project would be consistent with the 2017 Scoping Plan, and therefore, statewide GHG emission reduction targets. The project would also be is consistent with the CSU Sustainability Policy and the Climate Leadership Committee Goals. Therefore, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing emissions of GHGs. This impact would be less than significant and no mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Environmental Setting

The State Water Resources Control Board's (SWRCB) GeoTracker website along with the California Department of Toxic Substances Control's (DTSC) Envirostor website provide a comprehensive list of the facilities and sites identified as meeting the "Cortese List" requirements pursuant to Government Code Section 65962.5. The SWRCB Geotracker website provides data relating to leaking underground storage tanks and other types of soil and groundwater contamination, along with associated cleanup activities. No hazardous materials sites were identified within 0.5 miles of the project site (SWRCB 2021).

The DTSC Envirostor website provides data related to hazardous materials spills and clean ups. No active hazardous waste facilities are located within 0.5 miles of the project site. One site, located on the Sacramento State campus, has been closed since 1991 (DTSC 2022).

The closest school, Phoebe A. Hearst Elementary School, is located 0.9 miles southwest of the project site.

The nearest airport, Sacramento Executive Airport, is located 4.7 miles south of the project site. The Sacramento International Airport is over 10 miles west of the project site., The project site is outside of any airport influence area.

The City of Sacramento 2018 Emergency Operations Plan (EOP) outlines actions that would be taken by the City and associated agencies during an emergency. Additionally, the EOP provides an overview of hazards and risks that have the potential to impact the city (City of Sacramento 2018).

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. Heavy equipment used during construction of the project would require the use of oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be present during construction. Operation of the project would involve the use of common household hazardous materials such cleaning products.

The University would be required to comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials during construction and operation. Specifically, the project would be required to comply with the California Environmental Protection Agency's Unified Program, which protects Californians from hazardous waste and hazardous materials by ensuring consistency throughout the state regarding the implementation of administrative requirements, permits, inspections, and enforcement at the local regulatory level. Regulated activities would be managed by the Sacramento County Environmental Management Department, which is the designated Certified Unified Program Agency, and in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories, California Uniform Fire Code hazardous material management plans and inventories). Furthermore, the Department of Transportation Hazardous Materials Regulations cover all aspects of hazardous materials handling and transportation. Parts 130 (Oil Spill Prevention and Response) and 172 (Emergency Response) would apply to project construction activities. Compliance with applicable regulations would reduce the potential for accidental release of hazardous materials during project construction.

The project would be required to comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials. These regulations are specifically designed to protect the public health and the environment and must be adhered to during project construction and operation. Compliance with applicable regulations would ensure that this impact would be less than significant. No mitigation is required.

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 impact. As discussed above, there are no existing hazardous materials sites at the project site or within 0.5 miles. However, project construction and operation would involve the transport, storage, use, and disposal of hazardous materials. Implementation of the project would comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials in relation to construction and operation of the new groundwater well. These regulations are specifically designed to protect the public health and the environment and must be adhered to during project construction and operation. Compliance with applicable regulations would ensure that this impact would be less than significant, and no mitigation is required.

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

No Impact. Phoebe A. Hearst Elementary School is located 0.9 miles to the southwest of the project. No schools are proposed in the project area. Therefore, the project would not result in the release of hazardous materials,

substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur, and no mitigation is required.

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. As discussed above, review of the GeoTracker and Envirostor databases determined that no designated hazardous materials sites are located on the project site. The nearest hazardous waste facility has been closed as of 1991 and was located on the Sacramento State campus (DTSC 2021). Thus, no designated hazardous materials sites are on or near the project site. No impact would occur and no mitigation is required.

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 area is not located within an airport land use plan, within 2 miles of a public airport, or in the vicinity of a known private airstrip. The project site is located approximately 4.5 miles north of the Sacramento Executive Airport and outside of the 65 community noise equivalent level (CNEL) airport noise contour (SACOG 1999:Figure 7). Project construction and operation would not result in any safety hazards or excessive noise within the vicinity of the airport. No impact would occur, and no mitigation is required.

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

No Impact. The project would include construction and operation of the new apartment building and associated site features on a 1.06-acre site in Sacramento. Site development and access from University Avenue would not impede vehicular travel on local roadways. During construction, temporary traffic controls would be implemented and emergency access would be maintained at all times. Therefore, the project would not interfere with emergency response or evacuation plans. No impact would occur, and no mitigation is required.

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

No impact. The project site is within an urbanized, developed area of the City of Sacramento. Based on the California Department of Forestry Resources Very High Fire Hazard Severity Zone Map, the project site is not within an area identified as a high Fire Hazard Severity Zones (FHSZ) (CAL FIRE 2020a). Construction and operation of the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur. No mitigation is required.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

SURFACE WATER

The project site is within the Sacramento River Basin. Within the Sacramento River Basin there are sub-basins or smaller watersheds that drain to the tributaries of the Sacramento River. The project site is withing the American River watershed, which is a sub-basin of the Sacramento River watershed. The American River originates in the Tahoe and Eldorado National Forests and flows into the Folsom Lake reservoir, which holds approximately 1 million acre-feet of water (Sacramento County 2010).

The American River is located approximately 700 feet west of the project site.

GROUNDWATER

The project site is also located within Sacramento Valley-North American groundwater basin (DWR 2022). The Sacramento Valley-North American groundwater subbasin lies in the eastern central part of the Sacramento Valley groundwater basin. The northern boundary of the subbasin is the Bear River and the Yuba/Placer County Line. The eastern boundary is the edge of the alluvial basin, where little or no groundwater flows into or out of the groundwater basin from the rock of the Sierra Nevada. The southern boundary is the American River and the western boundary is the Sacramento and Feather Rivers (DWR 2018).

FLOOD HAZARDS

The project site is located within an area mapped by the Federal Emergency Management Agency (FEMA) as Zone X, which describes areas minimal flood hazard. Areas surrounding the site are also mapped as Zone X (FEMA 2022).

The city of Sacramento, including the project site, is not within an area subject to seiche, tsunami, or mudflows (City of Sacramento 2014).

3.10.2 Discussion

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

Less-than-significant impact. As previously discussed, the American River is located approximately 700 feet west of the project site. As described in Section 3.7, "Geology and Soils," soils within the project site are well drained with low runoff potential (NRCS 2021). It is possible that ground-disturbing activities associated with construction of the well and other onsite structures and amenities could result in soil erosion which could contaminate nearby surface water, including the American River.

As described in Chapter 2, "Project Description," project implementation would require preparation of a SWPPP pursuant to the SWRCB Construction General Permit. Installation of SWPPP BMPs related to surface and groundwater quality would substantially reduce the amount of soil disturbance, erosion and sediment transport into surface waters, and pollutants in site runoff during construction. Furthermore, onsite structures would be required to comply with the current CBC, which provides specifications related to soil compaction and stability. Through implementation of construction-period BMPs and construction of structures compliant with the CBC, the project would project would not violate any water quality standards or waste discharge requirements. This impact would be less than significant, and no mitigation is required.

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

Less-than-significant impact. Although not anticipated, if groundwater is encountered during project construction activities, testing would occur in accordance with DTSC and the regional water quality control board requirements before dewatering activities. If dewatering activities are needed, they would include the potential use of dewatering tanks and/or filtration bags to treat groundwater before discharge into the stormwater system.

The project site, while currently vacant, was previously developed and includes both pervious and impervious surfaces. Construction of the new building as well as surface parking may slightly increase impervious surfaces within the project site; however, development of the site is not expected to increase impervious surface such that groundwater recharge in the project area would be significantly altered. Therefore, the project would not interfere with groundwater recharge. As such, the project would not adversely impact groundwater supplies or recharge. Impacts would be less than significant, and no mitigation is required.

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 on- or offsite erosion or siltation;

Less-than-significant impact. As described in Section 3.7, "Geology and Soils," and above, under criterion (a), soils within the project site are well drained with low runoff potential (NRCS 2021). Ground-disturbing activities associated with project construction could result in soil erosion, which could contaminate nearby surface water. Implementation SWPPP BMPs during construction would substantially reduce the amount of soil disturbance, erosion and sediment transport into surface waters, and pollutants in site runoff. Further, the project would be constructed in compliance with the current CBC, which provides specifications related to soil compaction and stability. Through installation of BMPs and regulatory compliance, the project project-related erosion impacts would be less than significant, and no mitigation is required.

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

Less-than-significant impact. The project site drains to the City's storm drainage system. During construction activities, water may be used to control dust, but would not be used in great enough quantities to result in runoff or to alter drainage patterns. Though the project site currently includes both impervious and pervious surfaces, project implementation would result in a slight increase in impervious surfaces at the project site through construction of a new building and surface parking lot. However, the increase in impervious surfaces would be minimal compared to existing conditions and project would include installation of storm drainage infrastructure that connects to existing City infrastructure. Additionally, landscaped areas of the project site would allow for natural runoff and filtration. Project implementation would not substantially increase surface runoff such that on or offsite flooding would occur. This impact would be less than significant, and no mitigation is required.

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 impact. As discussed above, the project site drains to the City's storm drainage system and the project would not result in a substantial change to project site stormwater runoff. Construction BMPs would be implemented for erosion and sediment controls, which would reduce erosion and sediment transport into surface waters, and pollutants in site runoff during construction. The NPDES General Construction permit also requires dischargers to consider the use of post-construction permanent BMPs that remain in service to protect water quality throughout the life of the project. All NPDES permits also have inspection, monitoring, and reporting requirements. As such, operation of the project would not result in additional sources of polluted runoff. This impact would be less than significant, and no mitigation is required.

iv) Impede or redirect flood flows?

Less-than-significant impact. The project site is located within FEMA flood zone X, areas categorized as minimal flood hazard (FEMA 2022). The project increase in impervious surfaces would not result in on- or offsite flooding and would not otherwise impede or redirect flood flows. Operation would collect site drainage through on-site stormwater infrastructure and/or landscaping; runoff would continue to drain to the City's storm drainage system. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The project is not within a coastal region that is subject to tsunami, an area with steep slopes that is subject to mudflows, or adjacent to a waterbody that would generate a seiche. No impact would occur, and no mitigation is required.

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

Less-than-significant impact. Construction activities would be required to adhere to a SWPPP, under the SWRCB's General Construction Stormwater Permit; therefore, BMPs would be implemented to reduce the amount of soil disturbance, erosion and sediment transport into receiving waters, and pollutants in site runoff during construction. As stated above, operation would collect site drainage through on-site stormwater infrastructure and/or landscaping; runoff would continue to drain to the City's storm drainage system. The project would not conflict with or obstruct a water quality control plan or groundwater management plan. This impact would be less than significant, and no mitigation is required.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.11.1 Environmental Setting

The project site is situated in a developed area in the City of Sacramento, surrounded by commercial and residential uses. The project site is within the City of Sacramento's Arden Arcade Community Plan area and is designated as Employment Center Mid-Rise (City of Sacramento 2015a:3-AA-7). Employment Center Mid-Rise designations are intended to support infill development with complementary uses that "transform the existing single use areas into more self-sufficient mixed-use areas with reduced dependence on automobile transportation" (City of Sacramento 2015b:2-104). Allowed uses within the Employment Center Mid-Rise land use designation include office complexes, support retail service uses, landscaped gathering places that include support uses, residential uses as supportive mixed use or adjacent to large employment centers, and compatible public, quasi-public, and special uses (City of Sacramento 2015b:2-104). The project site is zoned Limited Commercial/Review/Planned Unit Development (C-1-R-PUD).

3.11.2 Discussion

a) Physically divide an established community?

Less-than-significant impact. The project would develop a 1.06-acre vacant project site into a 30-unit residential apartment building. The project site and would not require construction of a linear feature, such as a roadway or utility infrastructure, that would physically divide the surrounding established community. The proposed residential apartment building would be compatible with surrounding residential and commercial land uses. This impact would be less than significant, and no mitigation is required.

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?

Less-than-significant impact. The project would alter the project site, changing it from a vacant lot to a residential apartment building. Residential is an allowed use withing the C-1-R-PUD zone and the apartment building would be consistent with surrounding land uses. Therefore, the project would not conflict with any adopted plans, policies, or regulations adopted for avoiding or mitigating an environmental effect. This impact would be less than significant and no mitigation is required.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.12.1 Environmental Setting

The Surface Mining and Reclamation Act directs the State Geologist to identify and map the non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4). Of the four, the MRZ-2 classification is recognized in land use planning because the likelihood for occurrence of significant mineral deposits is high, and the classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society.

The project site is classified as MRZ-3, which indicates areas containing mineral deposits; however, the significance of which cannot be evaluated from available data (DOC 1999).

3.12.2 Discussion

a,b) 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? 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?

Less-than-significant impact. According to the DOC Mineral Land Classification Map of PCC-Grade Aggregate Resources in Sacramento County, the project site is in an area designated as MRZ-3, indicating that the area may contain mineral deposits; however, the significance of which cannot be evaluated from available data (DOC 1999). The project site is in a highly developed and urbanized area where compatible land uses would preclude mineral extraction. Further, project implementation would not involve extraction of any known mineral resources in the project area. The project would not result in the loss of availability of known or locally important mineral resources; thus, the impact would be less than significant. No mitigation is required.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise. Would the project result in:				
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 in other applicable local, state, or federal standards?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.13.1 Environmental Setting

ACOUSTIC FUNDAMENTALS

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on a variety of factors, including geometric spreading (i.e., spherical or cylindrical spreading), ground absorption (i.e., hard versus soft sites), atmospheric conditions (e.g., wind direction and speed, air temperature, humidity, turbulence), and shielding by natural or human-made features.

The amplitude of pressure waves generated by a sound source determines the loudness of that source, also called the sound pressure level (SPL). SPL is most commonly described by using decibels (dB) because this logarithmic unit best corresponds to the way the human ear interprets sound pressures. However, the decibel scale does not adequately characterize how humans perceive noise because the human ear is not equally sensitive to loudness at all frequencies (i.e., pitch) in the audible spectrum. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels or dBA) can be computed based on this information. All sound levels discussed in this section are expressed in A-weighted decibels.

Because decibels are logarithmic units, SPLs expressed in dB cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013:2-10).

Various noise descriptors have been developed to describe time-varying noise levels. The noise descriptors used in this section include:

- A-Weighted Decibels (dBA): Noise levels are commonly reported in decibels using the dbA. The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds.
- Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period.
- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013:2-48).

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Groundborne vibration is vibration of and through the ground. Sources of ground-borne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions).

Groundborne vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocities are normally described in inches per second (in/sec) but can also be expressed in decibel notation (VdB), which is used mainly in evaluating human response to vibration.

EXISTING NOISE ENVIRONMENT

The predominant noise sources influencing noise levels on and near the project site include vehicle traffic, Amtrak passenger rail activity, BNSF freight train activity on the Union Pacific railroad, and aircraft activity. Approximately 0.6 mile west of the project site, is the Union Pacific Railway, consisting of two parallel tracks running north/south. Additionally, the nearest airport Sacramento Executive Airport is 4.7 miles south of the project site, and the Sacramento International Airport is over 10 miles west of the project site.

The predominant noise source in the project area is vehicle traffic on the surrounding roadway network (e.g., University Avenue, Howe Avenue, Fair Oaks Boulevard, and J Street). Existing traffic noise levels on roadway segments in the project area were modeled using calculation methods consistent with FHWA Traffic Noise Model, Version 2.5 (FHWA 2004) and existing average daily traffic (ADT) volumes. Table 3.13-1 summarizes the modeled existing traffic noise levels at 100 feet from the centerline of each area roadway segment and lists distances from each roadway centerline to the 70, 65, and 60 CNEL traffic noise contours. For further details on traffic-noise modeling inputs and parameters, refer to Appendix C.

Sources of railway noise and groundbourne vibration include passenger rail activity and freight trains along the Union Pacific Railway. Amtrak's San Joaquin line runs approximately ten daily north and southbound trains (Los Angeles-San Francisco) through the City of Sacramento (Amtrak 2021).

Table 3.13-1 Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	CNEL at the Project site (dB)	Distance from Roadway Centerline to CNEL Contour 70 (feet)	Distance from Roadway Centerline to CNEL Contour 65 (feet)	Distance from Roadway Centerline to CNEL Contour 60 (feet)
University Avenue (northbound)	55.6	4	11	36
University Avenue (southbound)	55.3	3	11	34
Howe Avenue (US 50 to Fair Oaks Boulevard)	73.5	223	704	2,225
Fair Oaks Boulevard (Howe Avenue to Munroe Street)	68	63	198	627
J Street/Fair Oaks Boulevard (H Street to Howe Avenue)	69.4	86	274	865

Notes: CNEL = Community Noise Equivalent Level; dB = decibel.

All modeling assumes average pavement, level roadways (less than 1.5% grade), and constant traffic flow, and it does not account for shielding of any type or finite roadway adjustments. The contour distance estimates do not account for the fact that buildings and other structures in the Project area would partially shield noise generated from these roadway segments. For additional details, refer to Appendix F for detailed traffic data and for traffic-noise modeling input data and output results.

Source: Data modeled by Ascent Environmental in 2021

NOISE-SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Sensitive noise receptors are also considered vibration-sensitive receptors in addition to commercial and industrial buildings where vibration could interfere with operations within the building, including levels that may be well below those associated with human annoyance.

Noise-sensitive receptors in the vicinity of the project site are residences, approximately 100-feet away, in the Campus Commons neighborhood.

3.13.2 Regulatory Setting

FEDERAL TRANSIT ADMINISTRATION

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.13-2.

Table 3.13-2 Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 microinch/second) Frequent Events[a]	GBV Impact Levels (VdB re 1 microinch/second) Occasional Events[b]	GBV Impact Levels (VdB re 1 microinch/second) Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 [d]	65 [d]	65 [d]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: GBV = ground-borne vibration; VdB = vibration decibels referenced to 1 microinch per second and based on the root mean square velocity amplitude.

[a] "Frequent events" is defined as more than 70 vibration events of the same source per day.

[b] "Occasional events" is defined as between 30 and 70 vibration events of the same source per day.

[c] "Infrequent events" is defined as fewer than 30 vibration events of the same source per day.

[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018

CALIFORNIA BUILDING CODE SOUND TRANSMISSION STANDARDS

Noise within habitable units that is attributable to external sources is regulated by the California Building Standards codified in CCR, Title 24, Part 2, Section 1207. These standards are enforceable at the time of construction or during occupancy and apply to habitable units with common interior walls, partitions, and ceilings or those adjacent to public areas, such as halls, corridors, stairways, and service areas. Under these standards, the interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metrics used to measure these levels can be day-night average sound level or CNEL, consistent with the local general plan. An acoustical analysis documenting compliance with the interior sound level standards shall be prepared for structures containing habitable rooms. Under California Public Resources Code Section 25402.1(g), all cities and counties in the State are required to enforce the adopted California Building Code, including these standards for noise in interior environments.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2013). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.13-3 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.13-3 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4–0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006–0.019	Vibration unlikely to cause damage of any type

Notes: PPV= peak particle velocity; in/sec = inches per second.

Source: Caltrans 2013

CITY OF SACRAMENTO MUNICIPAL CODE

As previously discussed, Sacramento State is not subject to local government planning and land use plans, policies, or regulations. However, for the purposes of this impact analysis, the CSU utilizes the City of Sacramento's noise standards for determining noise-related impacts.

Chapter 8.68 of the City of Sacramento Municipal Code contains applicable noise regulations within City Limits, as listed below:

Section 8.68.060 - Exterior Noise Standards

a. The noise standards that apply to all agricultural and residential properties are: 1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA. 2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.

b. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

c. Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

d. If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection B of this section, 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 fifth noise level category, the maximum ambient noise level shall be the noise limit for that category. (Prior code Section 66.02.201)

Section 8.68.070 - Interior Noise Standards

a. In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his or her unit that causes the noise level when measured in a neighboring unit during the periods ten p.m. to seven a.m. to exceed:

    1. Forty-five (45) dBA for a cumulative period of more than five minutes in any hour;

    2. Fifty (50) dBA for a cumulative period of more than one minute in any hour;

    3. Fifty-five (55) dBA for any period of time.

b. If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection A of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level.

Section 8.68.080 Exemptions

D. Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections, may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

Section 8.68.110 - Residential Pumps, Fans, and Air Conditioners

a. It is unlawful for any person to operate any residential fans, air conditioners, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical device or any combination thereof installed after the effective date of this chapter in any manner so as to create any noise which would cause the maximum noise level to exceed:

    1. Sixty (60) dBA at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level;

    2. Fifty-five (55) dBA in the center of a neighboring patio three to five feet above ground level;

    3. Fifty-five (55) dBA outside of the neighboring living area window nearest the equipment location, measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.

b. Equipment installed five years after the effective date of this chapter must comply with a maximum limit of fifty-five (55) dBA at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level.

c. Equipment installed before the effective date of this chapter must comply with a limit of sixty-five (65) dBA maximum sound level, at any point at least one foot inside the property line of the affected agricultural or residential property and three to five feet above ground level after the effective date of this chapter.

3.13.3 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 in other applicable local, state, or federal standards?

Less-than-significant impact. Noise would be generated during project construction and by operational activities. Vehicle trips associated with project operations could also contribute to traffic noise levels in the project area. Analysis of these types of noise sources is provided separately below.

Temporary Construction Noise

Project construction would involve the use of heavy equipment such as dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks, all of which individually generate 80–85 dB L_{eq} at 50 feet (FHWA 2006:3). Noise attenuation calculations were conducted to estimate the level of noise exposure at the nearest offsite noise-sensitive land uses and conservatively assumed simultaneous operation of three pieces of heavy equipment close to each other at the boundary of the project site nearest to the receptor. These attenuation calculations are based on FHWA's Roadway Construction Noise Model User's Guide (FHWA 2006) and are presented in detail in Appendix C.

Construction noise would fluctuate throughout the duration of project construction at individual receptors depending on the type of construction activities occurring and equipment used on any given day; the distances from construction activity to noise-sensitive receptors; any noise-attenuating features, such as topography, vegetation, and existing structures; and existing ambient noise levels. The construction noise attenuation calculations indicate the combined predicted noise level from simultaneous operation of a dump truck, excavator, and dozer would be 84.6 dB L_{eq} at 50 feet. Noise levels decrease as distance from the equipment increases. For example, the combined exterior noise level at the nearest residence, located 75 feet to the northeast of the northeastern edge of the project site, would decrease to 81.1 dB L_{eq}. An average exterior-to-interior noise level reduction of 24 dB is typically achieved by residential buildings with the windows closed (EPA 1971: 11). In applying this average noise reduction, the interior L_{eq} at the nearest sensitive receptor would be approximately 57.1 dB.

As described in Chapter 2, "Project Description," construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m., and between 9:00 a.m. and 6:00 p.m. on Sunday, consistent the City of Sacramento building construction work hours. Construction activity that takes place these days and hours would be exempt from the City's noise ordinance (City Municipal Code Section 8.68.080). Therefore, short-term increases in noise generated by construction activities would not result in the exposure of sensitive receptors to or generation of noise levels in excess of applicable standards. This impact would be less than significant and no mitigation is required.

Long-term, Operational Noise

Long-term, operational noise would be generated by a variety of noise sources including equipment for on-site buildings, such as HVAC equipment, and vehicle traffic along local roadways.

Traffic Noise

The existing noise environment in the project area is dominated by traffic noise from nearby roadways. The primary source of noise associated with long-term operation of the project would be generated by traffic associated with the proposed apartment building.

With respect to the community noise assessment for operational noise levels, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for traffic/mobile source noise is based on human perceptibility to changes in noise levels (increases) with consideration of existing ambient noise conditions and City's guidelines for noise compatibility land use standards. As part of the modeling conducted for the purposes of air quality and GHG estimation, an estimate of project-generated vehicle trips was calculated. For a description of the specific approach and methodology used to model the project, see Section 3.3, "Air Quality." Based on project modeling, a 30-unit mid-rise apartment land use type would generate 144 ADT. Table 3.13-4 presents existing ADT and existing plus project ADT along the roadways in the project area.

Table 3.13-4 University Avenue Housing Project Average Daily Trips

Roadway	Existing ADT	Existing Plus Project ADT
University Avenue (northbound)	3,650	3,794
University Avenue (southbound)	3,380	3,524
Howe Avenue	55,633	55,777
Fair Oaks Boulevard	29,904	30,048
J Street/Fair Oaks Boulevard	41,226	41,370

Source: Modeled by Ascent Environmental in 2021

As shown in Table 3.13-4, the project would not result in a substantial increase in ADT in the project area, and therefore would not result in any perceptible traffic noise increases. This impact would be less than significant and no mitigation is required.

HVAC Equipment

Development of the project would include installation of stationary noise sources used for the operation of buildings (e.g., HVAC equipment). Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location. Noise levels from HVAC equipment range from 45 to 70 dBA L_{eq} at 50 feet (EPA 1971). Detailed information regarding the stationary equipment to be installed at the project site is not available at this time. Using the highest noise level for HVAC equipment and assuming the equipment would be installed on the closest edge of the building, approximately 100 feet away, the nearest sensitive receptors to the project would be exposed to a noise level of 64 dB L_{eq}. Therefore, the residences northeast of the project could be exposed to noise levels that exceed the City's exterior daytime and nighttime noise standards of 55 dB and 50 dB, respectively (Municipal Code Section 8.68.060). See Appendix C for detailed calculations. This impact would be potentially significant.

Mitigation Measure 3.13-1: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Sensitive Receptors to Noise Levels That Exceed Applicable Standards

The University shall implement design measures to ensure that all mechanical building equipment that is part of the HVAC system does not expose off-site residential land uses to noise levels that exceed 55 dB L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) or 50 dB L_{eq} during nighttime hours (10:00 p.m. to 7:00 a.m.). The effectiveness of the design measures shall be verified by a qualified acoustical engineer. Measures to achieve these performance standards may include, but shall not be limited to, the following measures:

- Design and build sound barriers for all noise-generating HVAC units that enclose mechanical equipment as much as possible and completely block the line of sight between the equipment and off-site residential and temporary lodging land uses. Sound barriers can consist of a wall, earthen berm, or some combination thereof.
- Locate HVAC units within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- Set back all HVAC units as much as possible from off-site noise-sensitive receptors, including residential land uses.

- Position HVAC units on the opposite side of an on-site building from off-site sensitive receptors so that the buildings serve as an intervening noise barrier.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-1 would reduce impacts to a less than significant level by ensuring that HVAC systems be properly located or include sound barriers such that sensitive noise receptors are not exposed.

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

Less-than-significant impact. Project construction would not involve the use of ground vibration–intensive activities, such as pile driving and blasting. Pieces of equipment that generate lower levels of ground vibration, such as bulldozers, would be used during construction. Operation of a bulldozer generates a vibration level of 0.089 in/sec PPV and 87 VdB at 25 feet (FTA 2018:184). Vibration from operation of a bulldozer could exceed the Caltrans-recommended threshold of 0.5 in/sec PPV for structural damage (Caltrans 2020) within 37 feet of bulldozing and the FTA-recommended threshold with respect to human response of 80 VdB (FTA 2018) within 43 feet of bulldozing. Refer to Appendix C for detailed vibration modeling calculations. All off-site vibration-sensitive receptors are located 50 feet or further from the nearest project site area boundary. Thus, construction associated with implementation of the project would not result in vibration levels at sensitive receptors exceeding Caltrans- or FTA-recommended standards with respect to the prevention of structural damage and human annoyance, respectively. This impact would be less than significant and no mitigation is required.

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 Sacramento Executive Airport is located approximately 4.5 miles south of the project. The project site is located outside of the 65 CNEL airport noise contour, based on the noise contour map provided in the Sacramento Executive Airport Comprehensive Land Use Plan (SACOG 1999:Figure 7). Therefore, the project would be compatible with regards to aircraft noise and would not result in the exposure of residents to excessive aircraft-related noise levels. This impact would be less than significant and no mitigation is required.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

The project site is located in the City of Sacramento adjacent to the Campus Commons community with residential uses. As previously described in Section 3.11, "Land Use and Planning," the project site, which is designated as Employment Center Mid-Rise, is intended to support infill development with complementary uses. Allowed uses include residential uses as supportive mixed use (City of Sacramento 2015b: 2-104).

The population of Sacramento County was estimated to be 1,561,014 residents in 2021. Of the total county population, 590,493 residents were estimated to live in unincorporated areas. Total housing for 2021 included an estimate of 583,631 units within the county, with approximately 2.8 persons per household (DOF 2021).

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)?

Less-than-significant impact. The growth inducing potential of a project would typically be considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant land use and growth plans for the project area. Significant growth impacts could also occur if a project provides infrastructure or service capacity that would accommodate growth beyond levels currently permitted by local or regional plans or policies. Implementation of the project would construct a 30-unit faculty/staff apartment building on a vacant property approximately 0.25 mile east of the Sacramento State main campus. Temporary construction crews present at the site would fluctuate depending on the phase of work. Further, construction efforts would be relatively modest and short term (occurring over a 2-year period) and are not expected to result in employees relocating to the area.

The project would address the need for housing for existing Sacramento State faculty and staff; it would not induce unplanned population growth, as the project is consistent with the City's zoning. Based on the 2021 data for persons per household within Sacramento County, the project is conservatively estimated to result in approximately 85 residents (DOF 2021). Operation of the apartment building would require up to 2 employees at any given time; employees would likely be drawn from the existing labor pool within the Sacramento region. Further, the project does not include the extension of roads or other infrastructure that would indirectly induce substantial unplanned population growth. The impact would be less-than-significant and no mitigation is required.

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

No Impact. The project would construct new housing on currently undeveloped land. The project does not involve the removal of existing housing or displacement of people currently living onsite; therefore, no people or housing would be displaced as a result of project implementation. No impact would occur and no mitigation is required.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

3.15.1 Environmental Setting

The City of Sacramento's Fire Department provides fire and emergency medical services including responding to and mitigating incidents involving hazardous materials and technical and water rescues, fire inspections, permits and community education (City of Sacramento n.d.). The nearest fire station to the project site is Fire Station 8 which is located at 5990 H Street, approximately 0.5 mile to the east. Law enforcement to the project site is provided by the Sacramento Police Department. The nearest City of Sacramento Police Department facility to the project site is located approximately 4.5 miles north at 3550 Marysville Boulevard. Additionally, a public safety/University police station is located within the Sacramento State main campus, approximately 0.4 mile south of the project site. Sacramento State Police Department officers patrol the campus and surrounding areas.

The project site is located within the Sacramento City Unified School District. The closest school to the project site is Phoebe A. Hearst Elementary School, located 0.9 mile to the southwest. As identified in Section 3.16, "Recreation", recreation facilities in the vicinity of the project site include Sutter's Landing Park, River Bend Park, and Ancil Hoffman Park. The closest library is the Arden-Dimick Library, located at 891 Watt Avenue approximately 2.2 miles to the northeast.

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? Police protection? Schools? Parks? Other facilities?

Less-than-significant impact. The proposed apartment building is estimated to support a population of approximately 85 persons. As previously discussed in Sections "Land Use and Planning," the project site, which is designated as Employment Center Mid-Rise, is intended to support infill development with complementary uses. Allowed uses include residential uses as supportive mixed use (City of Sacramento 2015b: 2-104). The project would address the need for housing for existing Sacramento State faculty and staff; it would not induce unplanned population growth, as the project is consistent with the City's zoning (see Section 3.8, "Population and Housing"). Existing public services, including fire protection, police protection, local schools, parks, and other public facilities would continue to serve the project site; implementation of the project would not require additional public services beyond those currently provided in the project area. The project would not result in substantial adverse physical impacts associated with the provision or need for new physically altered facilities which could result in adverse environmental impacts. This impact would be less than significant, and no mitigation is required.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation. Would the project:				
a) 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?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 Environmental Setting

The project site is located approximately 400 feet from the Guy West pedestrian/bicycle bridge and Jedidiah Smith Memorial Trail. The Campus Commons Area of the American River Trail Plan is located south of the site along the north side of the American River between Howe Avenue and the extension of Ethan Way and the south side of the river between Howe Avenue and the H Street bridge (County of Sacramento 2008). The Campus Commons Area includes the Jedidiah Smith Memorial Trail on the north side of the river, and Campus Commons golf course and Alumni Grove are located on the south side of the river. The Campus Commons Area also includes places for gatherings on each side of the river.

Other parks close to the project site include Sutter's Landing Park, River Bend Park, and Ancil Hoffman Park. Sutter's Landing Regional Park, located approximately 3 miles northwest of the project site, provides basketball courts, bocce ball courts, a dog park, a skate park, and access to several trails including a ¾ mile rubberized asphaltic concrete multi-use trail along the American River Parkway. River Bend Park is a County Park located approximately 5 miles from the project site. River Bend Park activities include rafting, hiking, horseback riding, and picnicking. Ancil Hoffman Park, located over 6 miles northeast of the project site, includes the Effie Yeaw Nature Center, Ancil Hoffman Golf Course, and access to trails and picnic areas.

3.16.2 Discussion

a) 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? Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-significant impact. As previously described, the project would address the need for housing for existing Sacramento State faculty and staff; it would not induce unplanned population growth, as the project is consistent with the City's zoning. Community and regional parks, trails, and other recreational facilities in the Sacramento area serve a large population of existing residents and visitors. The project residents use of surrounding recreational facilities would not result in substantial physical deterioration of existing recreation facilities such that new or expanded facilities are required. Furthermore, the project does not include construction or expansion of recreational facilities that could result an adverse physical effect on the environment. This impact would be less than significant, and no mitigation is required.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

ROADWAY NETWORK

Vehicular access to the project site is provided by U.S. Highway (US 50), University Avenue, Howe Avenue, and Fair Oaks Boulevard.

Regional Roadways

Regional access to the project site is provided by US 50. Local freeway access is primarily provided by the US 50 interchange at Howe Avenue/Power Inn Road, which is located approximately three-quarters of a mile southeast of the project site. US 50 is a cross-country east–west highway that provides access to the Sacramento region. Locally, US 50 connects the area to Yolo County to the west and Rancho Cordova, Folsom, and El Dorado County to the east. In the project vicinity, US 50 is a limited-access freeway and generally consists of eight travel lanes (four mixed-flow lanes in each direction).

Local Roadways

The following roadways provide access to the project site:

- University Avenue is a two-lane minor collector that forms the westerly boundary of the project site. University Avenue serves the Campus Commons neighborhood and traverses between its northern terminus at Fair Oaks Boulevard and its eastern terminus at American River Drive, where it transitions into Munroe Street. University Avenue provides the single vehicular access point to and from the project site. The posted speed limit near the project site is 30 miles per hour (mph). Near the project site, on-street parking is generally permitted on both sides of the roadway. Additionally, sidewalks and Class II bicycle lanes are present on both sides of the roadway.
- Howe Avenue is a north-south arterial that connects Business 80, Arden-Arcade, Fair Oaks, Florin, and the City of Elk Grove. Howe Avenue transitions into Power Inn Road south of Folsom Boulevard. Near the project site, Howe Avenue is six lanes with a posted speed limit of 40 mph.
- Fair Oaks Boulevard is an east-west arterial that connects downtown Sacramento, East Sacramento, Fair Oaks, and Carmichael. Near the project site, it is four-to-six lanes with a posted speed limit of 40 mph.

BICYCLE AND PEDESTRIAN FACILITIES

The California Highway Design Manual (Caltrans 2019) identifies four primary types of bicycle facilities: Class I bicycle paths (including shared-use paths), Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. These bicycle facilities are briefly described below.

- Class I (Bicycle Path/Shared-Use Path)—A facility with exclusive right-of-way with cross flows by vehicles minimized. Motor vehicles are prohibited from bicycle paths. Unless adjacent to an adequate pedestrian facility, Class I facilities are for the exclusive use of bicycles and pedestrians.
- Class II (Bicycle Lane)—A dedicated facility for bicyclists adjacent to motor vehicle traffic on streets. They are identified with striping, pavement markings, and signage. The striping on Class II bicycle lanes is intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.
- Class III (Bicycle Route)—On-street bicycle routes where bicycles and motor vehicles share the road. They are identified with signage and may also be indicated with pavement markings (e.g., "sharrows"). Class III facilities are intended to provide continuity to other bicycle facilities (usually Class II bikeways) or designate preferred routes through high demand corridors. These routes are typically assigned to low-volume and/or low-speed streets.
- Class IV (Separated Bikeway)—Facility for the exclusive use of bicycles that is separated from adjacent vehicular traffic. The separation may include grade separation, flexible posts, inflexible barriers, or on-street parking. Also referred to as protected bicycle lanes or cycle tracks.

Class II bicycle lanes are present along both sides of University Avenue within the project vicinity. Class II bicycle lanes are also provided on Howe Avenue between Fair Oaks Boulevard and US 50.

Sidewalks are present on both sides of University Avenue in the vicinity of the project site. A marked crosswalk across University Avenue is provided immediately south of the project site and aligns with the easterly landing of the Guy West Bridge.

The Guy West Bridge is a bicycle and pedestrian bridge that connects the Campus Commons neighborhood with the Sacramento State main campus across the American River. Using the Guy West Bridge, the project site is approximately one-quarter mile from the Sacramento State main campus core (as measured from The University Union) for people walking or bicycling.

TRANSIT SYSTEM

Transit service operating in the vicinity of the project site is provided by the Sacramento Regional Transit District (SacRT) and CSU Sacramento.

Sacramento Regional Transit District

SacRT provides light rail transit (LRT), bus, and paratransit service throughout Sacramento County. SacRT bus routes within the project vicinity include Routes 26, 30, 82, 87, and 134. All listed routes except Route 26 serve the Sacramento State transit center on State University Drive, which is located approximately 0.6-mile walking distance from the project site. These routes exhibit the following service characteristics:

- Route 26 connects McClellan Business Park, Watt/I-80 Station (Blue Line LRT), Arden-Arcade, the Sacramento State campus, and University/65th Street Station (Gold Line LRT) primarily via Fulton Avenue and Howe Avenue. Route 26 operates with 30-minute headways Monday through Friday, 30-minute headways on Saturdays, and 60-minute headways on Sundays.
- Route 30 connects downtown Sacramento, East Sacramento, and the Sacramento State campus via J and L Streets. Route 30 operates with 15-minute peak and 30-minute off-peak headways Monday through Friday, 30-minute headways on Saturdays, and 60-minute headways on Sundays.

- Route 82 connects American River College, Arden-Arcade, the Sacramento State Campus, and University/65th Street Station primarily via Watt Avenue, Morse Avenue, and Fair Oaks Boulevard. Route 82 operates with 30-minute headways Monday through Friday, 45-minute headways on Saturdays, and 45-minute headways on Sundays.
- Route 87 connects Marconi/Arcade Station (Blue Line), Arden-Arcade, the Sacramento State campus, and University/65th Street Station primarily via Howe Avenue and Fair Oaks Boulevard. Route 87 operates with 30-minute headways Monday through Friday, 45-minute headways on Saturdays, and 45-minute headways on Sundays.
- Route 134 connects downtown Sacramento, East Sacramento, and the Sacramento State campus primarily via E and F Streets. Route 134 operates with 60-minute peak-only headways Monday through Friday.

Sacramento State Shuttle

Sacramento State operates the Hornet Shuttle system. During Fall 2021, the Hornet Shuttle operated the Hornet Line (formerly the Grey Line), which connects the Sacramento State transit center, the University/65th Street Station, and various on-campus destinations. The Hornet Line operates with 30-minute headways Monday through Friday during the Fall and Spring semesters when classes are in session.

3.17.2 Regulatory Setting

SENATE BILL 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new guidelines that address transportation metrics under CEQA. Enacted as part of SB 743 (2013), PRC section 21099, subdivision (b)(1), directed the OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Subdivision (b)(2) of PRC section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any." (*emphasis* added)

OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines Section 15064.3, VMT replaced congestion as the metric for determining transportation impacts. The guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

To provide guidance to agencies implementing the new CEQA requirements, OPR published the *Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory)* in December 2018. The *Technical Advisory* describes considerations agencies may use in selecting VMT metrics, calculation methodologies, and significance thresholds. The *Technical Advisory* does not mandate the use of specific metrics, methodologies or significance thresholds, because agencies have discretion to select those that are appropriate for the local land use and transportation context. Refer to the "California State University Transportation Impact Study Manual" section for information regarding the VMT metrics, calculations methodologies, and significance thresholds adopted by the California State University system.

CALIFORNIA STATE UNIVERSITY

California State University Transportation Impact Study Manual

The California State University *Transportation Impact Study Manual* (TISM) provides guidance for addressing transportation-related impacts under CEQA. The TISM includes guidance for analyzing transportation impacts (including VMT), applicable significance thresholds, and recommended mitigation measures. As detailed in the TISM, if the proposed project is located in a low-VMT generating area as compared to the city, sub-region, or region and is consistent with the characteristics (i.e., density, mix of uses, transit accessibility) of the surrounding area, the project is presumed to result in a less than significant impact. Additionally, the TISM requires evaluation of whether the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT, to determine whether the project would result significant cumulative impacts. Accordingly, the TISM recommends the evaluation of the VMT under the "with project" condition to determine whether VMT would be in excess of the citywide, regional, or sub-regional VMT identified under the RTP/SCS condition.

California State University Sustainability Policy

The CSU Sustainability Policy (CSU 2014) aims to reduce the university's impact on the environment, educate students, faculty, and staff on sustainable practices, and incorporate sustainability principles and climate science in the university's educational offerings. The policy contains the following statement related to transportation:

- The CSU will encourage and promote the use of alternative transportation and/or alternative fuels to reduce GHG emissions related to university associated transportation, including commuter and business travel.

California State University Transportation Demand Management Manual

The CSU Transportation Demand Management Manual (Nelson Nygaard 2012) provides a framework for implementing sustainable transportation programs for campuses throughout the CSU system. The manual contains a set of goals, criteria, and best practices that encourage students, faculty, and staff to commute to and from campus via bus/rail transit, carpools, vanpools, bicycling, and walking to lessen reliance upon single-occupant vehicle travel and reduce vehicle trips to campuses.

Sacramento State Climate Action Plan

The Sacramento State Climate Action Plan (CAP) (Sacramento State 2018) presents a climate change mitigation strategy to ensure the reduction of greenhouse gas emissions associated with campus operations leading to a carbon neutral campus by the year 2040. The CAP includes a detailed list of strategies to reduce transportation-related emissions, including the following which are applicable to the project:

- Bicycle Circulation
  - New bike racks, bike repair stations, and bike share stations
- Transit
  - Improve transit access for pedestrians, including physical proximity and scheduling
- Commuting Reduction
  - Build additional campus housing

Sacramento State 2015 Master Plan

The Sacramento State 2015 Master Plan (Sacramento State 2015) provides a guide to the development of the physical campus and its facilities over the next twenty years. The 2015 Master Plan describes the vision and goals for campus development to accommodate an enrollment cap of 25,000 full-time-equivalent students. Chapter 4.4 of the 2015 Master Plan (Transportation Management, Vehicle Circulation, and Parking) identifies multi-modal transportation system modifications and transportation demand management (TDM) strategies for the of the Sacramento State main campus. The University is implementing a suite of TDM strategies to increase the likelihood of shifting transportation mode split away from single-occupant vehicle trips to campus, thereby reducing the demand for

campus parking. These strategies include improving campus access for bicyclists and pedestrians, improving transit access for pedestrians, and increasing the amount of housing and amenities on campus.

3.17.3 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 project would be situated within an existing multi-modal transportation system with access to nearby destinations by transit, walking, and bicycling.

The project site is within walking distance (0.25 mile) of the Sacramento State main campus via the Guy West Bridge. The project site is also within walking distance (approximately 0.25 mile) of existing transit services such as the Hornet Shuttle, which operates throughout the Sacramento State main campus. Additionally, the SacRT bus serves Howe Avenue, Fair Oaks Boulevard, and the Sacramento State transit center located on State University Drive, approximately 0.25 mile west of the project site. As described in Chapter 2, "Project Description," project implementation would result in construction and operation of 30 new apartment units supporting Sacramento State faculty and staff. Existing transit services would have sufficient capacity to accommodate new transit passenger demand that would be generated by the project. Additionally, the project would not require the construction, re-design, or alteration of any public roadways or the surrounding bicycle and pedestrian network; and thus, would not cause a physical disruption to existing transit services or facilities, or interfere with the implementation of planned transit services or facilities. Therefore, the project would be consistent with Sacramento State and CSU policies that promote access to and use of public transit. The project would not conflict would a program, plan, ordinance, or policy addressing transit services or facilities.

Continuous bicycle and pedestrian facilities are present in the vicinity of the project site, including sidewalks and Class II bicycle lanes on both sides of University Avenue. The Guy West Bridge provides a direct bicycle and pedestrian connection between the project site and the Sacramento State main core across the American River. Existing bicycle and pedestrian facilities within the project site vicinity would have sufficient capacity to accommodate additional bicycle and pedestrian travel demand that would be generated by the project. Additionally, the project would not cause a physical disruption to existing bicycle or pedestrian facilities, or interfere with the implementation of planned bicycle or pedestrian facilities. Therefore, the project would be consistent with Sacramento State and CSU policies that promote bicycle and pedestrian travel. Thus, the project would not conflict would a program, plan, ordinance, or policy addressing bicycle or pedestrian facilities.

For the reasons detailed above, the project would not conflict with a program, plan, ordinance or policy addressing the circulation system, and thus, would result in a less than significant impact and no mitigation is required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less-than-significant impact. State CEQA Guidelines Section 15064.3 was added on December 28, 2018, to address the determination of significance for transportation impacts, which requires VMT as the basis of transportation analysis instead of congestion (such as level of service). The change in the focus of transportation analysis is intended to shift the focus from congestion to, among other things, reduction in greenhouse gas emissions, encouraging mixed-use development, and other factors. State CEQA Guidelines Section 15064.3(b) identifies criteria for analyzing the transportation impacts of a project.

As described above, lead agencies, such as Sacramento State, have discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards such as State CEQA Guidelines Section 15151 (standards of adequacy for EIR analyses). In 2018, OPR released a *Technical Advisory* to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures as they relate to the implementation of SB 743. The CSU TISM describes the specific VMT analysis methods and significance thresholds that apply to CSU campuses, including Sacramento State. According to the CSU TISM, projects that

meet one or more established screening criteria would result in a less than significant impact related to VMT for CEQA purposes.

According to the CSU TISM, residential or office projects located within a low-VMT generating area of the city, sub-region, or region would result in a less than significant impact to VMT. In May 2016, SACOG published a map that illustrates 2016 baseline residential VMT per capita using "hex" geography, or hexagon-shaped tiles, across the six-county SACOG region. Residential VMT per capita is calculated by tallying all household VMT generated by residents living in the hex (i.e., only trips by residents). The map also presents the region, county, and jurisdiction averages for residential VMT per capita for reference. The map uses a range of colors to compare the VMT characteristics of each hex to the regional average, with cooler colors (i.e., blue, green, and yellow) representing VMT values that are below the regional average and warmer colors (i.e., orange, pink, and red) representing VMT values that are above the regional average. The project is located in a hex that generates average residential VMT per capita of 14.43, which measures 15.8 percent below the City of Sacramento average residential VMT per capita (17.14) and 30.7 percent below the SACOG region average residential VMT per capita (20.82). Therefore, the project would be located within a low-VMT generating area. The project would have similar characteristics (i.e., density, mix of uses, and transit accessibility) to that of the surrounding area; and thus, would be expected to exhibit similarly low VMT generation. Furthermore, the apartments are intended to support existing University faculty and staff, within walking and biking distance to the main campus.

For the reasons detailed above, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b); and thus, would result in a less than significant impact to VMT and no mitigation is required.

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. Vehicles would access the project site from an existing driveway on University Avenue and the project would not require the construction, re-design, or alteration of any surrounding public roadways. All on-site improvements associated with the project, such as a rebuilt driveway, would be subject to, and designed in accordance with applicable CSU, City, and applicable industry design and safety standards to avoid creating a geometric design hazard. Therefore, the project would not substantially increase transportation-related hazards; and thus, would result in a less than significant impact and no mitigation is required.

d) Result in inadequate emergency access?

Less-than-significant impact. The project would not require the construction, re-design, or alteration of any public roadways. Access along University Avenue would be maintained during project construction; once operational, emergency access onto the site would continue to be provided via University Avenue. Additionally, as detailed in Chapter 2, "Project Description," fire lanes for emergency vehicles would be established within the new on-site parking area.

The project would be designed in compliance with all applicable emergency access requirements, including Uniform Fire Code requirements; thus, emergency access for the project would be subject to review by all appropriate responsible emergency service agencies. Additionally, all CSU projects are required to follow the State University Administrative Manual which requires the State Fire Marshal to review all projects prior to implementation. Therefore, the project would be designed to meet applicable emergency access and design standards, and adequate emergency access would be provided. Thus, the project would result in a less than significant impact and no mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Assembly Bill (AB) 52, signed by Governor Edmund G. Brown, Jr., in September 2014, established a new class of resources under CEQA: "tribal cultural resources." AB 52, as provided in Public Resource Code Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a Notice of Preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

The Native American Heritage Commission (NAHC) was contacted to request a Sacred Lands File search for known cultural resources within or near the project site. The results of the search returned by the NAHC on November 17, 2021 were positive for Native American cultural resources in the project vicinity. The NAHC provided contact information for tribal members and organizations affiliated with the region, and recommended that they be contacted for more information on the potential for Native American cultural resources within or near the project area. The following tribes were contacted for consultation under AB 52:

- Ione Band of Miwok Indians
- Shingle Springs Band of Miwok Indians
- United Auburn Indian Community

- Wilton Rancheria
- Yocha Dehe Wintun Nation

The United Auburn Indian Community (UAIC) responded on January 13, 2022 requesting to consult under AB 52. Anna Starkey, Cultural Resource Specialist with UAIC, indicated that sacred lands and tribal cultural sites are located in proximity to the project site and provided input on tribal cultural mitigation measures.

3.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a, b) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? 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 Resource 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. As discussed in Section 3.5, "Cultural Resources," and above, indigenous sites are located in the project area. While no cultural resources or other cultural materials were identified during the project site survey, earth-moving activities associated with project construction could result in the discovery of tribal cultural resources. This impact would be potentially significant.

Mitigation Measure 3.18-1: Implement Mitigation Measure 3.5-1: Develop and Implement a Worker Environmental Awareness Program

Prior to any ground disturbing construction activities, a qualified archaeologist shall develop a construction worker awareness brochure for all construction personnel and supervisors who will have the potential to encounter tribal and cultural resources. The brochure will be developed in coordination with representatives from Native American tribes culturally affiliated with the project area. The topics to be addressed in the Worker Environmental Awareness Program will include, at a minimum:

- types of tribal and cultural resources expected in the project area;
- what to do if a worker encounters a possible resource;
- what to do if a worker encounters bones or possible bones; and
- penalties for removing or intentionally disturbing tribal and cultural resources, such as those identified in the Archeological Resources Protection Act.

Mitigation Measure 3.18-2: Implement Mitigation Measure 3.5-2: Protection of Known and Unknown Cultural Resources

If any suspected cultural and tribal cultural resources, including midden soil, artifacts, chipped stone, exotic rock (nonnative), or unusual amounts of baked clay, shell, or bone, are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A qualified professional archaeologist shall be retained to assess the significance of the find and the Tribal monitor (described under Mitigation Measure 3.18-1) alerted. If the find is determined to be significant by the archaeologist (i.e., because it is determined to constitute a unique

archaeological resource), the archaeologist shall develop, and the University shall implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

The Tribal representative will make recommendations for further evaluation and treatment, as necessary. Preservation in place is the preferred alternative under CEQA and the Tribes' protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project vicinity where they will not be subject to future impacts. The Tribe does not consider curation of tribal cultural resources to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Mitigation Measure 3.18-3: Retain a Tribal Monitor

Consulting Tribes shall be provided at least seven business-days' notice prior to beginning earthwork or the initiation of other ground-disturbing activities at the project site; construction activities will proceed if no response is received 48 hours prior to ground disturbing activities. Sacramento State shall invite a Tribal Monitor to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. If any tribal cultural resources are encountered during earth-moving activities, the requirements of Mitigation Measure 3.18-2 (Mitigation Measure 3.5-2), Protection of Known and Unknown Cultural Resources, shall be implemented. The Tribal Monitor shall complete daily monitoring logs that describe each day's activities, including construction activities, locations, soil, and any cultural materials identified Tribal Monitors shall be compensated for monitoring efforts. Onsite Tribal monitoring shall end when project construction activities (i.e., grading and excavation) are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.

Significance after Mitigation

Implementation of Mitigation Measures 3.18-1, 3.18-2, and 3.18-3 would reduce impacts to a less-than-significant level by requiring training for on-site personnel in the event that cultural resources are discovered during project constriction, archaeological assessment of discovered finds, cessation of work, appropriate notification to affiliated tribes, implementation of proper data recovery, preservation procedures upon discovery of previously unknown resources, and Tribal monitoring during project construction activities.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

WATER SUPPLY

The City of Sacramento Department of Utilities is responsible for the treatment and provision of potable water supplies within the city limits. As reported in the City of Sacramento 2020 Urban Water Management Plan, the total water supply (retail and wholesale customers) was 100,512 acre-feet per year (afy) (89.73 million gallons per day [mgd]). The total water demand in 2020 was 100,483 afy (89.71 mgd). The city is projected to have surplus water supplies ranging from 224,769 afy in 2025 to 216,258 afy in 2045 during normal and single dry years and a surplus water supplies ranging between 219,667 afy in 2025 and 198,436 afy in 2045 during multiple dry year conditions (City of Sacramento 2021).

WASTEWATER

The Sacramento Area Sewer District provides wastewater collection and conveyance service to the project area. Wastewater flows are conveyed to the Sacramento Regional Wastewater Treatment Plant (Regional San). Wastewater treatment within the city is provided by Regional San and the City of Sacramento. Regional San operates all regional interceptors and wastewater treatment plants serving the city except for the combined sewer and storm drain

treatment facilities, which are operated by the City of Sacramento. The Regional San WWTP currently provides secondary treatment of wastewater, has a permitted treatment capacity of 181 mgd of average dry-weather flow, and a daily peak wet weather flow of 392 mgd. A Wastewater Operating Agreement between Regional San and the City, limits wastewater flows from the city to 60 mgd (City of Sacramento 2021a:6-18). In 2020, 40,341 afy (36 mgd) of wastewater flows were collected in the City's Urban Water Management Plan service area delivered to the Regional San WWTP (City of Sacramento 2021).

SOLID WASTE

The City of Sacramento collects all residential solid waste within city boundaries. Most of the residential waste is disposed at the Sacramento County Kiefer Landfill. The Kiefer Landfill has a remaining capacity of 112,900,000 cubic yards (96 percent of permitted capacity of 117,400,000 cubic yards) through 2064 (CalRecycle 2021).

ENERGY

SMUD generates, transmits, and distributes electric power to a 900-square mile service area that includes Sacramento County (Sacramento County 2010). PG&E supplies natural gas to the Sacramento area, including the project site.

3.19.2 Discussion

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-significant impact. As described in Chapter 2, "Project Description," the project would include connections to existing infrastructure within University Avenue, including electrical, water, and wastewater infrastructure. Trenching for pipeline connections between the proposed building and existing utility mains would occur in compliance with SWPPP BMPs. Sacramento State would obtain encroachment permits from the City of Sacramento Department of Public Works before ground disturbing activities or improvements within City rights-of-way, which would prevent the potential for damage to existing utility lines and provide adequate coordination for potential required interim rerouting, thus avoiding the potential for interruption of existing utility service. No additional new or expanded infrastructure beyond those proposed as part of the project and for the project site would be required. This impact would be less than significant, and no mitigation is required.

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. While the project size does not warrant the preparation or verification of a Water Supply Assessment, the City of Sacramento Water Supply Assessment and Certification Form was used to determine the estimated water demand of the project. In coordination with City of Sacramento planning staff, water demand for the project is estimated to be 5.7 afy (0.005 mgd) (Ewart, pers. comm., 2022). A water demand of 5.7 afy would represent an approximate increase of 0.005 percent on City's current water demand. Once project construction activities are complete in, the estimated water demand would represent 0.003 percent of the City's projected surplus water supply through 2045. The City would have adequate water supply to serve the project. Impacts related to water supply would be less than significant and no mitigation is required.

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. Based on the project's approximate water demand of 5.7 afy (0.005 mgd), wastewater generation is conservatively estimated to be 0.005 mgd. As previously described, the Regional San WWTP has a permitted treatment capacity of 181 mgd of average dry-weather flow, and a daily peak wet weather flow of 392 mgd. Once project construction activities are complete in, the project's wastewater generation would represent 0.01 percent of the City's current wastewater generation and 0.008 percent of the City's permitted wastewater flows to the Regional San WWTP. Further, project implementation would represent 0.002 percent of Regional San's treatment capacity during average flows and 0.001 percent of the treatment capacity during peak wet weather flows. Regional San would be able to adequately serve the estimated 0.008 percent increase in the city's permitted wastewater flows. Impacts related to wastewater capacity and treatment would be less than significant and no mitigation is required.

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

Less-than-significant impact. The project is estimated to generate 1,710 cubic yards of debris during construction and site clearing activities. In accordance with Section 5.408 of the CALGreen Code, the project would implement a Construction Waste Management Plan for recycling and/or salvaging for reuse of a minimum of 65 percent of nonhazardous construction and demolition debris generated during project construction. Operation of the project is estimated to generate 13.8 annual tons (18.4 cubic yards/year). As described above, residential solid waste would be disposed of at the Sacramento County Kiefer Landfill, which has a remaining capacity of 112,900,000 cubic yards (96 percent of permitted capacity of 117,400,000 cubic yards) through 2064. Waste generated during construction would represent 11.9 percent of the Kiefer Landfill's daily capacity and 0.00002 percent of the landfill's remaining capacity. Once operational, the project would generate 0.13 percent of the landfill's daily capacity and 0.000007 percent of the landfill's remaining capacity. As such, there is adequate capacity at existing landfills for disposal of solid waste generated by this project. Additionally, the project would comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. Impacts related to solid waste would be less than significant and no mitigation is required.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire. Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones? If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Require the installation 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.20.1 Environmental Setting

The project site is not located in or near state responsibility areas classified as Very High FHSZs by the California Department of Forestry Resources (CAL FIRE 2021a). The project site is located within a local responsibility area designated as a non-Very High FHSZ (CAL FIRE 2021b). The nearest moderate FHSZ in a state responsibility area is located approximately 12 miles east of the project site. As described in Section 3.9, "Public Services," the project site is served by the City of Sacramento Fire Department.

3.20.2 Discussion

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

No Impact. The project would not alter the local roadway system. As described above in Section 3.9 "Hazards and Hazardous Materials", criterion (f), temporary traffic controls would be implemented during construction and emergency access would be maintained at all times. The project would not impair adopted emergency response or evacuation plans. No impact would occur, and no mitigation is required.

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 project is not located in or near state responsibility areas classified as Very High FHSZs. The project site is substantially surrounded by developed land and is not located near wildland areas that would be susceptible to wildfire. The project would not exacerbate wildfire risk. There would be no impact, and no mitigation would be required.

c) Require the installation 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?

Less-than-significant impact. As discussed in Chapter 2 "Project Description", the project would connect to existing utility infrastructure within University Avenue. Any onsite utility infrastructure (i.e., storm drainage, water/wastewater conveyance lines) would occur within site, which is located in a highly developed portion of Sacramento. Installation of onsite infrastructure would not exacerbate fire risks within the project area. Impacts would be less than significant and no mitigation is required.

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 is in an area of predominantly flat terrain and would not involve slope changes that could expose people to risks of flooding from post-fire instability. Further, the project site and surrounding areas have not been subject to recent wildfire burns such that nearby areas would be affected by project implementation. The project site, which has been previously developed, largely consists of impermeable surfaces. Once operational, the project site would include natural landscaping and stormwater drainage for runoff. Therefore, implementation of the project would not expose people or structure to significant risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur and no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than significant with mitigation incorporated. Implementation of Mitigation Measure 3.4-1, identified in Section 3.4, "Biological Resources," of this Initial Study would ensure that the project would not 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 an endangered, rare, or threatened species. Implementation of Mitigation Measure 3.5-1, 3.5-2, and 3.18-1, 3.18-2, and 3.18-3 identified in Sections 3.5, "Cultural Resources," and 3.18, "Tribal Cultural Resources," respectively, would prevent the project from significantly affecting previously undiscovered resources or eliminating important examples of the major periods of California history or prehistory.

The project-related impacts would primarily occur during construction and would be mitigated to be less than significant. The post-project operation would not impact biological or cultural resources. Therefore, the potential of the project to potentially degrade the environment is considered less than significant with mitigation.

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. As presented throughout this environmental checklist, the project would result in less-than-significant impacts or impacts that are mitigated to less-than-significant levels. The potential disturbance to raptor nests shall be avoided through Mitigation Measure 3.4-1. Although there are not known archaeological or tribal cultural resources at the site, the potential for unknown materials to be disturbed is addressed through implementation of Mitigation Measures 3.5-1, 3.5-2, and 3.18-1, 3.18-2, and 3.18-3. Finally, noise, which inherently dissipates with distance, is addressed both by noise barriers/enclosures for noise-generating operational equipment (Mitigation Measure 3.13-1). Therefore, the project would not result in significant construction or operational environmental impacts, and the project would not contribute to significant 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. Potential adverse effects to human beings would occur due to project-related construction impacts related to criteria air pollutant emissions and noise. However, through implementation of Mitigation Measures 3.3-1 and 3.3-2, project-related air emissions would not be in excess of the SMAQMD thresholds for ROG, NO_X, PM_{10}, or $PM_{2.5}$, which are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health. Noise generated during project operation would be reduced to less-than-significant levels by ensuring that project-associated HVAC systems is encased in a sound barrier that sufficiently reduces noise (Mitigation Measure 3.13-1). Therefore, potential adverse effects on human beings as a result of the project would be less than significant.

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4 REFERENCES

1 Introduction

No references were used in this chapter.

2 Project Description

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3 Environmental Checklist

No references were used in this section.

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Mandatory Findings of Significance

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