DRAFT FOR PUBLIC REVIEW

ST. HOPE PUBLIC SCHOOL 7 (PS 7) MODERNIZATION PROJECT

INITIAL STUDY AND NEGATIVE DECLARATION

Prepared for the

Sacramento City Unified School District (SCUSD)

PUBLIC SCHOOL 7 (PS7) RENOVATION PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the Sacramento City Unified School District (SCUSD). The district is serving as the lead agency for the project. Public School 7 (PS7) is an elementary level charter school operated by St. HOPE Inc. The school is located at 5201 Strawberry Lane in the Oak Park area of the City of Sacramento. Because the project is located within the City of Sacramento, the City's environmental guidelines prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento have been used as guidance for this document.

ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND is organized into the following sections:

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

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

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

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

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

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

SECTION 1 BACKGROUND

Project Name and File Number:	Public School 7 (PS7) Renovation
Project Location:	5201 Strawberry Lane Sacramento, CA 95820 Assessor's Parcel Number (APN) 022-0224-005
Project Applicant:	St. HOPE Public Schools 2315 34th St. Sacramento, CA 95817 P.O. Box 5038 Sacramento, CA 95817 916-649-7900 info@sthopepublicschools.org Benjamin Rodriguez, Consultant to St. HOPE Benjamin Rodriguez & Associates, Inc. 696 San Ramon Valley Blvd, #156 Danville, California 94526 1-310-463-5939 benjaminrodriguez@earthlink.net
Lead Agency:	Sacramento City Unified School District 5735 47th Avenue Sacramento, CA 95824 (916) 643-7400 www.scusd.edu
Lead Agency Contact:	Amna Javed, GIS Manager Facilities Support Services 425 1st Avenue Sacramento, CA (916) 395-3980 Ext. 450012

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

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

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

The District will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the District's intention to adopt the Mitigated Negative Declaration, and provides dates for public comment. The NOA/NOI will be available on the District's web site at www.scusd.edu/mnd-ps7-mod-project.

Comments on this document will be accepted by the District between January 10, 2022, and February 10, 2022.

Please send written responses to:

Amna Javed, GIS Manager
Facilities Support Services
425 1st Avenue
Sacramento, CA 95818
(916) 395-3980 Ext. 450012
amna-javed@scusd.edu

SECTION II PROJECT DESCRIPTION

Project Location

The project site is located at 5201 Strawberry Lane in the Oak Park neighborhood of the City of Sacramento, California (see Figure 1 and Figure 2). The 8.38-acre project site is identified by APNs 022-0224-005. Regional access is provided by State Route (SR) 99.

Background

The project site is currently utilized as an elementary school and was initially developed in the 1950's by the Sacramento City Unified School District. Under the direct management of the District, the school was known as John Muir Elementary School. In the late 1990's, the school was closed due to changes in enrollment in the District. Subsequently, in 2002, the District entered into an agreement with St. HOPE to operate the site as a charter elementary school. At this site, St. HOPE offers education for Transitional Kindergarten through Grade 5 and pre-school levels. Grades, 6, 7 and 8 are part of PS7's Middle School Program located at Sacramento High School.

The school was initially constructed in the 1950's to address the Post-War "baby boom" which generated new enrollment and the need for new schools. As an older school facility, the site has many essential physical improvement needs. The SCUSD Facilities Master Plan prepared in 2006 identified over $23 million in improvements needed to bring HVAC, restrooms, electrical and roofing up to code and to address the inadequate student pick-up and drop-off system on Strawberry Lane. Additionally, the Facilities Master Plan identified the need for new classrooms, and replacement or upgrading of older portables on the site. In 2018, St. HOPE Schools was awarded a $25 million dollar loan from the State to improve and expand the facility. The proposed project is funded by this grant and the project is designed to both address existing site deficiencies and provide new classrooms and an improved environment for student education.

Existing Conditions and Surrounding Uses

The site is located in the Oak Park neighborhood located just south of the Central City of Sacramento. The neighborhood is largely residential with the exception of the two main commercial corridors of Broadway and Stockton Boulevard. North Oak Park near McClatchy Park, is considered one of the first suburbs of Sacramento with a variety of architectural styles from the 1890's through the 1930's. In the vicinity of the school, housing is largely from the post-world war era reflecting the further suburbanization of Sacramento as the automobile became more prevalent.

The City of Sacramento 2035 General Plan designates the project site as Public/Quasi-Public. The current zoning designation for the project site Single Family Residential (R-1). Existing surrounding land uses include single-family residences to the north and east, vacant land and State Route 99 to the south and Paradise Baptist Church and single-family residences to the west.

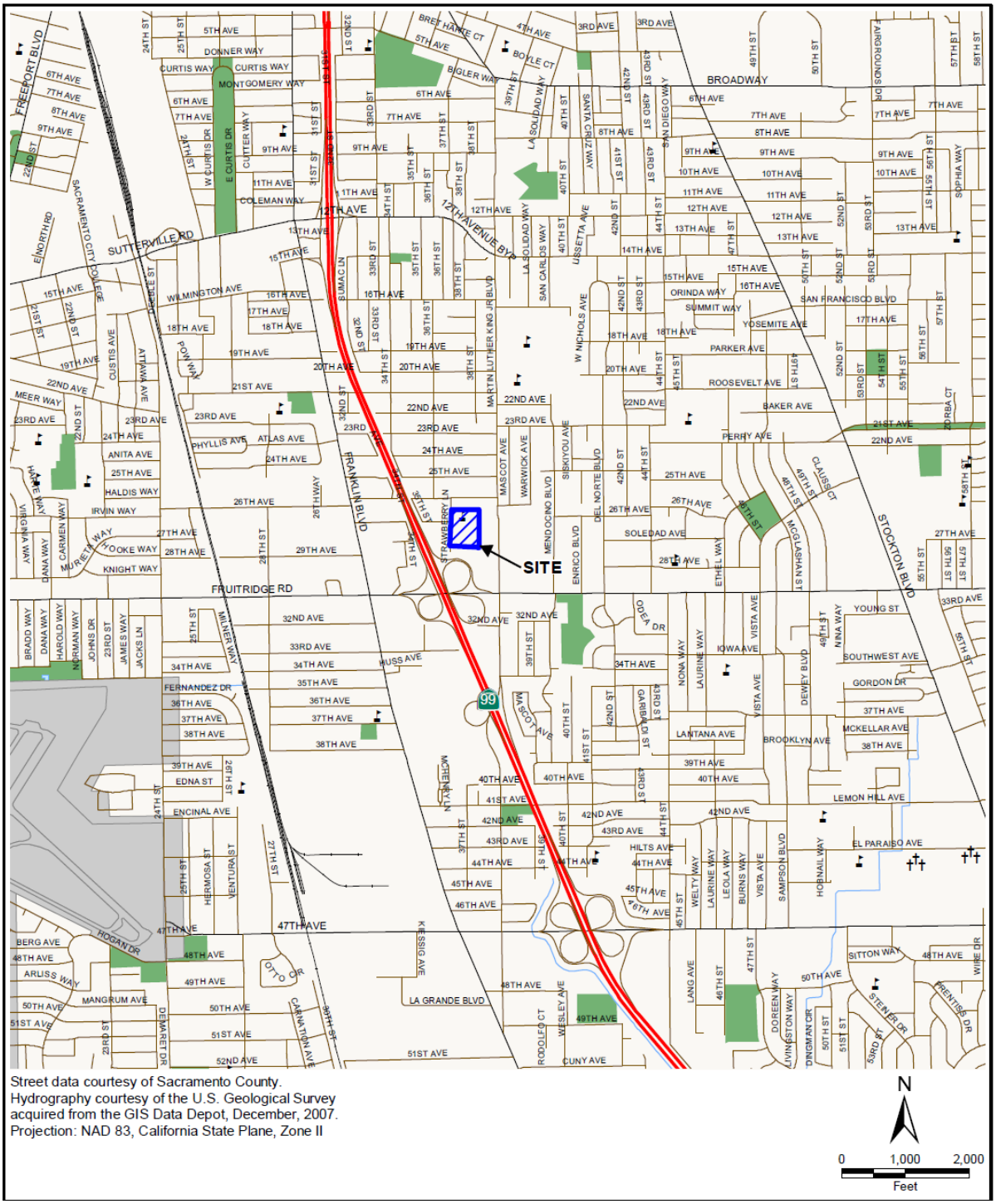


FIGURE 1: REGIONAL LOCATION OF PS 7 SCHOOL

FIGURE 2: SITE LOCATION AND PROJECT VICINITY

Project Description

The proposed project would include the renovation of the existing multi-purpose room, demolition of 11 older classrooms and removal of 6 classrooms located in four older portable units. In turn, 31 new modular classrooms would be installed. When completed the project site would have a total of 31 classrooms or a net increase of 15 classrooms. Additionally, the front entrance and internal accessways and parking will be reconfigured to better address student drop-off and pickup and to ameliorate congestion on Strawberry Lane. Deteriorated hardscape and asphalt areas will be removed, and updated hardscape, landscaping and play field areas created. Figure 3 shows the existing campus lay-out. Figure 4 shows the proposed site plan.

Project Components

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

Student Enrollment

PS7 is a charter school operated by St. HOPE Schools under a charter of the Sacramento City Unified School District. The school site serves grades Transitional Kindergarten through Grade 5 and also has a pre-school program. The charter for the school was authorized in 2002 by the District. Since the school's initial development, the site has had the capacity to serve between 400 to 500 students depending on grade levels, classroom size standards and numbers of portable classrooms on site. St. HOPE Elementary level enrollment at the site has increased from 181 students in 2003/04 to a current enrollment of 325 students (2020/21). Based on enrollment statistics from the California Department of Education for the last 7 years, elementary (Transitional Kindergarten through Grade 5) enrollment at the school has ranged between 321 students with a high in enrollment of 335 students in 2015/2016.[1] The new school is planned for an ultimate capacity of 800 students which assumes all classrooms are used full time at the maximum classroom size allowed by the District. Based on the teaching objectives of the school and reduced class sizes of the school, it is not anticipated that enrollment would exceed 800 students.

Demolition and Project Phasing

The proposed project is designed to be constructed in two phases to minimize disruption to the school year. Phase I of the project involves removal of older portable classrooms which will either be returned to the District or declared surplus. Removal of older hardscape, playground equipment and chain link fencing, general grading to level the site, and shallow trenching to install utilities for new classrooms to be located on the site will be accomplished. Additionally, removal of hardscape as necessary to create the new pick-up and drop-off lanes parallel to Strawberry Lane will be completed. Approximately, 15 new modular classrooms will be installed during Phase 1. During Phase 1, students will use the original existing classrooms located to the

[1] California Department of Education Data Quest Enrollment, Enrollment Multi-Year Summary by Grade - St. HOPE Public School 7 (PS7) (CA Dept of Education), https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdYears.aspx?cds=34674390101048&agglevel=school&year=2020-21

east of the multi-purpose room which will provide some insulation from construction activities occurring on the balance of the site.

During Phase 2 of the project, students will be relocated to the new classrooms in order to allow demolition of the older classrooms and renovation of the Multi-purpose room. Once the two wings of classrooms located to the east of the Multi-purpose room are removed, a total of 15 classrooms will be constructed will be constructed as part of Phase 2. Also included in Phase 2, is the renovation of the Multipurpose Room and the construction of the administration office. Once both phases are completed, the new school will have a total of 31 classrooms serving pre-school, Transitional Kindergarten through grade 5.

Tree Removal

As part of the demolition of the site to accommodate the new classrooms and outdoor areas and the improved drop off lanes, a total of 19 trees would be removed. Species to be removed include 8 Raywood ash trees; 4 Chinese elm trees; 1 London Plane tree, 3 cottonwood trees, 2 oak trees and 1 white mulberry.

New Classrooms and Restrooms

The proposed project would remove a total of 17 classrooms (11 stick built and 6 portable classrooms) and install 31 new classrooms using modular building technology. The modular classrooms proposed are a product of EnviroPlex of Stockton, California and are constructed with Title 24 cool roof system; controllable tubular skylights; dual glaze low-e windows; energy efficient lighting and maximum use of low and no (volatile organic carbons) VOC interior materials. Restrooms are also available in modular units. This building technology has been pre-approved by the State for classroom use. At the conclusion of the project, the site will have a net gain of 15 classrooms. Additional bathrooms would also be included to serve the site. Bathrooms include 4 boys rooms, 3 girls rooms, and 4 uni-sex rooms.

Renovation of the Existing Multi-purpose Room and New Administration Building

The project includes the renovation of the existing Multipurpose Room to provide a 2,344-sf. assembly/cafeteria area and a 945-sf kitchen. The administration building will house counseling offices, school nurse office, principal and vice-principals offices and conference rooms. See Figures 5 and 6.

Parking and Student Drop-off Area

A significant issue with the current campus layout is the lack of off-street student drop off and pick up lanes. The site is accessed by Strawberry Lane a narrow two-lane residential street. Under current conditions, parents must drop off/pick up students in the street resulting in congestion and students crossing mid-block on the street. For safety, St. HOPE staff provide traffic monitors to help guide students and vehicles safely. Despite these efforts, drop-off and pick-up presents traffic and congestion challenges. To address this problem, it is proposed to move the staff parking to the north and eastern perimeter of the site thereby freeing the south or front of the school parking area to be converted of an off-street drop-off/pick-up area with a turn-around bulb. The new configuration has multiple lanes to allow for efficient and safe off-street pick-up. The new parking configuration will provide 49 parking spaces on-site of which two are handicapped parking spaces. Currently there are 20 striped and designated spaces and one

handicapped space at the front of the school on Strawberry Lane, and an unstriped area to the north of the school building which is used for parking.

Landscaping and Hardscape

A total of 63,845 square feet of deteriorated asphalt and concrete will be removed on site. In turn existing hardscaped areas will be replaced with new hardscape and landscaping including landscaped interior walkways to replace old asphalt, the new drop off/pick-up lanes and turn-around, parking areas and turfed areas including upgraded playfields. See Figures 7 and 8.

The Phase 1 landscape plan includes the planting of 32 new trees including Bloodgood Japanese Maple, Hearts of Gold Redbud, Interior Live Oak and Chinese Evergreen Elm. Shrubs proposed include Cast Iron Plant; Dwarf Bottle Brush; Orchid Rockrose; Fortnight Lily; Pink Muhl; Myrtle; Gulf Stream Heavenly Bamboo; Dwarf Yedda Hawthorne Standard; Rosemary; and Furmon's Red Salvio.

Lighting

The entrances to classrooms and buildings will have lighting fixtures above the doors which will be directed to the entrance. The new drop off/pick-up area will also include light poles which will be shielded and directed to the travel areas to reduce any spill over into the adjacent uses. No field lighting is proposed at this time.

Stormwater Drainage

The proposed project will replace existing hardscaped areas with a combination of new hardscape and landscaped areas with only a modest increase in the amount of hardscape areas. Drainage for the site be directed to an underground storage vault to reduce peak stormwater flows from the site into the City storm sewer area. The vault is located under the turn-around area and will have the capacity to retain 23,271 cubic feet of storm water. The proposed plan does not reduce the amount of turfed play area which will allow for continued stormwater absorption and aquifer recharge in that area. Any stormwater treatment measures would be required to comply with the latest edition of the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions.*

FIGURE 3: EXISTING CAMPUS LAYOUT

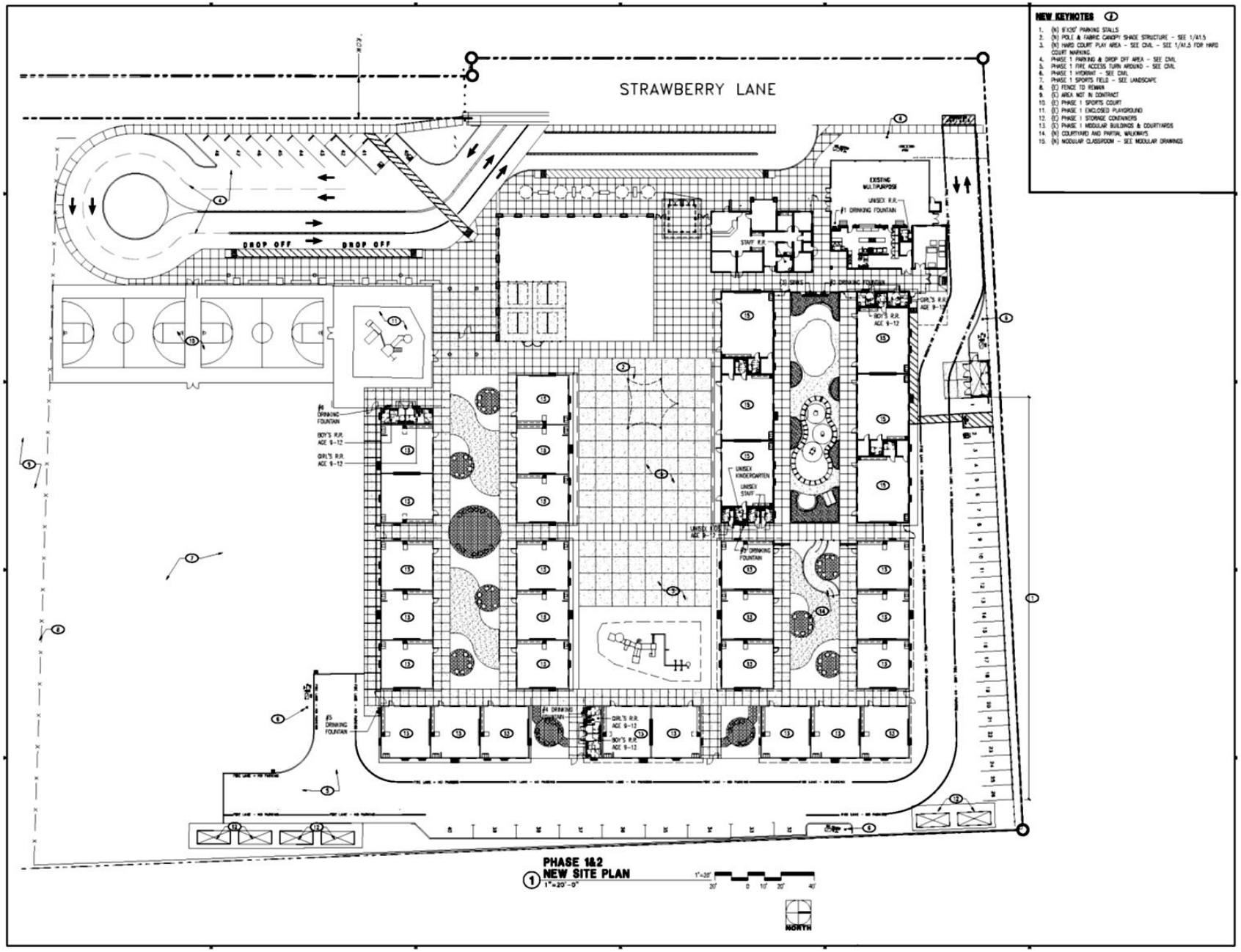


FIGURE 4: PROPOSED SITE PLAN

Source: GRA Architecture

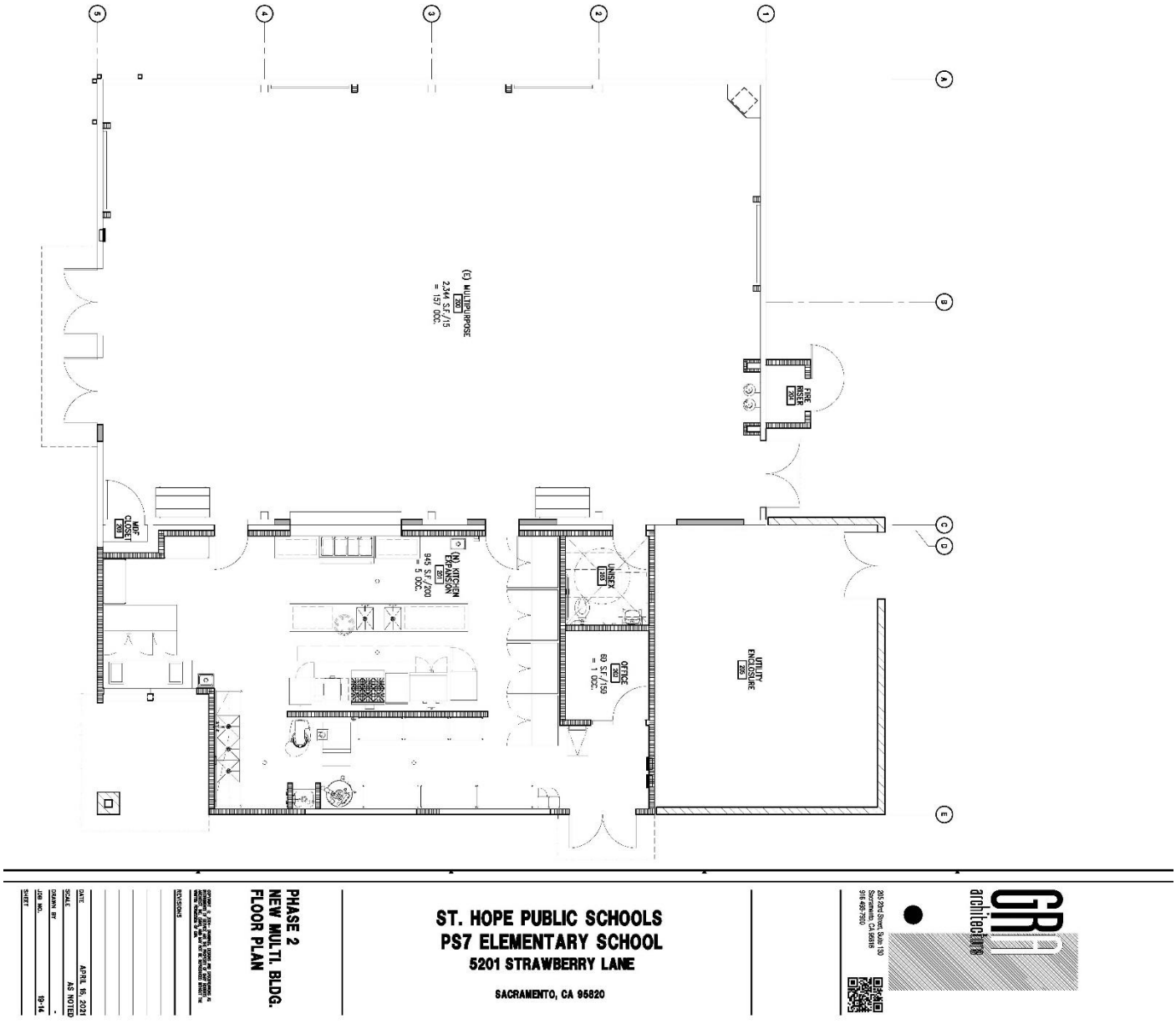
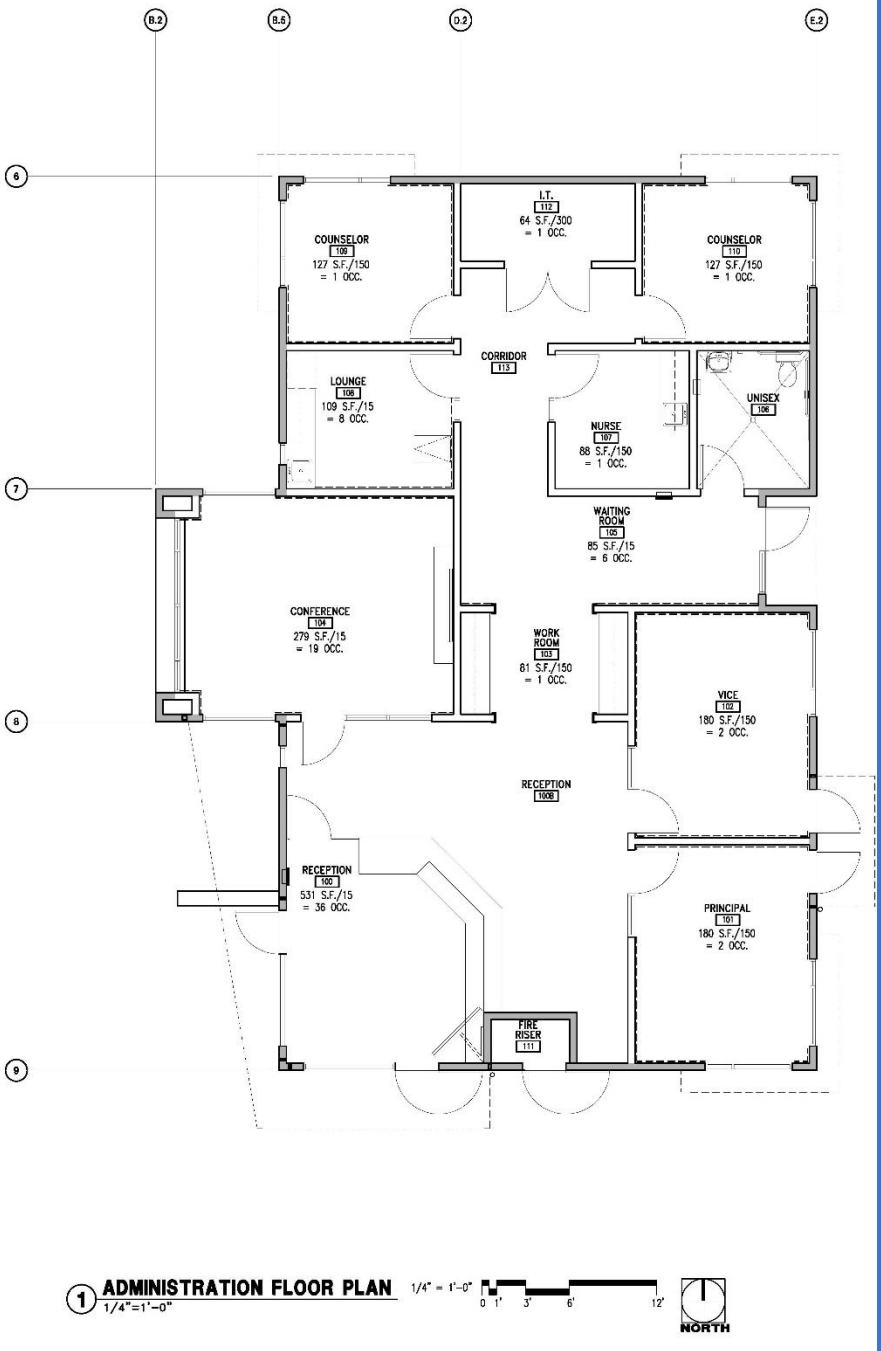


FIGURE 5: MULTIPURPOSE ROOM FLOOR PLAN

Source: GRA Architecture



1 ADMINISTRATION FLOOR PLAN
1/4"=1'-0"

1/4" = 1'-0"
0 1' 3' 6' 12'

NORTH

FIGURE 6: ADMISINSTRATIVE OFFICE FLOOR PLAN

Source: GRA Architecture

GRA architecture
265 23rd Street, Suite 130
Sacramento, CA 95816
916 498-7900

ST. HOPE PUBLIC SCHOOLS
PS7 ELEMENTARY SCHOOL
5201 STRAWBERRY LANE
SACRAMENTO, CA 95820

PHASE 2
ADMINISTRATION
FLOOR PLAN

REVISIONS

DATE APRIL 16, 2021
SCALE AS NOTED
DRAWN BY -
JOB NO. 19-14
SHEET

A2.2

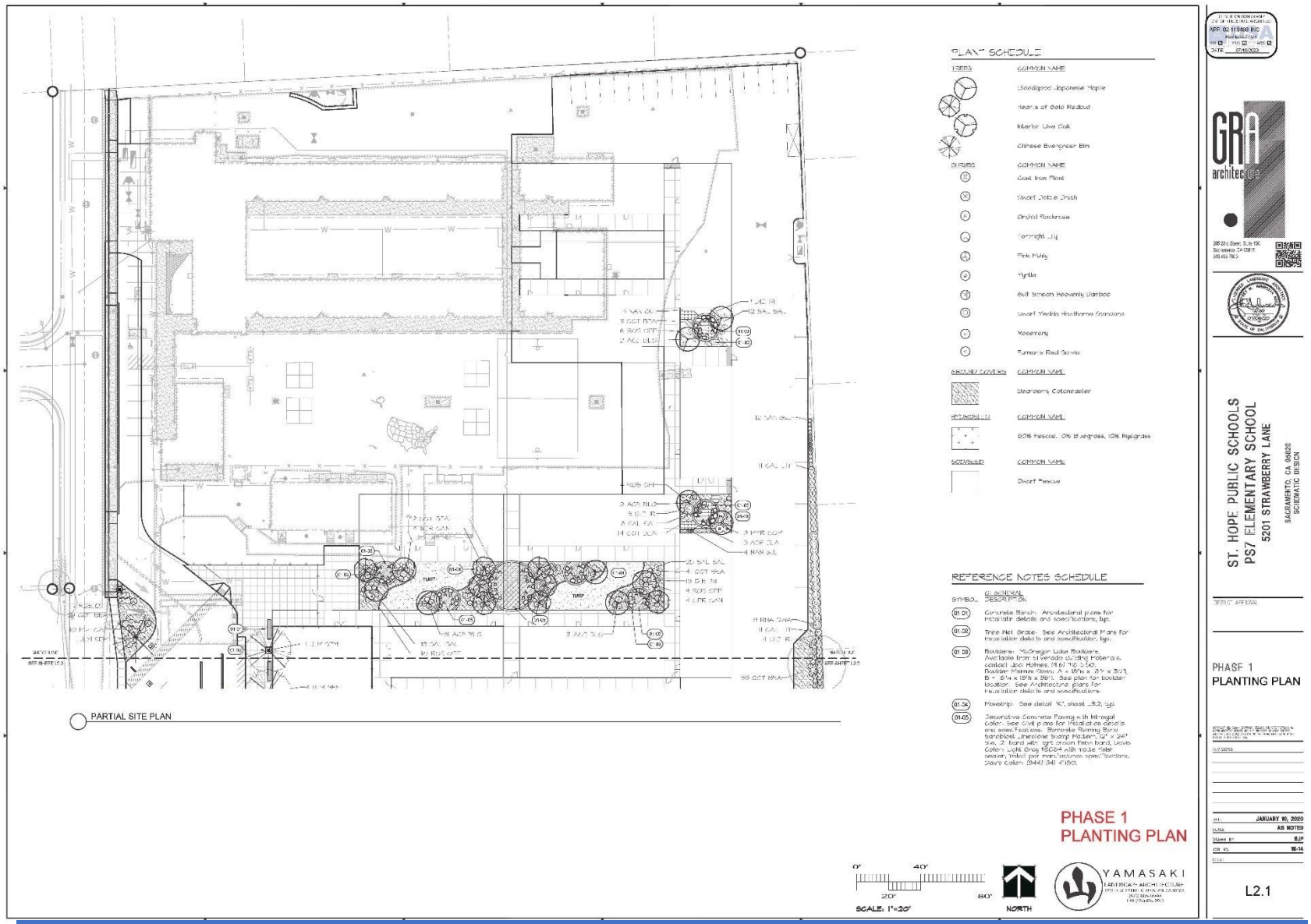


FIGURE 7: LANDSCAPE PLAN NORTH PORTION OF PROPERTY

Source: GRA Architecture

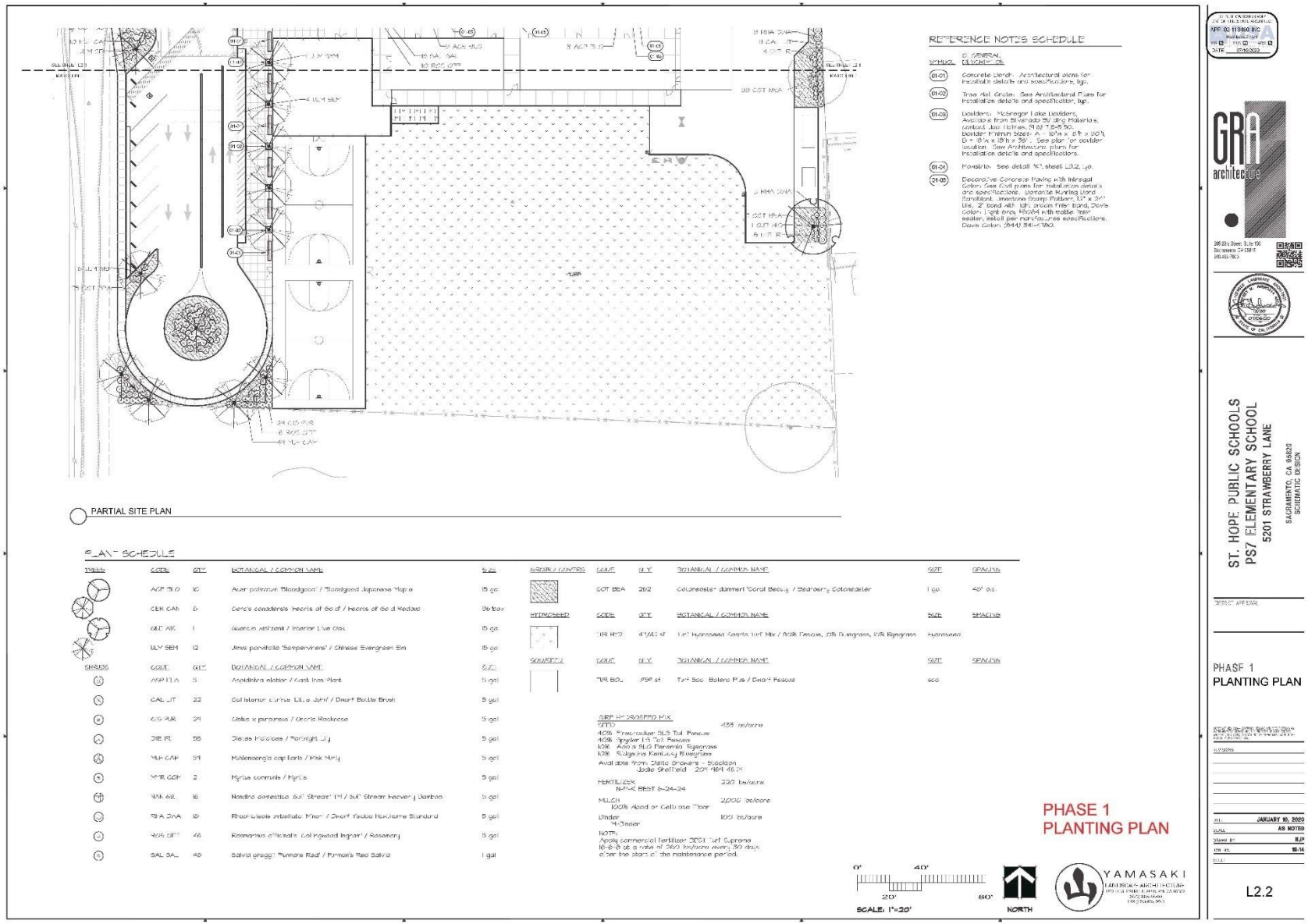


FIGURE 8: LANDSCAPE PLAN SOUTH PORTION OF PROPERTY

Source: GRA Architecture

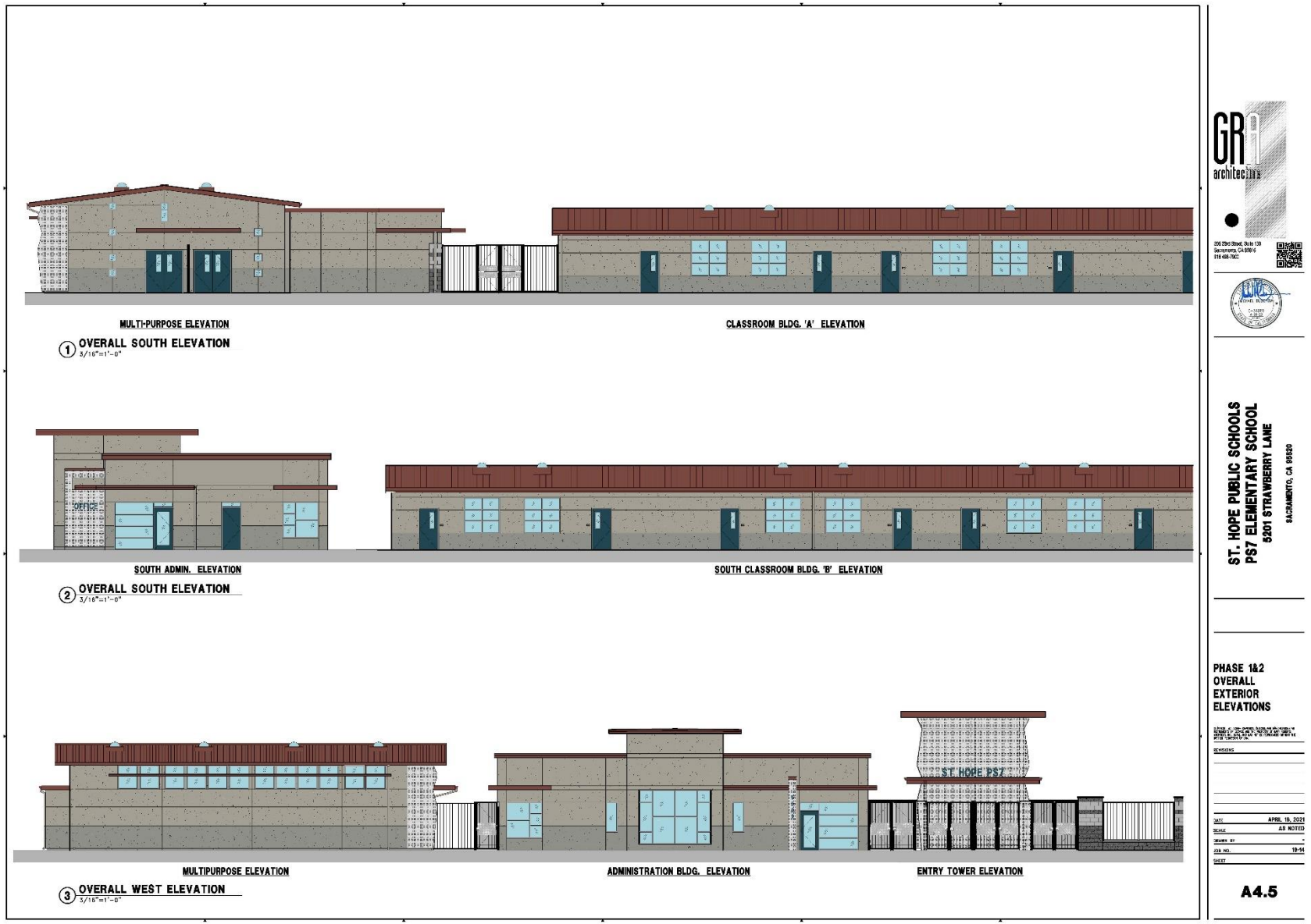


FIGURE 9: ELEVATIONS

Source: GRA Architecture

SECTION III. ENVIRONMENTAL DISCUSSION AND CHECKLIST

INTRODUCTION

The purpose of this report is to ensure that the proposed project complies with the environmental review and mitigation requirements of the California Environmental Quality Act or CEQA. The CEQA statutes are located in Public Resources Code, Section 21000 et seq. and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The Sacramento City Unified School District (hereinafter District) is the lead agency for this CEQA review.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental document. The purpose of CEQA is to identify, disclose and to the extent feasible mitigate any significant physical environmental effects of a proposed project. CEQA focuses on physical environmental effects and does not generally review social or economic effects unless such effects result in a physical environmental impact. Section 21060.5 of the CEQA Statutes defines "Environment" as the “physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance.”

ENVIRONMENTAL SCREENING CEQA CHECKLIST (INITIAL STUDY)

Attachment 1 is the Environmental Screening Checklist and narrative. This checklist is based on Appendix G of the State CEQA Guidelines as amended. For this review, the Standards of Significance are derived from either CEQA Appendix G or where applicable the City of Sacramento General Plan which is the jurisdiction in which the project is located. The Environmental Checklist and Screening was completed using best available information.

CLASSIFICATIONS OF SIGNIFICANCE OF AN IMPACT USED IN THE CHECKLIST

For each impact area, CEQA Appendix G Checklist of items is used as appropriate. Based on best available information an assessment of the significance of the impact is made in this report. The significance of impacts is categorized as follows:

> "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is generally required unless mitigation measures are available to reduce the impact.

"Less-than-significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact" to a "Less-than-significant Impact."

“Less-than-significant Impact” applies where the project’s impacts are insubstantial and do not require any mitigation to reduce impacts.

“No Impact” applies to issue areas which do not affect the project or/or the project does not affect.

MITIGATION MEASURES APPLIED TO THIS PROJECT

The following mitigation measures are proposed to be included in this project to reduce any potential effects to a less-than-significant level.

Mitigation Measure Air Quality 1: Dust Control. The School District and St. HOPE Public Schools shall require all construction contractors on the site to comply with Sacramento Metropolitan Air Quality Management District Rule 403 which requires the following construction period dust control practices:

a. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
b. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
c. Use wet power vacuum street sweepers to remove any visible track out of mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
e. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
f. The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
g. The District and St. HOPE Schools shall ensure these measures are included in the construction specifications.
h. Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Mitigation Measure 2: Nesting Birds and Tree Removals: Prior to any tree removals on site, St. HOPE Public Schools shall ensure that trees to be removed are inspected for the presence of nesting birds.

1) If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk) and other bird species protected by the MBTA or California Fish and Game Code located within 250 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.
2) Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no disturbance shall be increased until the agitated behavior ceases.

Mitigation Measure 3: Removal, Transport and Disposal of Suspect Materials

Prior to demolition and/or grading in any area with suspect materials identified in the Hazardous Materials Survey, the District shall ensure that St. Hope secures qualified contractors to safely remove, store, transport and dispose of any suspect materials in accordance with all applicable laws and regulations. Recommendations for safe removal of materials are included in the Hazardous Materials Survey, Final Report, prepared for Wallace-Kuhl Associates, by Entek Consulting Group, Inc, for St, Hope Public School Site, 5201 Strawberry Lane, Sacramento, CA. Entrek Project No 20-5456. March 2020.

Mitigation Measure 4: Avoidance of Tribal Resources if Discovered On-Site. The following mitigation measure is intended to address the evaluation and treatment of inadvertent or unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

1) If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal

Representative will make recommendations for further evaluation and treatment, as necessary.

2) When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
3) The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.
4) Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

LEAD AND RESPONSIBLE AGENCIES FOR THE PROJECT

The Sacramento City Unified School District is the lead agency for this project. Responsible agencies include the Department of the State Architect (DSA) an agency responsible for reviewing school sites, the California Department of Education (CDE) responsible for oversight of the State grant funds used to fund this project, and the City of Sacramento, the agency responsible for reviewing the proposed frontage improvements.

DISTRICT CONTACT FOR FURTHER INFORMATION

The District contact for this project is:

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Facilities Support Services
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(916) 395-3980 Ext. 450012
amna-javed@scusd.edu

Attachment 1:

CEQA INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

I. AESTHETICS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

ENVIRONMENTAL SETTING

The proposed project is located in the City of Sacramento in the Fruitridge Broadway Community Planning Area (CPA). The surrounding area is generally level and developed with a single-family homes to the north, east and west. To the south of the site is vacant land and State Route 99. Homes in the area are generally post-World War single family homes.

The existing school site has its entrance on Strawberry Lane. The Multi-purpose Room is the most prominent architectural feature on the site. The proposed project will retain and upgrade this building. The remainder of the site is occupied by older single-story classrooms and portable classrooms which will be removed.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetic impacts may be considered significant if the proposed project would result in one or more of the following:

> *Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Views. Substantially impede a public view corridor or viewing area or damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

ASSESSMENT AND FINDINGS

I a) Would the project affect scenic vistas?

Significant protected views in the Sacramento include views of the State Capitol, the American River, and the Sacramento River. None of these visual resources are visible from the site or surrounding area and thus the project would not affect these views. Figures 10 and 11 show existing views from the site. Because the site is level and surrounded by either development or mature trees, there are no significant visual resources on or visible from the site which would be impacted by the project. Impacts to views, vistas and visual resources are less-than-significant.

I b) Would the project degrade scenic resources?

There are no scenic highways near the site. The American River Parkway is considered a significant scenic resource however, it is located 3.6 miles northeast of the project and not visible from the project site. There are no unusual rock outcroppings on the site. The proposed project would not affect any scenic highways, historic buildings, or rock outcroppings. Some trees would be removed on the site however, the proposed project includes substantial new landscaping and tree planting which will overall improve the visual quality of the site. Impacts are less-than-significant.

I c) Would the project degrade the visual character of the site and surrounding area?

Figures 10 and 11 show the existing visual character of the site. Figure 9 (in the project description section) shows a proposed rendering of the completed project viewed from the entrance on Strawberry Lane. Figure 10 provides a view of the existing entrance to the site from Strawberry Lane. Views from Strawberry Lane will generally be improved with the new buildings, landscaping, and drop-off area. The Strawberry Lane frontage will generally be improved by the project by the addition of street frontage improvements and landscaping creating more orderly parking and access improvements. Thus, impacts to visual character are considered less-than-significant.

I d) Would the project create light and glare?

The project is not expected to create substantial new light and glare. The renovated multipurpose room and the new Administration building will contain a similar number of western facing windows as currently a similar amount of windows on the western elevation which could cast late afternoon exist on the site. Thus, there will not be a significant increase in the potential for glare from the windows onto Strawberry Lane or the residences on Strawberry Lane. The renovation of the Multipurpose Room and the addition of the new Administration building facing Strawberry Lane will include new windows made of modern materials that include low reflectivity to reduce glare.

The project does not significantly increase lighting on the site. Light fixtures will be installed above doorways and entrances to the classrooms which would be similar to a porch light. Facing Strawberry Lane, mast lighting to illuminate the pick-up and drop-off areas will be installed for safety. These fixtures will be directed and shielded to reduce glare or spillover light. Current lighting in the area includes City streetlights to illuminate the roadways and sidewalks, and typical illumination associated with residential uses such as porch lights. The proposed new sources of light at the project site would be similar to the current urban setting in amount and intensity of light. Impacts are less-than-significant.

CONCLUSION

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

FIGURE 10A: Views Looking North on Strawberry Lane at the Front of the School

FIGURE 10B: Views Looking South on Strawberry Lane

FIGURE 11 A: Views from the Play Field Looking Southeast

FIGURE 11B: Views from the Play Field Looking East

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

ENVIRONMENTAL SETTING

The California Farmland Mapping and Monitoring Program (CFMMP) of the California Resources Agency is used to identify, map, and monitor important agricultural lands in the State. For purposes of CEQA, the California Department of Conservation Farmland Monitoring and Mapping Program (FMMP) is typically used to identify the agricultural value of the land. The categories used in FMMP are briefly described in Table 1. There are relatively few areas within developed areas of Sacramento County which are identified by CFMMP as areas of Prime, Unique or Important Farmlands by the FMMP.

TABLE 1: CALIFORNIA FARMLAND MONITORING AND MAPPING PROGRAM DESIGNATIONS

P Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime farmlands must have been in production of irrigated crops at some time during the update cycles prior to the mapping date.	**G Grazing Lands**: This is land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. The minimum mapping unit is 40 acres.
S Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture. Lands of Statewide Importance must have been in production of irrigated crops at some time during the update cycles prior to the mapping date.	**D Urban and Built-up Lands:** This includes lands used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures and other development purposes. The building density for residential must be at least 1 structure per 1.5 acres. Vacant non- agricultural land surrounded by all sides by urban development, and which is less than 40 acres in size is considered urban and built-up land.
U Unique Farmland: This is land of lesser quality soils used for the production of specific high economic value crops (as listed in the California Department of Food and Agriculture *California Agriculture* publication) at some time during the update cycles prior to the mapping date. Examples of Unique Farmlands include oranges, olives, avocados, rice, grapes, and cut flowers.	**X Other Land:** This includes lands such as rural development which is less than 1 structure per 1.5 acres; brush, timberlands, wetlands, and other lands not suitable for livestock grazing; vacant nonagricultural lands greater than 40 acres in size and surrounded on all sides by urban development, strip mines, borrow pits, large bodies of water over 40 acres, and other rural land uses.
L Farmland of Local Importance: These are farmlands of importance to the local agricultural economy as determined by each County=s board of supervisors and local advisory committees	

ASSESSMENT AND FINDINGS

II a) Would the project convert prime agricultural or other lands of statewide importance?

The site is designated “Urban and Built-Up Lands” on the CFMMP map. As such, the proposed project is estimated to have *no impact* on Prime Farmlands and Farmlands of Statewide Importance.

II b) Would the project adversely affect properties under Agricultural Zoning and the Williamson Act?

The site is not under the Williamson Act. There are very few Williamson Act contracts in the City of Sacramento with the exception of sections of North Natomas and the Delta (Figure 6.2, Environmental Resources Background Report, City of Sacramento 2035 General Plan). Thus, the proposed project will not affect agricultural zoning, or any Williamson Act contracts.

II c) Conflict with forestry zoning or forests or timberlands?

The site is not located on or adjacent to forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). Therefore, the project will not result in the conversion of forest lands to other uses.

II e) Other environmental impacts to agricultural lands or forestry lands?

The proposed project is not located on either farmlands or forestry lands. The proposed project does not convert any agricultural or forestry lands to a new use. As such no other impacts to such lands are expected from the project.

CONCLUSION. The action would have no effect on agricultural resources and forestry lands.

III. AIR QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of applicable air quality plan?			**X**	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		**X** *Construction Period Emissions*		
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			**X**	
d) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
e) Create objectionable odors affecting a substantial number of people?			**X**	

ENVIRONMENTAL AND REGULATORY SETTING

The project is located in the Sacramento Valley Air Basin and is under the jurisdiction of the Sacramento Metro Air Quality Management District (SMAQMD). The Sacramento Valley Air Basin is bounded by the North Coast Ranges on the west and the Northern Sierra Nevada Mountains on the east. The intervening terrain is flat. Sacramento is often described as a bowl-shaped valley. The relationship between geography and air quality is described in the following section on meteorology. SMAQMD characterizes the climate of the Sacramento Valley as a Mediterranean climate, characterized by hot dry summers and mild rainy winters. During the year, the temperature may fluctuate from 20 to 115 degrees Fahrenheit and average annual rainfall is about 20 inches with snowfall being very rare. The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley under certain meteorological conditions.

The project site is subject to federal, state, and local air quality regulations. Both federal and State Ambient Air Quality Standards (AAQS) have been established for criteria air pollutants, with the California AAQS (CAAQS) being more stringent than federal AAQS. While federal and State standards are set to protect public health, adverse health effects still result from air pollution. The SVAB is designated as non-attainment for federal and State ozone (O3) standards. The area remains non-attainment or unclassified for PM10 and PM2.5 under the State of California air quality standards. Thus, for Sacramento County, the criteria pollutants of greatest concern are ozone precursors which include reactive organic gases and nitrogen oxides and particulate matter. In summary, Sacramento County does not attain the following state and federal ambient air quality standards (AAQS):

- 1-hour state ozone standard
- 8-hour federal and State ozone standards

- 24-hour federal particulate matter PM2.5 standard
- 24-hour and annual state particulate matter PM10 standards

Ozone

The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NOx). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NOx) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NOx produced in the region is from motor vehicles. Recognizing the health impacts of day-long ozone exposure, the EPA promulgated an 8-hour standard for ozone in 1997 as a successor to the 1-hour standard.

Particulates

Airborne dust contains fine particulate matter (PM10 and PM 2.5) includes a wide range of solid or liquid particles, such as smoke, dust, aerosols, and metallic oxides. PM10 (particles with aerodynamic diameters less than 10 microns) can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM10 can bypass the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. The size of particles is directly linked to their potential for causing health impacts.

Fine particles less than 2.5 microns in size (PM2.5) pose the greatest threat. They can block the flow of oxygen from the lungs to the bloodstream and can also pass from the lungs to the bloodstream and heart. Scientific studies have linked long-term PM pollution, especially fine particles, with significant health problems. Elevated particulate concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma. As noted above, Sacramento County is an attainment area for PM10 under the 24-hour standard. The area, however, does not meet state air quality particulate standards or federal standards for PM2.5.

Carbon Monoxide (CO)

CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and federal CO standard. No exceedances of the State or federal standards for CO have been recorded at a monitoring station in Sacramento County since 1993.

Toxic Air Contaminants

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include

industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

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

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

METHODOLOGY

To estimate both construction period and operational emissions from the project, the California Emissions Estimator Model (CalEEM) version 2020.4 was used. The model assumed an elementary school with the maximum of 800 students. This is a worst-case analysis since it is estimated that enrollment will be less based on the reduced class sizes of the Charter school and current and historical enrollment at the school has ranged between 300 and 400 students. Additionally, the model assumes that all new classrooms will be constructed on site. However, since the classrooms are modular units, some of the construction related emissions will occur at the location that elements of the modular buildings are fabricated. For purpose of CEQA though, a worst-case air quality assessment is appropriate.

STANDARDS OF SIGNIFICANCE

In accordance with the Sacramento Metropolitan Air Quality Management District's CEQA Guidebook (December 2009 as revised through to 2017), a project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

a. Ozone: The project will increase nitrogen oxide (NOx) levels above 85 pounds per day for short term construction effects and/or the project increases either ozone precursors, nitrogen oxides (NOx) or reactive organic gases (ROG) above 65 pounds per day for long-term effects (operation of the project).
b. Particulate Matter (PM10): The project will increase 80 pounds per day despite employment of all best available management practices (SMAQMD Rule 403) during either construction period or operational phases.

c. Particulate Matter (PM2.5): The project will increase 82 pounds per day despite employment of all best available management practices (SMAQMD Rule 403) during either construction period or operational phases.
d. Carbon Monoxide (CO): The project will cause a concentration of CO which exceeds 20 parts per million (ppm) 1-hour standard (23 mg/m3) or 9 ppm 8-hour standard (10 mg/m3).

ASSESSMENT AND FINDINGS

III. a) and b) Would the project conflict with air quality plans air quality standards?

Long Term Operational Emissions. Long term emissions relate to air quality emissions from the operation of a project. The amount of operational emissions that result from a project is largely based on the number of new vehicle trips resulting from the project and any stationary sources of the project. In this case, the project would result in some increase in student and employee vehicle trips.

The California Emissions Estimator Model (CalEEMod, Version 2020.4) was used (See also Air Quality Appendix A) to estimate emissions from the project's operations. The model includes emissions related to any increased vehicle trips, changes in the type and amount of energy used on site, and other factors to estimate the project emissions. The results show that the project would generate 6.5 pounds per day (ppd) of ROG which is below the threshold of 65 ppd set by SMAQMD. Similarly, the project would generate 5.4 ppd of NOX which is below the SMAQMD's threshold of 65 ppd. PM 10 estimated to be generated by the project is 6.8 ppd which is below the threshold 80 ppd. PM2.5 emissions were estimated at 1.9 ppd which is below the threshold of 82 ppd. Thus, for ROG, NOX, PM10 and PM2.5 emissions the project is below the threshold of significance set by SMAQMD. The CalEEMod results are summarized in Table 2 below.

TABLE 2: Comparison of Project Operational Emissions with SMAQMD's Thresholds of Significance - Summer Unmitigated (Winter Unmitigated shown in parenthesis)

Emission	Project Emission Based (ppd)	Threshold of Significance(ppd)	Significance
Nitrogen Oxides (NOX)	4.7 (5.4)	65	Less than Significant
Reactive Organic Gases (ROG)	6.5 (5.4)	65	Less than Significant
Particulate 10 (PM10)	6.8 (6.8)	80	Less than Significant
Particulate 2.5 (PM 2.5)	1.9 (1.9)	82	Less than Significant

Short Term, Construction Period Emissions. Short term construction period impacts include the vehicle emissions related to construction workers accessing the site, emissions related to construction equipment and grading, and emissions related to the application of architectural coatings. California Emissions Estimator Model (CalEEMod) was used to estimate construction period emissions for the demolition, site clearance, parking lot paving, and construction of new classrooms and administration room.

Table 4 summarized construction period emissions for the project based on the CalEEMod results. The CalEEMod model construction period emissions for the project (Appendix A) are all substantially below the threshold of significance.

TABLE 3: Comparison of Project Construction Period Emissions with SMAQMD's Thresholds			
Emission	**Project Emission Based (ppd)**	**Threshold of Significance(ppd)**	**Significance**
Nitrogen Oxides (NOX)	40.5	85	Less than Significant
Reactive Organic Gases (ROG)	31.2	None	N/A
Particulate 10 (PM10)	29.9	80	Less than Significant
Particulate 2.5 (PM 2.5)	12.02	82	Less than Significant

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

Although the emissions are less than the thresholds, the applicant is required to comply with all Air District rules including Air District Rule 403, regarding dust control. To ensure compliance with this rule, the following Mitigation Measure is proposed.

Mitigation Measure Air Quality 1: Dust Control: The applicant shall require all construction contractors on the site to comply with Sacramento Metropolitan Air Quality Management District Rule 403 which requires the following construction period dust control practices:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out of mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for

workers at the entrances to the site. The District and St. HOPE Public Schools shall ensure these measures are included in the construction specifications.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

III. c) Would the project result in considerable cumulative air quality impacts?

Chapter 8 of the SMAQMD CEQA Handbook states that the Air District's approach to thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable adverse contribution to the SVAB's existing air quality conditions. If a project's emissions would be less than these levels, the project would not be expected to result in a cumulatively considerable contribution to the significant cumulative impact. Since the proposed project does not exceed SMAQMD thresholds of significance it is not anticipated that any minor air quality impacts would be cumulatively considerable.

III. d) Would the project result in exposure to substantial pollutant concentrations?

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook)3 provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC (toxic air contaminants) emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities. The CARB has identified DPM (diesel particulate matter) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM.

The analysis using the CalEEMod model provided emission rated of particulate matter (PM-10 from equipment exhaust) and from vehicle emissions and determined particulate emissions would be less than the threshold of significance. Additionally, the site is not served by District diesel school buses and as such, DPM from idling from buses is not expected. Some emissions are expected during student drop-off/pick-up periods however, the improved off-street loading areas, expanded lanes and turn-around bulb should greatly improve congestion and any related pollution from idling. Impacts are considered less-than-significant.

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

The proposed project will result in intermittent odors related to the kitchen area which because of venting may periodically release cooking aromas. There is currently a kitchen on site and thus this is not a new source of odors, and it is expected that the renovated kitchen will have superior venting to the existing kitchen. There are no other unusual sources of odor proposed on the site. Currently, the site does not have diesel buses serving the site and it is not anticipated that there would be diesel odors associated with operation of the school.

CONCLUSION

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

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d)Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X** **(Migratory Birds)**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X** **(Migratory Birds)**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

ENVIRONMENTAL SETTING

The site is located in the City of Sacramento which is part of the Sacramento Valley bioregion of California, a low-lying area, subject to flooding from a variety of rivers that traverse the valley. The American River and the Sacramento River are the major river corridors that flow through the City of Sacramento. Major tributaries to the Sacramento River within the City of Sacramento include Dry Creek, Magpie Creek, and Arcade Creek north of the American River; and Morrison Creek, Elder Creek, and Laguna Creek south of the American River.

Vegetative Communities and Habitats. The project vicinity is generally developed with a single-family homes. As such, vegetation in the area is largely ornamental. Typical tree species include Sycamore, London Plane tree, European hackberry, ginkgo, sweetgum, gum trees, pepper trees, Canary Island date palm and Mexican fan palm. Despite the maintained appearance of urban landscapes, these areas offer local wildlife populations a surprising variety of habitat types for exploiting food, nesting, and cover resources. Wildlife species observed throughout ornamental

landscaped areas include, raccoon, black tailed hare, opossum, Anna's hummingbird, northern flicker, dark- eyed junco, mallard, wood duck, great blue heron, Canada goose, American robin, western scrub jay, red-tailed hawk, and red-shouldered hawk. There are no recorded observations of special status species on the project site.

REGULATORY SETTING

Federal Migratory Bird Treaty Act (MBTA). The MBTA enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. The MBTA was amended in 2020 to eliminate sanctions for incidental take but still covers intentional taking or harm of covered species. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs. A large number of common bird species are migratory and are afforded protection under the Migratory Bird Treaty Act (MBTA). Examples of common migratory bird species that may use the project area include northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), cliff swallow (*Petrochelidon pyrrhonota*) and western kingbird (*Tyrannus verticalis)*. Occupied nests of all migratory birds are protected under the MBTA, which makes it illegal to intentionally destroy any active migratory bird nest. Migratory birds may utilize trees within the urban setting for nesting.

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

The site includes some mature Oak, Cottonwood, Ash, and other species which may serve as nesting sites for migratory species.

California Endangered Species Act and State Fish and Game Code. Under the California Endangered Species Act (CESA), CDFW has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code [FGC] 2070). Sections 2050 through 2098 of the FGC outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for State-listed species. CDFW maintains a list of "candidate species" which are species that CDFW formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from CDFW would be in the form of an Incidental Take Permit.

CDFW maintains a list of Species of Special Concern. Species of special concern include those whose declining population level, range, and/or because continuing threats have made the species

vulnerable to extinction. The CEQA requires state agencies and local governments to disclose impacts to these species.

Certain species are considered fully protected, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

Under Section 3503 of the FGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

City of Sacramento Tree Ordinance. Ordinance No. 2016-0026 adopted by the Sacramento City Council in August 2016 protects the following trees:

1. Any “public tree” which includes any tree on City owned land or right-of-way.
2. Any “private tree” which includes any of the following:

    a. A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property.
    b. Any native Valley Oak (Quercus lobata), Blue Oak (Quercus douglasii), Interior Live Oak (Quercus wislizenii), Coast Live Oak (Quercus agrifolia), California Buckeye (Aesculus californica), or California Sycamore (Platanus racemosa), that has a DSH of 12 inches or more, and is located on private property.
    c. A tree that has a DSH of 24 inches or more located on private property that is an undeveloped lot; or does not include any single unit or duplex dwellings; or
    d. A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

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

A. Replacement standards.

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

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

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

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

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

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

C. Replacement equivalents.

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

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

THRESHOLDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, special status has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to CDFW; or
- Plants or animals that meet the definition of rare or endangered under CEQA.

ASSESSMENT AND FINDINGS

IV a) Would the project adversely affect Special-Status Species?

Special-status species are plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. The City of Sacramento General Plan Master Environmental Impact Report (MEIR, March 2009) and the County of Sacramento General Plan (2011) EIR provides a map of known sensitive habitat areas which support special status species. The proposed project site is located in a developed and urbanized area and is not directly adjacent to any identified areas which support sensitive species. Since there are no major modifications proposed as part of the project which would physically disrupt or harm known special status species or known habitat, the project is judged to have no impact.

IV b) Would the project adversely affect Sensitive Natural Communities or riparian habitat?

The proposed site is located in developed and urbanized areas and is not within or adjacent to riparian woodlands or sensitive natural communities as identified in the City of Sacramento 2035 General Plan Master EIR, or the County of Sacramento General Plan (2011). There are no riparian communities or sensitive habitats on or adjacent to the site. As such, it is not anticipated that the project will directly or indirectly impact riparian habitat or other sensitive habitats. No impact.

IV c) Would the project affect jurisdictional waters and wetlands?

The proposed site is located in a developed and urbanized area and is not within or adjacent to wetland areas identified in the City of Sacramento 2035 General Plan Master EIR, or the County of Sacramento General Plan (2011). As noted above, the major portions of the site are currently developed and paved and there are no areas that would support wetlands. Thus, the project is not anticipated to have any direct or indirect effect of jurisdictional waters or wetlands. No impact.

IV. d) Would the project affect native resident or migratory fish or nursery sites? Fisheries are by nature located in and along waterways. The proposed site is not located on or immediately adjacent to a waterway. The nearest waterway with resident or migratory fish or nursery sites is the American River located approximately 3.5 miles northeast of the site. Because of the drainage patterns and the amount of urban development between the site and the river there is very little chance of surface run-off or other discharges from the project directly or indirectly affect any nursery sites. The project would not affect fish or nursery sites. No impact.

IV. e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project would remove 19 trees from the site of which are ornamental species. Table 4 below summarizes the tree species to be removed.

TABLE 4: TREE TO BE REMOVED FROM THE SITE BY SPECIES AND SIZE

Number	Diameter (inches)	Species	Common Name
2	16	Fraxinus Oxycarpa Raywood	Raywood Ash
3	12	Fraxinus Oxycarpa Raywood	Raywood Ash
1	14	Fraxinus Oxycarpa Raywood	Raywood Ash
1	18	Fraxinus Oxycarpa Raywood	Raywood Ash
1	20	Fraxinus Oxycarpa Raywood	Raywood Ash
1	6	Quercus Argifolia	Coast Live Oak
1	26	Quercus Lobata	Valley Oak
1	6	Ulmus Parvifolia	Chinese Elm
1	14	Ulmus Parvifolia	Chinese Elm
1	20	Ulmus Parvifolia	Chinese Elm
1	22	Ulmus Parvifolia	Chinese Elm
1	12	Plantanus Acerfolia	London Plane Tree
1	24	Morus Alba	White Mulberry
1	4	Populus California	Cottonwood
2	8	Populus California	Cottonwood
19			

The proposed landscaping plan includes planting of 32 new trees and a variety of shrubs. Table 5 below summarizes the proposed planting palette for the site.

TABLE 5: PROPOSED TREE AND SHRUB SPECIES

Number	Species	Common Name	Size
Trees			
10	Acer polmotum 'Bloodgood'	Bloodgood. Japanese Maple	15 gallon
8	Cercis conodensis 'Hearts of Gold'	Hearts of Gold Redbud	26” box
2	Quercus Hislizenii	Interior Live Oak	15 gallon
12	Ulmus porvlfollo 'Sempervlrens'	Chinese Evergreen	15 gallon
32			
Bushes and Shrubs			
Number	**Species**	**Common Name**	**Size**
5	Aspidistra elatior	Cast Iron Plant	5 gal
22	Callistemon citrinus 'Little John'	Dwarf Bottle Brush	5 gal
29	Cistus *x* purpureus	Orchid Rockrose	5 gal
58	Dietes iridioides	Fortnight Lily	5gal
59	Muhlenbergia capillaris	Pink Muhl	5 gal

TABLE 5: PROPOSED TREE AND SHRUB SPECIES			
Number	**Species**	**Common Name**	**Size**
2	Myrtus communis	Myrtle	5 gal
16	Nandina domestica 'Gulf Stream'	Gulf Stream Heavenly Bamboo	5 gal
18	Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorne Standard	5 gal
46	Rasmarlnus officinalis 'Collingwood Ingram'	Rosemary	5 gal
48	Salvia greggii 'Furmans Red	Furmon's Red Salvio	I gal

The trees to be removed are located on public land (the site is owned by the School District) but are not considered "public trees" of the City of Sacramento[2]. The ordinance defines "public trees" as trees on City-owned land or right-of-way. The proposed project does not affect any City public trees as defined by the tree ordinance. Additionally, the District will be replacing the trees to be removed on site with 32 trees including 2 Interior Live Oak trees.

Tree removals on the site may support nesting birds including migratory birds covered by the MBTA. To reduce impacts to nesting and migratory birds, the following mitigation measure is proposed.

Mitigation Measure 2: Nesting Birds And Tree Removals. Prior to any tree removals on site, St. HOPE Public Schools shall ensure that trees to be removed are inspected for the presence of nesting birds.

1) If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk) and other bird species protected by the MBTA or California Fish and Game Code located within 250 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.
2) Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make

[2] Similarly, since the site is owned by the District (a public entity created by the State) the trees are not considered "private trees" as defined by the ordinance.

defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no disturbance shall be increased until the agitated behavior ceases.

IV f) Would the project conflict with a Habitat Conservation Plans or other conservation plans?

There is no approved Habitat Conservation Plan (HCP), or other conservation plans that cover the site. The nearest approved HCP covers North Natomas which is located outside the Sacramento City Unified School District's boundaries. The project will have *no impact* on HCPs or other conservation plans.

CONCLUSION

The proposed project is expected to have a less-than-significant impact on biological resources with implementation of the above mitigation measure.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

ENVIRONMENTAL SETTING

Prehistoric and Historic Archaeology Sensitivity Areas

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Previous surveys since 1930 have recorded approximately 80 archaeological sites within the City of Sacramento. The types of archaeological resources discovered include village sites, smaller occupation or special use sites, and lithic scatters which are generally focused on higher spots along the rivers, creeks and sloughs that provided water and sources of food. The City of Sacramento 2035 General Plan Environmental Resources Background Report (Figure 6.4.1 Archaeological Sensitivity) provides a map of areas which are potentially sensitivity for cultural resources. This map categorizes areas of the City by the following sensitivities:

- High sensitivity areas are those known to have recorded prehistoric period archaeological resources present. To obscure the precise location and to protect sites from theft and vandalism, these zones have been enlarged, and the areas in between sites have also been included within the zone. The types of prehistoric sites recorded include large village mounds, small villages, and campsites.
- Moderate sensitivity areas include Creeks, other watercourses, and early high spots near waterways that seem likely to have been used for prehistoric occupation are areas of moderate sensitivity.
- Low sensitivity areas indicate that previous research suggests it is unlikely that sites occur in these areas or may reflect an area where no previous archaeological work has been conducted. It does not rule out the possibility that a site could exist and be obscured through historic use and development or through natural processes, such as siltation. While

it is unlikely that a village would be found, it is possible a small resource such as a temporary campsite or special use site could exist.

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

Recent History

According to the City of Sacramento 2035 General Plan the Fruitridge-Broadway Community Plan Area encompasses a large area of land with a long history. Prior to development, this area was primarily an agricultural area. In the late 1800s, the area began to urbanize with development occurring south from Downtown Sacramento. Oak Park, now only a small part of Fruitridge-Broadway, was one of Sacramento's first suburbs. Originally platted as a separate city in the late 1800s, Oak Park was annexed by the City of Sacramento in 1911. According to the Sacramento Historic District Plans (City of Sacramento, 2019), Oak Park was originally part of the 230-acre William Doyle ranch, located outside and to the southeast of Sacramento's 1848 city core. In 1887, real estate developer, Edwin K. Alsip, subdivided the ranch and renamed it "Oak Park" after an eight-acre grove of oak trees that grew in its center. Alsip, who also owned the Central Street Railway Company, extended the streetcar line from 2nd and H streets downtown to Oak Park – where it terminated at a public park, also known as Oak Park (now McClatchy Park) – thus creating Sacramento's first streetcar suburb. In 1906, the California State Fair relocated from downtown to a new fairground on Stockton Boulevard, east of Oak Park. This, along with the addition of another streetcar line operated by the Central California Traction Co., and the general improvement of economic conditions after 1900 brought more people to the area and the area was annexed to the City in 1911. After the Depression and World War II, many of Oak Park's middle-class families and businesses relocated to automobile suburbs farther from the city center. The Fruitridge-Broadway Area, where the school site is located, continued to develop after World War II because there was so much open land in the area. Major landmarks such as The Army Depot started construction in 1945 and Proctor and Gamble in 1952.

Site History

The school was developed by the Sacramento City Unified School District (District) in the early 1950's. The District itself was established in 1853 and in 1856 developed the nearby Sacramento High School, the city's first high school, opened. It was the second oldest American high school west of the Mississippi River. As suburbanization began to expand the City, the school was built as part of an aggressive building program by the District to meet the Post War "baby boom" increase in students.

The Phase I Site Assessment Report prepared for the property found that the site was vacant and surrounded by rural lands up to 1954 when the initial Strawberry Lane school was shown on maps.

Original plans from for the school obtained by St. HOPE Public School's consultant for this project, indicate that the plans were signed by George Clinton Sellon. These plans were dated 1948, however it is assumed that initial occupancy of the school did not occur until the early 1950s. George Clinton Sellon (1881-1954) was an architect of some renown having served as the first State Architect for the State of California and, also as a prominent and successful private architect. Along with his partner E. Charles Hemmings, he started Lionkanis Architects in 1909 and continued as a private architect until his death.

Sellon is credited with designing a number of schools in the greater Sacramento area including Oak Ridge School located within 1 mile of PS7 and Granite Grammar School in Folsom, California. The State Department of Parks and Recreation (DPR Form 523A) prepared for Granite Grammar School by the Folsom Historical Society, offers an excellent summary of the contributions of Sellon's life and work.

> "George gained initial acclaim as the first California State Architect, serving from 1907 to 1909. George was an accomplished architect credited with dozens of public and commercial structures including some 100 public schools. He established a long-term prominent and respected practice in California. He was a master in his field.
>
> Following the earthquake of 1906, George returned to San Francisco and went to work for the State to helping to rebuild that devastated city. While in San Francisco, he formed the partnership, Sellon & Hemmings, with E.C. Hemmings. By May of 1907, George accepted an appointment as State Architect from Governor Gillet, and he organized the state bureau of architecture. During these formative years, the office was under the supervision of the State Engineer and up until 1910, the fledgling department had only three employees.
>
> As State Architect, George also designed the main buildings for the State Normal School at San Jose (now San Jose State), the California Building at the Alaska-Yukon Exposition, the Administration Building at Sonoma State University and San Quentin Penitentiary. During that time, San Quentin was recognized as the model prison in the U.S. George left State service in the spring of 1909 under some pressure from the State Engineer, Nathaniel Ellery, because he refused to devote all his time to the State's work. In 1909, George also purchased his partners interest in their firm, Sellon and Hemmings.
>
> George is also credited as the architect for the Sacramento Hotel, Charlemagne Apartments, American Cash Store, Bel Vue Apartments, Sacramento News Publishing, Hagelstein Building Inverness Building, State Fairgrounds Buildings, California Almond Growers Exchange, Sacramento County Hospital, Caleb Greenwood School, Dos Rios School, Bank of America (6th & K St. branch), Realty Exchange Building, Nevada, Lassen, Tehama, Plumas, Amador and Sierra County Courthouses, Well Baby Clinic (Oak Park) and Cranston-Geary House (2101 G St.)."

The Granite Grammar School historic research also highlighted how Sellon participated in the emerging trend to humanize schools. A hallmark of many of his school designs includes an Auditorium or multi-purpose room at the front and entrance to the school with two or more wings of classrooms extending on either side. This allows the auditorium to serve as the central social center but allows the classrooms to have adequate light and ventilation by incorporating open space between the wings of classrooms. The Granite Grammar School designed by George Sellon and built in 1915 provided a model or template for many schools designed by Sellon later in his years. Despite the fact that PS7 School was designed nearly 45 years after the Sellon designed Granite Grammar School, PS7 has many key features of Sellon's original school layout including a front-facing Auditorium at the entrance to the building and two wings of classrooms with open space in between. The school while having the basic form of many of Sellon's school designs, lacks notable architectural detailing and is in very poor condition. At this time, the school costs to improve the 8 original classrooms, the administration building, and the multipurpose room were estimated to be at least $23 million in the 2015 SCUSD Facility Master Plan. PS7 is not listed on any local, state, or federal register and is not considered a significant example of George Sellon's work.

Historic Resources and Landmarks

The project site and vicinity are not in a designated historic district nor is the site a designated landmark or listed on any local, state, or federal register. The nearest historic district is the Oak Park district center around Broadway and 34th Street approximately 1.5 miles north of the site.

STANDARDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines Appendix G identifies examples of a significant effect on historic or cultural resources and states that a project will normally have a significant effect if it will:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

Section 15064.5 defines a significant adverse effect to include any activity which would (1) Create a substantially adverse change in the significance of an historical resource including physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired; and/or (2) alter or materially impair the significance of a historical resource.

Section 15064.5 of CEQA defines historic resources as:

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

(1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the

California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

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

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

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

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

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

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

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

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

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

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

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

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for

Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

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

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

ASSESSMENT AND FINDINGS

V a) Would the project result in a substantial adverse change to any historic resources? The proposed project would modify the original school designed by George C. Sellon. The original school consisted of the Multi-purpose Room, a staff building and two wings of classrooms (each with 4 rooms). The classrooms and staff (administration) building will be removed and replaced in the same general layout as the original school. None of the buildings to be removed are considered eligible for listing on the State or local register due to the compromised integrity of the structures, very poor condition of the structures and systems and the lack of significant historic or cultural associations. The main building, the Multipurpose Room will be retained and renovated. According to the project architect, the proposed renovation will be done in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

The proposed project would replace the original two wings of classrooms in the same configuration as the original design thereby preserving the original form of the school. Existing portables, the more recent classroom annex at the east of the site, and the older portables on the site would all be removed. Newer classrooms will replace these features on site. The placement of the additional classrooms will mirror the original concept of two wings of classrooms separated by a common area open space quad. The new administration building will be in a similar location and of similar form and size as the original building. As noted in the Environmental Setting above, the form and layout of the school most represent the work of George C. Sellon. Retaining the front-facing and centrally located Multi-purpose room and the placement of classrooms with open space for light and air are the key aspects of Sellon's school form. These important characteristics of form and layout will be retained by the proposed design. With use of the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* the impacts are considered less-than-significant.

V b) Would the project result in a change in the significance of any archeological resources? The proposed project is located in an area of low archeological and cultural resource sensitivity by the Master Environmental Impact Report (MEIR) for the City of Sacramento General Plan. A records search was conducted by the Northern California Information Center which confirmed that has low sensitivity. No recorded sites were reported on or near the project. Although the site is not considered to be sensitive for archeological resources, shallow trenching for utilities and site grading may reveal buried artifacts. This is a potentially significant effect which can be

reduced to a less-than-significant effect by incorporation of Mitigation Measure XX in the Tribal Resources Section. With mitigation, impacts are less-than-significant.

V c) Would the project destroy any paleontological resources or unique geological resources? According to the City of Sacramento General Plan EIR, there are no known geological or paleontological resources in the vicinity of the affected school site. No anticipated impact.

V d) Would the project disturb any human remains. See Tribal Resources Section.

CONCLUSION

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

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
c) Be located on expansive soil, as defined in Table l8-1-B of the Uniform Building Code (l994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

ENVIRONMENTAL SETTING

Geology and Topography

The subject area is located in Sacramento urbanized area of the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. Its northern part is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. It is surrounded

by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north. The school site is relatively flat and level with no significant topographic features.

Earthquake Faults and Seismicity.

There are no known active faults within the greater Sacramento region. Faults located closest to the urbanized area of Sacramento are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Bear Mountains fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada. The Foothills fault zone is generally bounded by the Bear Mountains and New Melones fault zones. The Sacramento region has experienced ground-shaking originating from faults in the Foothills fault zone. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills fault.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. Magnitude quantitatively measures the strength of an earthquake and the amount of energy released by it. Earthquake intensity in a given locality is typically measured using the Modified Mercalli Intensity (MMI) scale with values of this scale ranging from I to XII. The table below identifies the level of intensity according to the MMI scale and describes that intensity with respect to how it would be received or sensed by its receptors. While an earthquake has only one magnitude, it can have many intensities which typically decrease with distance from the epicenter.

TABLE 6: MODIFIED MERCALLI INTENSITY SCALE

Intensity	**Description**
I	Detected by only sensitive instruments
II	Felt by a few people at rest
III	Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck
IV	Felt indoors by many and outdoors by few
V	Felt by most people. Some breakage of windows, dishes, and plaster
VI	Felt by all; falling plaster and chimneys; damage small
VII	Damage to buildings varies; depends on quality of construction
VIII	Walls, monuments, chimneys fall; panel walls thrown out of frames
IX	Buildings shift off foundations; foundations crack; ground cracks;
X	Most masonry and frame structures destroyed; ground cracks; landslides
XI	Ground fissures; pipes break; landslides; rails bent; new structures remain standing
XII	Damage total; waves seen on ground surface; objects thrown into the air

According to the *Probabilistic Seismic Hazard Assessment Maps* (2002) prepared by the CGS, Sacramento is in an area of relatively low severity, characterized by peak ground accelerations between 10 and 20 percent of the acceleration of gravity. This is primarily due to the lack of known major faults and low historical seismicity in the region. The maximum earthquake intensity expected from this amount of ground-shaking would be between VII and VIII on the Modified Mercalli Scale.

Seismic ground-shaking hazard for the City and County of Sacramento is relatively low, ranking among the lowest in the state. Due to the low probability of ground-shaking affecting the policy area, the possibility of seismic-induced ground failure is remote.

Liquefaction occurs where surface soils, generally alluvial soils, become saturated with water and become mobile during ground-shaking caused by a seismic event. When these soils move, the foundations of structures move which can cause structural damage. Liquefaction generally occurs below the water table but can move upward through soils after it has developed.

Soils and Soil Stability

A Soils Engineering Report was prepared for the site by Wallace Kuhl Associates entitled *Geotechnical Engineering and Geologic Hazards Investigation, St. HOPE Public Schools PS7 Elementary School***,** dated October 22, 2019. The Soils Report research and borings indicate that the site is underlain by Riverbank Formation, Holocene Alluvium which consists of primarily fine-grained sediments with horizontal stratification. The soils report concluded that the site has fairly stable soils with low liquefaction and seismically induced displacement potential and some moderate expansion potential.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ASSESSMENT AND FINDINGS

VI a) Would the project expose people or property to seismic risks such as earthquakes, liquefaction or groundshaking?

As noted above, Sacramento and the project site are located in an area of relatively low seismic risk. The project site is not located on a fault area or Alquist-Priolo zone. Seismic risks to the to the project would be similar to the seismic risks of ground shaking experienced by the general Sacramento area. The *Geotechnical Engineering and Geologic Hazards Investigation, St. HOPE Public Schools PS7 Elementary School* did not identify any high risk geological or seismic conditions on the site. Seismic risks are less-than-significant.

VI b), c) and d) Would the project be subject to soil erosion, unstable soils or geological conditions and expansive soils?

The subject site is level and is not known to have unstable or hazardous soil conditions. The Natural Resources Conservation Service (NRCS) provides maps and descriptions of soils throughout the United States. The subject site is underlain by the San Joaquin Soil series (Figure 7-1, City General Plan Public Health and Safety Element). The San Joaquin series consists of soils that formed in alluvium derived from mixed but dominantly granitic rock sources. Generally, these soils are found on undulating low terraces at slopes of zero to nine percent. These soils are typically well and moderately-well drained, with medium to very high runoff, and very slow permeability. Some areas with these soils are subject to rare or occasional flooding. The Soil Survey does not list any hazardous conditions such as highly expansive soils related to this series.

The *Geotechnical Engineering and Geologic Hazards Investigation, St. HOPE Public Schools PS7 Elementary School* identified some potential for soil expansion and presented recommendations for stabilizing soils on site. With adherence to the soils report recommendations, soil related hazards are less-than-significant.

VI e) Would the soil pose septic tank risks?

The site is served by the public sewers (City of Sacramento) and therefore, there is no risk of septic tank failure.

CONCLUSION

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

VII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

ENVIRONMENTAL SETTING

Climate change is a global problem. Greenhouse Gases (GHGs) are global pollutants. Whereas other pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Similarly, impacts of GHGs are also borne globally. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro-climate. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Prominent GHGs of primary concern from land use development projects include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Other GHGs such as hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride are of less concern because construction and operational activities associated with land use development projects are not likely to generate substantial quantities of these GHGs. These gases trap some amount of solar radiation and the earth's own radiation, preventing it from passing through earth's atmosphere and into space. GHG are vital to life on earth; without them, earth would be an icy planet. In excess, GHG gases cause climate change. To quantify GHG, a standard of "CO2- equivalent" or CO2e is used. For any quantity and type of greenhouse gas, CO2e signifies the amount of CO2 which would have the equivalent global warming impact over a set period of time. In this analysis, greenhouse gases are analyzed as metric tons of greenhouse gases per year or CO2e metric tons/year.

REGULATORY SETTING

The Sacramento Metropolitan Air Quality Management District's (SMAQMD) CEQA Guide to Air Quality Assessments provides an overview of the current regulatory environment related to GHG. These guidelines help support the recent state legislation designed to promote reduction of GHG emissions. Relevant regulations and policy actions include:

Executive Order S-3-05. In 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05 which established greenhouse gas (GHG) emission reduction targets for California and directs the CAL-EPA to coordinate the oversight of efforts to achieve them. The targets established by Governor Schwarzenegger call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80% below 1990 levels by 2050.

Assembly Bill 32. In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth.

Senate Bill 97. In 2007, Senate Bill (SB) 97 was enacted to amend the CEQA statute in order to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directs the Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The Natural Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On March 18, 2010, the amendments to the State CEQA Guidelines for addressing greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007) were enacted in order to provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents.

Senate Bill 375. In 2008, Senate Bill (SB) 375, was enacted which aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP).

Executive Order S-13-08. In November 2008, Governor Arnold Schwarzenegger issued Executive Order S-13-08 to enhance the State's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events. The Executive Order directs the state agencies to request that the National Academy of Sciences convene an independent panel to complete the first California Sea Level Rise Assessment Report.

Executive Order B-30-15. On April 29, 2015, Governor Edmund Brown issued Executive Order B-30-15. Going beyond reductions required by AB 32, Executive Order B-30-15 requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

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

LOCAL POLICIES

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

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

THRESHOLDS OF SIGNIFICANCE

For this analysis, the SMAQMD's recommended thresholds are used which state:

- A significant impact would result if the proposed project would result in the emission of GHG gases (CO2e) in excess of 1,100 metric tons per year for either the construction period or operational phase of the project.

ASSESSMENT AND FINDINGS

VII a) Will the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? As noted above, nearly all uses generate some greenhouse gases. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed project during construction would generate 347.9 metric tons per year of GHG emissions. Once operational, the project would generate 1,012.4 metric tons of CO2 equivalent which includes any increase in traffic related to any increased enrollment. This is below the SMAQMD's recommended threshold of 1,100 metric tons per year. This emission level is unmitigated and expected to be lower because

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

of the energy efficiency of the new buildings and systems. New greenhouse gas emissions related to the project are below the threshold for significance.

VII b) Will the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? The proposed project is not anticipated to conflict with any policy or regulation adopted for the purposes of GHG emission reduction. The proposed project meets the requirements of the City of Sacramento CAP in a number of ways. First, the renovated and expanded school will support infill development by providing an up-to-date school in an existing developed area with adequate capacity to serve expanded enrollment. Secondly, the proposed project will replace deteriorated and energy inefficient buildings with new structures that meet new Building Energy Efficiency Standards that went into effect on January 1, 2017. The California Energy Commission has estimated that new Title 24 standards would use 25-30 percent less energy for lighting, heating, cooling, ventilation, and water heating than the previous version. Title 24 standards used for the City's CAP (2008 Title 24 standards),14 and that residences. Overall, the proposed project would not conflict with the CAP reduction strategies of the City. Thus, no significant conflict with GHG reduction policies is anticipated.

CONCLUSION

The proposed project would not significantly contribute to cumulative greenhouse gas production or conflict with adopted Climate Action Policies.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

RRGULATORY SETTING

Hazardous materials storage, transportation, removal, and clean-up are highly regulated fields. The federal and state governments have enacted laws that require property owners to pay for the clean-up of hazardous material contamination located on or originating from their land. Because of potential clean up and health-related liabilities from the presence of hazardous material contamination, environmental assessments are routinely performed prior to land sale and development. Summarized below are some of the most significant federal, state, and local regulations governing hazardous materials handling.

Federal Hazardous Materials Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. In addition, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List (NPL), a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to $8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System (HRS) to ensure that the HRS accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the NPL.

Resource Conservation and Recovery Act of 1976 (RCRA) as amended by the Solid Waste Disposal Act of 1980 (HSWA), the Hazardous Waste and Solid Waste Amendments of 1984. RCRA is the nation's hazardous waste control law. It defines hazardous waste, provides for a cradle-to-grave tracking system, and imposes stringent requirements on treatment, storage, and disposal facilities. RCRA requires environmentally sound closure of hazardous waste management units at treatment, storage, and disposal facilities. The U.S. Environmental Protection Agency is the principal agency responsible for the administration of RCRA, SARA, and CERCLA.

State Hazardous Materials Regulations and Agencies

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 et seq. (HSAA). This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10% share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the Environmental Protection Agency's (EPA's) ranking system may be placed on the State Superfund list of hazardous wastes requiring cleanup.

The Department of Toxic Substance Control (DTSC) within the California Environmental Protection Agency (Cal/EPA) has regulatory responsibility under 22 CCR for the administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The enforcement of regulations administered by DTSC has been delegated locally to Sacramento County Environmental Management Department (SCEMD).

The State Water Resources Control Board, acting through the Central Valley Regional Water Quality Control Board (CVRWQCB), regulates surface and groundwater quality pursuant to the Porter-Cologne Water Quality Act, the federal Clean Water Act, and the Underground Tank Law. Under these laws, CVRWQCB is authorized to supervise the cleanup of hazardous wastes sites referred to it by local agencies in those situations where water quality may be affected.

Depending on the nature of contamination, the lead agency responsible for the regulation of hazardous materials at the site can be the DTSC, CVRWQCB, or both. DTSC evaluates contaminated sites to ascertain risks to human health and the environment. Sites can be ranked by DTSC or referred for evaluation by the CVRWQCB. In general, contamination affecting soil and groundwater is handled by CVRWQCB and contamination of soils is handled by DTSC.

California Education Code, California Code of Regulations (CCR) Title 5, Section 14010(c) requires that the property line of the school site, even if it is a joint use area, shall be at least the following distances from the edge of power-line easements (unless an analysis is provided that incorporates buffering or shielding of the lines):

- 100 feet for a 50- to 133-kilovolt (kV) line
- 150 feet for a 220- to 230-kV line
- 350 feet for a 500- to 550-kV line

The primary concern is electromagnetic fields and their potential health effects on persons using the site.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, an impact is considered significant if the proposed project would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos- containing materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.
- Create substantial risk of a hazardous material spill during construction or operation of the project.

ASSESSMENT AND FINDINGS

VII a) and b). Would the project affect public safety through the transport, storage, or risk of upset of hazardous material? The proposed project is not expected to involve the routine transport, or disposal of hazardous materials. During demolition activities it is expected that some asbestos containing material (ACM) and possible lead-based paint materials will be encountered due to the age of the structures. A Phase I Report was prepared for the site which confirmed that both lead and possible ACM building materials are located on site. The report determined that organic phosphates, pesticides, and PCB levels were not detected at significant levels. The report was reviewed by the State Department of Toxic Substances Control (DTSC). Subsequently, non-destructive testing was authorized and a Hazardous Materials Survey[4] was prepared for the site which identified locations of any suspect materials and outlined protocols and procedures for safe and proper removal. Additionally, areas where lead may be in surface soils will be removed and properly disposed of following building demolition and prior to site grading and will be supervised by the State Department of Toxic Substances Control (DTSC). To ensure impacts are less-than-significant, the following mitigation measure is proposed.

Mitigation Measure 3: Removal, Transport and Disposal of Suspect Materials

Prior to demolition and grading in any area with suspect materials identified in the Hazardous Materials Survey, the District shall ensure that St. HOPE secures qualified contractors to safely remove, store, transport and dispose of any suspect materials in accordance with all applicable laws and regulations. Recommendations for safe removal of materials are included in the Hazardous Materials Survey, Final Report, prepared for Wallace-Kuhl Associates, by Entek Consulting Group, Inc, for St, HOPE

[4] Hazardous Materials Survey, Final Report, prepared for Wallace-Kuhl Associates, by Entek Consulting Group, Inc, for St, HOPE Public School Site, 5201 Strawberry Lane, Sacramento, CA. Entrek Project No 20-5456. March 2020.

Public School Site, 5201 Strawberry Lane, Sacramento, CA. Entrek Project No 20-5456. March 2020.

VII c) Would the project result in hazardous emissions within one-quarter mile of a school site? The project is not anticipated to emit hazardous emissions, and the Phase I Report prepared for the site did not report any significant concentrations of stationary source emissions within one quarter mile of the school site. The Phase I also identified all listed sites on Federal, state, and local databases within a 1-mile area of the site and determined that none of the sites pose a health risk to the site. Impacts are less-than-significant.

VII d) Would the project be located on a hazardous materials site? The subject site is not currently listed as a hazardous materials site. As such, risk of exposure to hazardous materials is less-than-significant.

VII e) and f) Is the project located in an Airport Land Use Plan or Airport Safety or within 2 miles of an airport? Are there private air strips in the area that pose a public risk? The site is not within any airport's Comprehensive Land Use Plan "over-flight" zone. No significant impacts related to air traffic risks or airport safeties are anticipated.

VII g) Would the project interfere with an Emergency Response or Evacuation Plan? The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. As such the project is not expected to interfere with emergency response efforts.

VII h) Would the project expose people or properties to Wildlands Fire Risk. The site will be developed with paved surfaces and ornamental landscaping. With changing climate conditions, risk of wildfire is still a remote possibility, however, risks of wildfire are considered less-than-significant.

VII i) Other Public Hazards. No other public hazards affecting the site or affected by the project are proven or known.

CONCLUSION

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

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

ENVIRONMENTAL SETTING

Surface Water Resources

The project site lies within the Sacramento-San Joaquin Watershed Basin. Major surface water resources in Sacramento include the Sacramento River, the American River, the Cosumnes River and their tributaries. The Sacramento River Basin encompasses about 27,000 square miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The Sacramento River is the largest river in California.

The American River watershed is situated on the western slope of the Sierra Nevada, extending from the spine of the Sierra Nevada westward to the City of Sacramento. Elevations in the watershed range from above 10,000 feet in the high Sierra to 23 feet above mean sea level at the confluence of the American and Sacramento rivers. The river is regulated by a system of dams, canals, and pipelines for power generation, flood control, water supply, recreation, and fisheries and wildlife management. Folsom Dam is located on the American River, owned, and operated by the U.S. Bureau of Reclamation. Folsom Lake and its after-bay, Lake Natomas, release water to the lower American River and to the Folsom South Canal. The operation of Folsom Dam directly affects most of the water utilities on the American River system.

The Cosumnes River is the last free flowing river west of the Sierra Nevada. The Cosumnes River watershed is part of the San Joaquin Basin. The main tributaries to the Cosumnes River include Laguna Creek and Deer Creek.

Ground Water Resources

The aquifer system underlying the Sacramento is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system.

Water Quality

The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tend to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and ground waters within the Sacramento County. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The proximity of the Sacramento and American rivers to the urbanized area of Sacramento and the

existence of both a shallow water table and deep aquifer beneath the area keep the RWQCB interested in activities in the area.

REGULATORY ENVIRONMENT

Federal Regulations

Surface Water Quality. Water quality objectives for all waters of the United States (including the Sacramento River) are established under applicable provisions of section 303 of the federal Clean Water Act (CWA). The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a NPDES permit.

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

State Regulations

Surface Water Quality. The State Water Resources Control Board (SWRCB) and CVRWQCB have established water quality standards that are required by section 303 of the CWA and the Porter-Cologne Water Quality Control Act. The Porter-Cologne Act states that basin plans consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality. The Water Quality Control Plan, or Basin Plan, prepared by the CVRWQCB, has established water quality numerical and narrative standards and objectives for rivers and their tributaries within its jurisdiction. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria, such as EPA water quality criteria developed under section 304(a) of the CWA apply.

Sacramento and San Joaquin River Water Quality Control Plan. Because the portion of the Sacramento River beginning at the "I" Street Bridge is considered part of the Delta and historically was part of a larger estuary system associated with the Delta, water quality criteria for the Delta is applicable to this portion of the Policy Area. However, monitoring and enforcement of water quality objectives for the Sacramento River is the responsibility of the CVRWQCB according to objectives identified in a plan developed Sacramento River are specified in the *Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin* (Basin Plan) prepared by the

CVRWQCB in compliance with the federal CWA and the California Water Code (Section 13240).35 The Basin Plan establishes water quality objectives, and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Sacramento-San Joaquin River Basin. Because the City of Sacramento and the Policy Area are located within the CVRWQCB's jurisdiction, all discharges to surface water or groundwater are subject to the Basin Plan requirements.

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

Construction Site Runoff Management. In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit (General Permit). The first General Permit was issued in 1992. General Permit applicants are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs included in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the City's drainage system or receiving waters.

Local

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

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ASSESSMENT AND FINDINGS

VIII a) Would the project violate any water quality standards or wastewater discharge requirements?

Water quality could be impacted if a proposed project caused a discharge into a waterway or ground water basin. The Drainage Plan for the project shows that the site will be graded to sheet flow run-off to an underground vault where run-off will be treated prior to release into the City's storm drain system. The project will also have to prepare a Storm Water Prevention and Protection Plan (SWPPP) in compliance with the National Pollution Discharge Elimination System (NPDES) requirement of the Clean Water Act. These laws and regulations are implemented through NPDES municipal storm water discharge permits. An element of the program, the Construction Element (CE), was designed to reduce the discharge of storm water pollutants to the maximum extent practicable by requiring construction sites to reduce sediment in site runoff and reduce other pollutants such as litter and concrete wastes through good housekeeping procedures and proper waste management. Sacramento area public agencies, including the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova have joined together to form the Sacramento Storm Water Quality Partnership (SSQP). These agencies are regulated by Order No. R5-2002-0206 NPDES No. CAS082597 "Waste Discharge Requirements for County of Sacramento and Cities of Citrus Heights, Elk Grove, Folsom, Galt and Sacramento Storm Water Discharges from Municipal Separate Storm Sewer Systems Sacramento County" issued by the Central Valley RWQCB. The District and St. Hope have coordinated with the City of Sacramento regarding stormwater run-off to ensure that any stormwater discharges from the site into the Cit's storm drainage system comply with the City NPDES requirements. During construction, a separate SWPPP will be prepared to incorporate best management practices on site to reduce construction period run-off. Thus, the proposed project is not expected to have a significant adverse effect on water quality based on the proposed system of storm water management.

VIII b) Would the project deplete or adversely affect ground water resources?

The proposed project will not involve construction of new facilities which would require new sources of water (new water wells) or generate wastewater (septic tanks) that could affect groundwater resources. Water is supplied to the site by the City of Sacramento Department of Utilities and the site does not rely on groundwater wells for potable water. No construction period de-watering is required for the project. Impacts are less-than-significant.

VIII c) and d) Would the project alter waterways or drainage patterns or increase run-off and drainage?

The proposed project will not require any alteration of waterways or drainage patterns. The proposed project will not substantially increase the amount of impervious surface on the site which would increase run-off. Storm runoff from paved areas will be directed to an underground vault so that run-off can be retained on-site during peak storm periods. Impacts are expected to be less-than-significant.

VIII e) and f) Would the project degrade water quality or result in run-off beyond the capacity of storm drains?

Construction related activities have the potential to impact water quality. Fuel, oil, grease, solvents, concrete wash, and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. The proposed project is required to comply with the Clean Water Act through the National Pollution Discharge Elimination System (NPDES) permit through the preparation of a SWPPP. The SWPPP generally require the use of best management practices (BMPs) to reduce erosion and run-off during construction and operations of the project. The district is required to prepare a SWPPP which will reduce any run-off and water quality impacts to a less-than-significant level.

Once the project is complete, storm run-off will be retained and treated on site in a 23,271 cubic yard sized underground vault in order to reduce run-off from the site to the City storm drain during storm events. Retention on site during peak events should reduce the possibility of overburdening the storm drainage system. Impacts are considered to be less-than-significant.

VIII. g) h) and i) Would the project expose people or property to flood risks, dam inundation or interfere with flood flow?

The Sacramento area is a flood prone area. Nearly the entire City of Sacramento is located within the 200-year flood plain. The Federal Emergency Management Agency (FEMA) categorizes the risk of flood by mapping flood zone. The project is located in Other Areas -Zone X on the Flood Insurance Rate Map (FIRM), Community-Panel Numbers 06067C0190H, effective August 16, 2012. This designation indicates that the site is protected by levees or other flood control improvements. Other Areas Zone X is defined by FEMA as “areas determined to be outside the 0.2% annual chance floodplain.”

The proposed project will not change the flooding potential or increase the flood risks on the site. The minor grading to prepare for site improvements will not substantially change drainage patterns. Impacts are less-than-significant.

VIII. j) Would the project expose people to other hazards such as seiche, tsunami, or mudflows?

There are no known occurrences of inundation by seiche, tsunami, or mudflows on or in the vicinity of the project site. No impact is anticipated.

CONCLUSION

No unusual or significant impacts related to water resources or flood hazards have been identified that would occur as a result of the project.

X. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

ENVIRONMENTAL SETTING

The project site is located in the Fruitridge Broadway Community Planning Area of the City of Sacramento. Land uses in this area are governed by the designations and policies of the City of Sacramento 2035 General Plan and the Fruitridge Broadway Community Plan of the General Plan. Although the Fruitridge Broadway Plan area is predominantly residential, commercial uses are concentrated along Broadway and Stockton Boulevards located to the north and the east of the site respectively and along Fruitridge Boulevard to the south. The existing zoning and planning designations for the site and surrounding area are summarized in Table 7 below:

TABLE 7: APPLICABLE LAND USE AND ZONING DESIGNATIONS			
Area	**2035 General Plan Fruitridge Broadway Community Plan**	**Zoning**	**Uses**
Subject Site	"Public"	R-1 A (Single Family	School
South of the Site	"Traditional Neighborhood Low"	R-1 A (Single Family	Vacant land
North of Site	"Traditional Neighborhood Low"	R-1 (Single Family)	Single family homes
East of Site	"Traditional Neighborhood Low"	R-2 B, R-O (Residential Office) and R-1 A (Single Family)	Single family homes
West of Site	"Traditional Neighborhood Low"	R-1 (Single Family)	Single family homes/ church

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

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

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

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

ASSESSMENT AND FINDINGS

IX a) Would the project physically divide an established community?

The proposed project will not physically divide an established community in that no new roads, facilities or barriers are included in the project that physically divide an existing neighborhood. No significant impact.

IX b) Would the project conflict with any applicable land use plans, policies, regulations adopted for the purpose of avoiding or mitigating an environmental effect?

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

IX c) Would the project conflict with any applicable Habitat Conservation Plans?

The proposed project is not located within an area covered by a Habitat Conservation Plan. No impact.

CONCLUSION

The proposed action does not pose any significant land use impacts or change the use of a subject site in a manner which would be incompatible with the adopted General Plan, zoning or existing uses for the site and surrounding area.

XI. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			**X**	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			**X**	

ENVIRONMENTAL SETTING

The Sacramento area has historically supported sand and gravel mining to support the construction trade. According to the County of Sacramento 2030 General Plan Update Background Document, "Mineral resources in Sacramento County include sand, gravel, clay, gold, silver, peat, topsoil, lignite, natural gas and petroleum. The principal resources which are in production are aggregate (sand and gravel) and natural gas. The larger producers are located in the Fair Oaks and Perkins-Kiefer areas. They also produce asphaltic and Portland concrete cement along with free gold and silver recovered from the crushing process. At present, peat and lignite deposits in the Delta are not commercially minded. In upstream areas along the American River, gold mining occurs although no gold mines are currently located in urbanized areas of the County."[5] The subject site is designated by the State Department of Conservation MR-3 which denotes an "area containing mineral resources the significance of which cannot be evaluated with available data." To the southeast of the area there is some (MRZ-2) designated lands which denotes an area with "Significant Mineral Deposits."

ASSESSMENT AND FINDINGS

X. a and b Would the project result in the loss of or impact Mineral Resources or mineral resource plans and policies?

As noted above, the subject sites are classified by the State Department of Conservation as areas containing mineral resources the significance of which cannot be evaluated with available data. Thus, there may be underground mineral resources. The proposed project would not change the significance or access to these resources. For example, the site is currently developed and paved and would continue to be developed and paved once the proposed project is completed. Impacts to mineral resources are expected to be less-than-significant.

CONCLUSION

The proposed action would not result in loss of the availability of existing mineral resources. The impact is considered less-than-significant.

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

XII. NOISE Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to generation of excessive ground-borne vibration or ground-borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project people be residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people be residing or working in the project area to excessive noise levels?				X

ENVIRONMENTAL SETTING

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz). Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected, or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as

The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (DNL or Ldn) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 8 lists several examples of the noise levels associated with common situations.

TABLE 8: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library

TABLE 8: TYPICAL NOISE LEVELS		
Common Outdoor Activities	**Noise Level (dBA)**	**Common Indoor Activities**
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing
Source : Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September 2013.		

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Existing and Future Noise and Vibration Environments

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing multi-family and single-family residential uses located along the west side of Redding Avenue and existing multi-family uses to the north.

Existing General Ambient Noise Levels

The subject site is located in a single-family residential area which is generally quiet and not subject to loud or annoying mechanical or industrial noise. Traffic volumes on the adjacent residential streets are low and traffic noise is not generally significant in the area. State Route 99, a multi-lane freeway is located 0.10 miles to the west of the site. Freeway noise is often perceptible on the site, however, with the existing sound wall freeway noise in the project vicinity is generally below 70 dB. Occasional aviation noise may be heard from the overflight of airplanes heading to or from Executive Airport located approximately 1.5 miles to the southeast of the site on Freeport Boulevard. The subject site is not included within the Airport Land Use Plan or noise contours of the airport.

Construction Noise Environment

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in Table 9, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 9: CONSTRUCTION EQUIPMENT NOISE	
Type of Equipment	**Maximum Level, dBA at 50 feet**
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85
Source: *Roadway Construction Noise Model User's Guide*. Federal Highway Administration. FHWA-HEP-05-054. January 2006.	

Construction Vibration Environment

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. Table 10 shows the typical vibration levels produced by construction equipment.

TABLE 10: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT			
Type of Equipment	**Peak Particle Velocity at 25 feet (inches/second)**	**Peak Particle Velocity at 50 feet (inches/second)**	**Peak Particle Velocity at 100 feet (inches/second)**
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004

TABLE 10: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT			
Type of Equipment	**Peak Particle Velocity at 25 feet (inches/second)**	**Peak Particle Velocity at 50 feet (inches/second)**	**Peak Particle Velocity at 100 feet (inches/second)**
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026
Source: *Transit Noise and Vibration Impact Assessment Guidelines.* Federal Transit Administration. May 2006.			

REGULATORY CONTEXT

City of Sacramento General Plan

The Noise Element of the City's General Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to "minimize noise impacts on human activity to ensure the health and safety of the community." The Noise Element allows up to 60 dBA in low density residential areas. For school sites, up to 70 dBA is allowed.

Noise and vibration policy EC 3.1.2 specifies the City considers significant noise impacts to occur if a project would increase noise levels by more than the allowable limits shown in Table EC 2 of the Noise Element shown below:

Table EC 2 Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)

Residences and buildings where people normally sleep[a]		*Institutional land uses with primarily daytime and evening uses[b]*	
Existing L_{dn}	*Allowable Noise Increment*	*Existing Peak Hour L_{eq}*	*Allowable Noise Increment*
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

SOURCE: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006

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

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

City of Sacramento Municipal Code

The City of Sacramento Municipal Code, Section 8.68.060 establishes and allowable exterior noise level limit of 55 dBA L_{50} and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L_{50} and 70 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) for sources of noise which occur for more than 30 minutes per hour (L_{50}).

If the existing ambient noise level exceeds the 50/55 dBA L_{50} standard the allowable limit is increased in five dBA increments to encompass the ambient noise level. If the existing ambient noise level exceeds the 70/75 dBA L_{max} noise standard, the limit becomes the measured L_{max} existing ambient noise level. For example, if measured existing ambient daytime noise levels are 57 dBA L_{50} and 77 dBA L_{max}, the noise ordinance limits would be 60 dBA L_{50} and 77 dBA L_{max}.

Section 8.68.080.D, Exemptions, exempts from the Noise Ordinance standards those noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 a.m. and 6 p.m., on Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order.

Criteria for Acceptable Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 12, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 11 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.2 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 11: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS			
Peak Particle Velocity		**Human Reaction**	**Effect on Buildings**
mm/second	**in/second**		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage
Source: *Transportation Related Earthborne Vibrations.* Caltrans. TAV-02-01-R9601. February 20, 2002.			

IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria include the exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- Expose persons to, or generate, excessive groundborne vibration or groundborne noise levels;
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project;
- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels without the project;

- Expose persons residing or working in the project area to excessive noise levels if located within an airport land use plan or where such a plan has not been adopted within 2 miles of a public airport or public use airport; or
- Expose persons residing or working in the project area to excessive noise levels if located within the vicinity of a private airstrip.

ASSESSMENT AND FINDINGS

XII. a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed project is not anticipated to create new noise sources which would exceed the City of Sacramento General Plan Noise Element or Noise Ordinance standards. Noise associated with operation of the renovated school would be similar to the types and levels of noise generated by the current school operation. These may include the sound of children playing during outdoor recess time, the sound of class bells if used by the school, and the occasional noise related to student pick-up and drop-off activities. All of these sources of noise are typical for school sites and are generally compatible with residential uses.

Relative to exposure of students to noise, the renovated classrooms will provide enhanced sound proofing and dual pane windows which will provide superior noise attenuation when compared to the older building materials of the current classrooms on site. Overall, the interior noise environment for students will be much quieter. Impacts are less-than-significant.

XII. b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. The Table 12 data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, are located approximately 26 feet, or further from the proposed construction activity. Additionally, the project will use modular buildings. Components are assembled off-site which reduces the length of construction activity (and the associated construction period noise and vibration) on the site. At these distances construction vibrations are not predicted to exceed acceptable levels for Single Family designations. Construction activities would be temporary in nature and would likely occur during normal daytime working hours. This is a less-than-significant impact, and no mitigation is required.

XXII. c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise would be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur primarily during daytime hours. The City of Sacramento exempts

construction noise from the Noise Ordinance provisions if construction activity is limited to daytime hours. These exemptions are typical of City and County noise ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of what residents of urban areas expect as part of a typical urban noise environment (along with sirens, etc.) With proper adherence to the Noise Ordinance standards, construction period noise is a less-than-significant impact, and no mitigation is required.

XXII. d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 11, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Most of the building construction would occur at distances of greater than 40 feet from the nearest residences. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. The City of Sacramento exempts construction noise from the Noise Ordinance provisions if construction activity is limited to daytime hours. These exemptions are typical of City and County noise ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of what residents of urban areas expect as part of a typical urban noise environment (along with sirens, etc.) This is a less-than-significant impact, and no mitigation is required.

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

Executive Airport is located approximately 1.5 miles to the southwest of the project site. The project site is not within the Executive Airport Plan Land Use Boundaries and lies outside of the noise contours of the airport. Therefore, renovation of the school is not anticipated to expose people or students to excessive noise levels from airport activity. This is a less-than-significant impact, and no mitigation is required.

XXII. f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

There are no private airstrips in the project vicinity. Therefore, this impact is not applicable to the proposed project.

CONCLUSION

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

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL SETTING

The proposed project is located in an urbanized and developed area of the City of Sacramento. The area is served by City urban services.

ASSESSMENT AND FINDINGS

XIII. a) Would the project require the extension of services and result in growth inducement?

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

XIII. b) and c) Would the project displace persons from existing housing and require replacement housing?

The project will not require the acquisition of existing housing or the displacement of persons from their housing or the construction of replacement housing. No housing displacement or replacement housing impacts would occur.

CONCLUSION

The proposed project will not result in growth inducement or the displacement of persons from existing housing. Therefore, no impacts would occur.

XIV. PUBLIC SERVICES Would the project impact adversely impact?	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Fire and Police Protection?			X	
b) Schools?			X	
c) Parks?			X	
d) Other governmental services?			X	

ENVIRONMENTAL SETTING

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

Fire Services. The project site is located in the incorporated area of the City of Sacramento. The City provides both fire and police services to the site. The Sacramento Fire Department has 24 active Fire Stations strategically located throughout its service area. Eight stations are located north of the American River, seven stations in the central downtown and eastern sections of the City, and nine stations in the southern portions of the City. Four fire stations are located in the vicinity of the project site. The proposed project would be served by SFD Station 6, located approximately 0.6-mile north of the project site, SFD Station 9, located approximately 0.9-mile northeast of the project site, SFD Station 12, located approximately 1.06 miles west of the project site, and Sacramento City Fire Department Station 56, located approximately 1.75 miles south of the project site.

Police Services. The Sacramento Police Department (SPD) provides police services to the City of Sacramento. The site is within Police Service District 6A which includes Oak Park and is covered by the East Command. The Rooney Substation is located on Franklin Boulevard just north of Fruitridge Road approximately 1.2 miles away from the site. In addition to the SPD, the Sacramento County Sheriff's Department, the California Highway Patrol, and the Regional Transit Police Department provide police protection within the City of Sacramento.

Schools. The project is located within the Sacramento City Unified School District and the school site is operated by St. HOPE Public Schools under a charter from the Sacramento City Unified School District.

Parks. Parks in the area are administered by the City of Sacramento. The City of Sacramento Department of Youth, Parks, and Community Enrichment (YPCE) maintains all parks and recreational facilities within the City of Sacramento. The YPCE classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and 3) regional parks. Neighborhood parks are typically less than 10 acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed

with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City's General Plan Background Report, the City currently contains 226 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 226 parks comprise 3,200 acres. Of these, 1,573 acres are neighborhood and community parks, and the remaining are city and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

ASSESSMENT AND FINDINGS

XIV. a) through d) Would the project increase demand for or adversely affect public services and facilities? A project will have a significant impact if it results in the construction of new facilities which require substantial new public services or create a substantial new permanent demand for new public services. The project does not involve the construction of new housing units or employment generating facilities which would require new public safety facilities or personnel or increase demand for new parks or schools.

CONCLUSION

Impacts to public services are determined to be less-than-significant.

XV. RECREATION Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities or increase the use such that substantial deterioration of facilities would result?				X
b) Does the project include or require the construction of recreational facilities that might have an adverse effect on the environment?				X

ENVIRONMENTAL SETTING

Parks in the area are administered by the City of Sacramento. The City of Sacramento manages 226 parks and parkways totaling nearly 3,200 acres of land. Major parks and recreational facilities near the project site include McClatchy Park, Curtis Park, Mangan Park, Temple Avenue Park, and the Oak Park Community Center. South of Fruitridge Road is the Fruitridge Community Center and Fruitridge Park.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the General Plan.

ASSESSMENT AND FINDINGS

XV. a) and b) Would the project increase demand for park and recreational facilities or affect existing recreational opportunities?

The proposed project will not result in an increase in population or housing in the area; as such, the project would not result in a substantial increase in demand for local recreation services and/or park space. The proposed project will, however, improve recreational open space for students by improving the playfields and playground equipment on the site. No significant impact on recreational resources and parks.

CONCLUSION

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

XVI. TRANSPORTATION & TRAFFIC Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access or access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

ENVIRONMENTAL SETTING

Local Roadways and Regional Access

The proposed project is located in South Oak Park in the Fruitridge and Broadway Community Planning Area at 5201 Strawberry Lane. Strawberry Lane is a two-lane north/south local street that extends from for a block and a half-length between 26th Avenue and 27th Avenue. Access to Strawberry Lane is from 26th Avenue which connects with Martin Luther King Jr. Boulevard. Martin Luther King Jr. Boulevard is a 2-lane major collector street which intersects with 12th Avenue to

the north and Fruitridge Boulevard to the south. Both 12th Avenue and Fruitridge Boulevard have on/off ramps to State Route 99 (SR99) which provides regional access to the site.

Public Transit Service

The Sacramento Regional Transit District manages local light rail and bus systems serving the greater Sacramento area. Bus routes 67 and 68 operate along Martin Luther King Jr. Boulevard. The nearest light rail stops are the City College Station located approximately 1.07 miles west of the site and the Fruitridge Station located approximately 1.08 miles southwest of the site.

Bicycle and Pedestrian Facilities

Class II bike lanes are located along Martin Luther King Jr. Boulevard between Broadway and Fruitridge. Sidewalks are located along Strawberry Lane, 26th Street, 27th Street and Martin Luther King Jr. Boulevard. Designated crosswalks are located at the intersection of 27th Street and Strawberry Lane. A bicycle and pedestrian bridge over SR 99 is located near the site and connects 34th Street on the west side of SR 99 to 27th Avenue on the east side of SR 99. The eastern entrance to the pedestrian bridge is within walking distance (280 feet) of the front of the school.

EXISTING TRAFFIC CONDITIONS

The 2035 City of Sacramento General Plan and General Plan EIR assessed current and future (year 2035) cumulative traffic conditions. In the project vicinity, the General Plan Background Report, Appendix D, listed that Martin Luther King Jr. Boulevard between Broadway and Fruitridge Road as Level of Service (LOS) B with a daily volume of 9,100 cars. Under 2035 cumulative conditions, Martin Luther King Jr. Boulevard is expected to operate at LOS C. Under both and future conditions, Martin Luther King, Jr. Boulevard is functioning at an acceptable level of service.

The City's 2035 General Plan Mobility Element Policy M.1.2.2 sets the City's Level of Service standards and states: "The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour." Table 12 below describes conditions under different levels of service.

TABLE 12: LEVEL OF SERVICE DEFINITIONS, TRANSPORTATION RESEARCH BOARD, 2016

Level of Service (LOS)	Description
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.
C	LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds.

TABLE 12: LEVEL OF SERVICE DEFINITIONS, TRANSPORTATION RESEARCH BOARD, 2016	
Level of Service (LOS)	**Description**
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersection, as indicated by high delay and extensive queuing.
Source: Transportation Research Board 2016, Highway Capacity Manual, Volume 3, pp. 18-6 – 18-7.	

Traffic daily traffic volumes or average daily traffic (ADT) associated with each LOS depend on the type of roadway and its capacity. For example, a 4-lane roadway with limited intersections and driveways would be expected to carry higher volumes of traffic more efficiently that a 2-lane roadway with multiple intersections. The City's thresholds for level of service are shown in Table 13.

TABLE 13: LEVEL OF SERVICE THRESHOLDS FOR CITY ROADWAY SEGMENTS						
Class of Roadway	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial – Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial – High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street – Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street – Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000

TABLE 13: LEVEL OF SERVICE THRESHOLDS FOR CITY ROADWAY SEGMENTS						
Class of Roadway	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Source: City of Sacramento 2014, 2035 General Plan Update Master Environmental Impact Report, p. 4.12-4.						

Martin Luther King Jr. Boulevard is classified as a 2-lane major collector street which currently functions at LOS B. 26th Avenue, 27th Avenue and Strawberry Lane are all considered local streets and generally function at higher levels of service.

The City's General Plan Policy also allows some roadways to function below the LOS D standard because expansion of the roadways would cause undesirable impacts or conflict with other community values. For example, Policy M.1.2.2 allows section of Fruitridge Road between Franklin Boulevard and 44th Street to function at LOS E.

Currently, the school site has no off-street drop-off area or turn-around area. As such, the area does experience congestion during student drop-off and pick-up times. Since Strawberry Lane is narrow and terminates just south of the school, the ability for parents to turn around after dropping off or picking up students is very limited.

Future Conditions with Project

Conditions forecast for the Year 2035 represent a long-term future background condition. Development of land uses, and roadway improvements associated with the implementation of the City of Sacramento 2035 General Plan are assumed in this condition. The 2035 General Plan Master Environmental Impact Report (GP MEIR) traffic counts indicate that Martin Luther King Jr. Boulevard will function at LOS C with a projected traffic volume of 11,100 vehicles under 2035 cumulative conditions. As noted above, this is an acceptable LOS and is above the City's acceptable LOS standard which is LOS D.

The proposed project is designed for a maximum student capacity of 800 students representing an increase from the existing maximum capacity of the site of approximately 500 students. The current enrollment of 325 students is below the design capacity of the site due to smaller classroom sizes employed by St. HOPE Public Schools. Similarly, the maximum capacity of the proposed project of 800 students may not be achieved because of reduced classroom sizes. Thus, a more probable future enrollment estimate would be 675 to 725 students.

Table 14 below calculates the expected trip generation changes of expanded student population and compares it with the trip current trip generation. Trip generation rates are from the 10th Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE). For an elementary school, the ITE trip rate per student is 1.89 trips per day. ITE trip generation rates for morning and afternoon peak hours are also calculated.

TABLE 14: Existing and Projected Trip Generation Rates							
Student Enrollment Level	**Number of Students**	**Daily Trip Rate per Student**	**Trips**	**AM Trip Rate per Student**	**Trips**	**PM Trip Rate per Student**	**Trips**
Existing Enrollment (2020/2021)	325	1.89	614.25	0.67	217.75	0.34	110.5
Maximum Enrollment	800	1.89	1512	0.67	536	0.34	272
Probable Enrollment	675	1.89	1275.75	0.67	452.25	0.34	229.5
Net change in Trips Existing to Maximum Enrollment	475		897.75		318.25		161.5
Net Change in Trips Existing to Probable Enrollment	350		661.5		234.5		119
Trip Rates based on trips per student for Land Use 520, Elementary School from the 10th Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE).							

STANDARDS OF SIGNIFICANCE

Impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

Roadway Segments

- The traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C, or D (without the project) to E or F (with the project), or
- The LOS (without the project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Transit

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

ASSESSMENT AND FINDINGS

XVI. a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Traffic Operations. The City of Sacramento 2035 General Plan Mobility Element sets the performance standards for the City's circulation system. Policy M.M.2 of the General Plan sets forth the Level of Service performance standards expected. This policy states that generally the City will strive to maintain LOS D however in certain areas maintaining this standard would not be feasible or desirable. Thus, certain streets and areas are exempt from this standard. The proposed project is not anticipated to result in a significant adverse effect on the local or regional circulation system. Although the project would increase enrollment and therefore increase trips on local roadways, the expected increase in trips is unlikely to change the level of service on roadway segments in the area. For example, Martin Luther King Boulevard (a 2-lane major collector) currently operates at LOS B. Assuming the maximum enrollment at the site, a net change of 897 trips would be expected which is not anticipated to change the LOS on Martin Luther King Jr. Boulevard from LOS B to less than acceptable level. While local residential streets may experience higher volumes of traffic as student enrollment grows, the projected traffic volume is less than threshold which would significantly change the LOS to an unacceptable level.

Site Access. Although the proposed project would increase student population, the project is also expected to greatly alleviate local congestion on Strawberry Lane, 26th and 27th Avenues by providing a dedicated off-street drop-off area with a turn-around bulb (Figure 12). This will allow traffic to access the site without blocking Strawberry Lane and will reduce queuing on adjacent roadways and the associated congestion.

Cumulative Traffic. The background traffic volumes on study area streets will increase in the future with build out of the 2035 General Plan. However, projected background condition will satisfy the City's minimum LOS standards. It is not expected that the project's contribution to cumulative conditions would result in a change on Level of Service and the project's cumulative impact is not significant.

XVI. b) Would the project conflict with any congestion management plans?

As noted above, the proposed project's increase in traffic is not significant. As such, the project is not expected to conflict with Sacramento Congestion Management Plan.

XVI. c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project will not result in any changes to air traffic patterns. The site is not located near airports or included within the boundaries of an Airport Community Land Use Plan for an airport. No impact.

XVI d) Would the project substantially increase safety hazards because of design (sharp curves)? The proposed project does not create any new roadway design features or substantially modify any existing features (e.g., sharp curves or dangerous intersections) which would present new roadway hazards. The project, however, does address an existing safety and hazardous design condition related to the lack of a dedicated off-street student drop-off/pick-up area. The proposed project substantially improves drop-off and pick-up operations and safety providing off-street drop-of lanes, off-street turn-around bulb and one-way entrance and exits to reduce traffic conflicts. Impacts are less-than-significant.

XVI e) Would the project result in inadequate emergency access? The proposed project will not present barriers to emergency access to the site. Impacts are less-than-significant.

XVI f) Would the project conflict with alternative transportation plans and policies or degrade the performance of such alternative transportation facilities?

The project does not conflict with any adopted plan for alternative transportation modes, nor create any hazard for alternative transportation modes. As a result, the projects impact is not significant.

CONCLUSION

The proposed project will have less-than-significant transportation impact.

FIGURE 12 A: Aerial View Showing Existing Drop off Area on Strawberry Lane

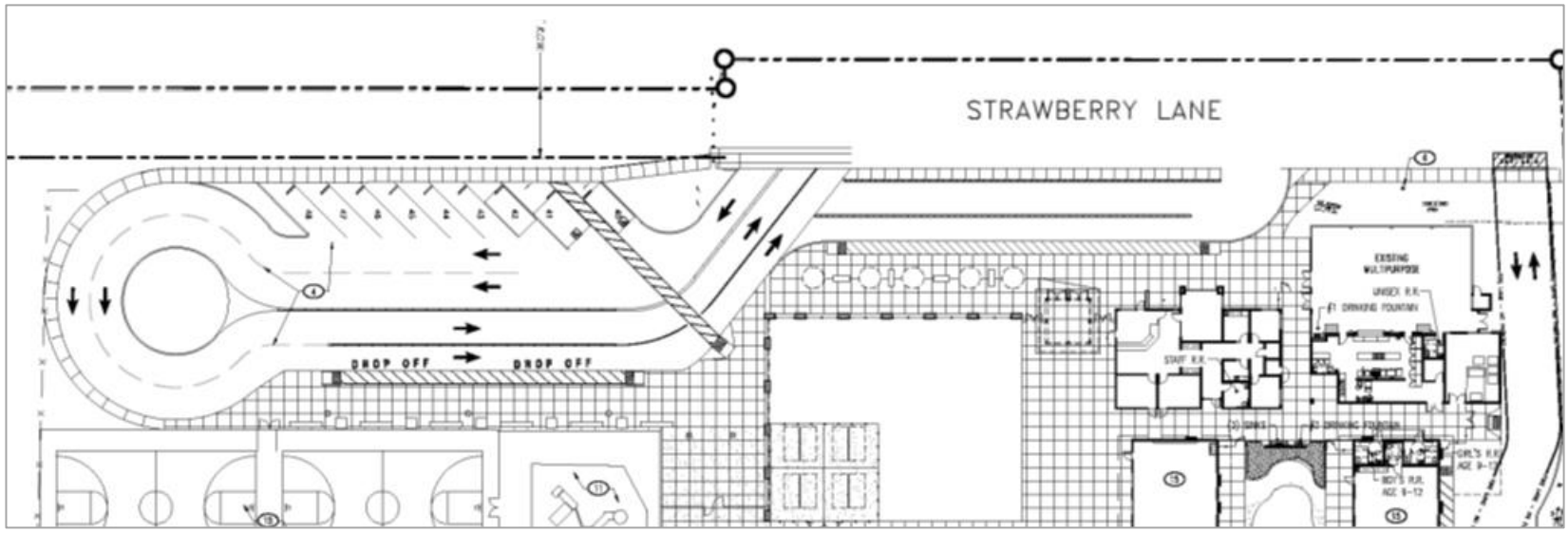

FIGURE 12 B: Aerial View of Proposed Off-Street Dedicated Drop off Area with Turn Around Bulb

XVII. UTILITIES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

ENVIRONMENTAL SETTING

Water Service. Water service to the site is provided by the City of Sacramento and is derived from both surface water resources (the American and Sacramento Rivers) and groundwater resources. Municipal water service is available and currently serving the project site.

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

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

Storm Drainage. The City of Sacramento Utilities Department is responsible for storm water management in the City. The City is active in the Sacramento Storm Water Quality Partnership (SSQP) designed to reduce and manage run-off throughout the area. The City also holds and complies with a National Pollutant Discharge Elimination System (NPDES) permit for commercial projects (including schools) that create one acre or more of impervious surface.

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

Energy Utilities. Natural gas is supplied to the site by Pacific Gas and Electric (PG & E). Electrical service will be provided by Sacramento Municipal Utility District (SMUD).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would result in the need for new or altered services related to water, sewer, wastewater treatment or solid waste facilities. For example, a project which will require the extension of a new wastewater treatment facility or the construction of new or substantially altered sewer trunk lines may be considered and environmental impact particularly if the construction of such facilities results in other physical impacts.

ASSESSMENT AND FINDINGS

XVII. a) through g) Utilities. This project does not involve the construction of new housing units or employment generating facilities which would require substantial new or expanded utilities such as expansion of existing water treatment facilities, new drainage facilities etc. Rather the proposed project is designed to serve the existing student population in the Sacramento area. Over time, the number of students and employees on the site will increase once the new school facility is

completed. As such, some increase in service demand at the site will occur however this is not anticipated to significantly burden utilities in the area or the region.

Wastewater. The project includes upsized sewer lines to support the expanded number of students and restrooms. The SASD requires payment of a sewer impact fee based on average daily student attendance which covers the cost of planned improvements in the area.[6] The project is not anticipated to generate new demand for substantial wastewater treatment or conveyances services which would require the construction of new treatment facilities. Impacts are less-than-significant.

Water Service. As enrollment increase at the site, some increase in water demand will result however, this is not expected to be a substantial increase in the overall water demand in the City due to improved water conservation features to be incorporated on the site. Impacts are estimated to be less-than-significant.

Stormwater. As noted above, stormwater run-off will be retained on-site in a below ground vault to be treated prior to release to the City's storm drain system. Impacts are less-than-significant.

Solid Waste Disposal. The project will result in solid waste from the demolition of the existing older classrooms. Additionally, 4 older portable buildings will be removed from the site. The School District, as lead agency, requires the contractor to achieve an "end-of-project rates for salvage/recycling of 50 percent by weight of total non-hazardous solid waste generated by the work" and requires the contractor to practice efficient waste management in the use of materials in the course of the work; use all reasonable means to divert construction and demolition waste from landfills and incinerators and facilitate recycling and salvage of materials." These measures will ensure that the project does not produce mass waste that would require the expansion of landfills.

Energy Utilities. The new classrooms and facilities built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. Overall, electrical use per student is expected to be less and much more efficient that the older 1950s era lighting electrical, heating, and cooling systems on the site. The project architect and engineering team has meet extensively with SMUD representatives to ensure the project meets all SMUD requirements. Impacts to energy systems are less-than-significant.

CONCLUSION

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

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

XVIII. TRIBAL CULTURAL RESOURCES Would the Project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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)?		X		
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

ENVIRONMENTAL SETTING

Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Previous surveys since 1930 have recorded approximately 80 archaeological sites within the City of Sacramento. The types of archaeological resources discovered include village sites, smaller occupation or special use sites, and lithic scatters which are generally focused on higher spots along the rivers, creeks and sloughs that provided water and sources of food. The City of Sacramento's General Plan Master EIR considers the site to have low sensitivity for cultural resources.

REGULATORY SETTING

AB 52 adds "tribal cultural resources" ("TCR") to the specific cultural resources protected under CEQA, and requires lead agencies to notify relevant tribes about development projects. It also mandates lead agencies to consult with tribes if requested, and sets the principles for conducting and concluding the required consultation process. As a result of AB 52 the Public Resources Code now states that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." Pub. Res. Code § 21084.2. To determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native

American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

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

Questions A and B

In September 2021, the School District Sacramento notified area tribes of the proposed project. Tribes contacted included the Wilton Rancheria, the Buena Vista Rancheria, the Shingle Springs Rancheria, the Upper Lake Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. The United Auburn Indian Community of the Auburn Rancheria responded and requested that a protective mitigation measure (below) be included in the event tribal remains are found on site. Additionally, the Wilton Rancheria responded and requested further information about the site including a copy of the records search.

MITIGATION MEASURES

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

Mitigation Measure 4: Avoidance of Tribal Resources if Discovered On-Site. The following mitigation measure is intended to address the evaluation and treatment of inadvertent or unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

1) If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on

the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment, as necessary.

2) When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
3) The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.
4) Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.

CONCLUSION

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

IV. SECTION IV MANDATORY FINDINGS

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

XVIII a) Does the project have substantial effects to habitat, fish, wildlife, plant species or eliminate important examples of California History or Pre-History?

The Initial Study/MND reviewed the potential impacts that the project could have on habitat, fish, wildlife, plants, and historic and cultural resources and determined that there would be less-than-significant impacts to these resources. There are no sensitive habitats, riparian environments, special plant species or recorded siting of special status animal species on or adjacent to the site. There are no known pre-historic or paleontological resources which have been recorded on or near the site. The site is considered low sensitivity for cultural resources. None-the-less, it is possible that during earth disturbing activities tribal or cultural resources may be unearthed. Mitigation measures are available to reduce any impacts related to cultural resources or tribal resources.

XVIII b) Does the project result in cumulative impacts?

Cumulative effects refer to effects of the proposed project when combined with other related projects were considered in analyzing the traffic, air, noise, public services, and other impacts of the project. The Initial Study analysis found that the proposed project would not result in any considerable contributions to cumulative impacts.

Cumulative impacts would occur if the proposed project would substantially increase population or housing and the resulting growth would result in impacts to public services, open space, and other natural resources. The proposed project will relocate an existing facility and as such will not increase population, housing, or traffic. Thus, the project does not cause an increase in population, housing or growth which would adversely and cumulatively impact public services, open space, or natural resources.

XVIII b) Does the project result in substantial adverse effects on human beings, either directly or indirectly?

The proposed project site is not located on, or near, a hazardous materials site, Alquist-Priolo Zone or known fault zone and is not located within an Airport Community Planning Area which would expose humans to substantial adverse effects. Air emissions and hazardous material effects which could impact human health were reviewed in the Initial Study/MND and determined to be less-than-significant with mitigation.

DETERMINATION. Based on the above findings, the following Determination is made:

	I find the Proposed Project would not have a significant effect on the environment and that the project qualifies for a CATEGORICAL EXEMPTION (Class 14) under Section of the CEQA Guidelines.
	I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Trish Davey

_____ December 17, 2021

Trish Davey,

Planning Dynamics Group

SECTION V

SOURCES CONSULTED AND INCORPORATED BY REFERENCE

- City of Sacramento *General Plan 2035*, City of Sacramento, March 3, 2015, Sacramento, CA.
- City of Sacramento General Plan 2035, Draft Master Environmental Impact Report and Appendices, August 2014, Sacramento, CA.
- City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2011, as updated 2015. Sacramento, CA.
- County of Sacramento *General Plan, 2005-2030*, adopted by the Board of Supervisors Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento Count*y, December 2009 as revised through 2020. Sacramento, CA.
- Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity Designed for Local Governments, Communities, and Project Developers Public Draft August 2021.
- California Governor's Office of Planning and Research 2003. *Guidelines for the Preparation and Content of the Noise Element of the General Plan*.
- California Department of Conservation Division of Land Resource Protection Farmland Mapping and Monitoring Program. *Sacramento County Important Farmland Map*. 2016.
- California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*.
- California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
- *Hazardous Materials Survey*, Final Report, prepared for Wallace-Kuhl Associates, by Entek Consulting Group, Inc, for St, HOPE Public School Site, 5201 Strawberry Lane, Sacramento, CA. Entek Project No 20-5456. March 2020.
- *Geotechnical Engineering and Geologic Hazards Investigation, St. HOPE Public Schools PS7 Elementary School***,** prepared by Wallace-Kuhl Associates**,** dated October 22, 2019.
- *Phase 1 Environmental Site Assessment St. HOPE Public Schools PS7 Elementary School,* 5201 Strawberry Lane Sacramento, California, prepared by Wallace-Kuhl Associates, WKA No. 12445.01P September 5, 2019. Revised: April 7, 2020.

APPENDICES

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

PS 7 800 Student Max Elementary School

Sacramento Metropolitan AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	800.00	Student	1.54	66,882.70	0
User Defined Recreational	1.00	User Defined Unit	6.75	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2023
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	357.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - User defined recreational is play fields

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	6.75

2.0 Emissions Summary

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9586	40.5345	22.0499	0.0399	19.7939	2.0452	21.8392	10.1388	1.8816	12.0204	0.0000	3,860.3071	3,860.3071	1.1964	3.6900e-003	3,887.6865
2022	31.2263	20.8826	17.3708	0.0311	7.1967	0.9415	8.1382	3.4550	0.8662	4.3212	0.0000	2,990.4099	2,990.4099	0.9321	0.0394	3,017.7468
2023	31.2119	1.3127	1.9742	3.3900e-003	0.0456	0.0711	0.1167	0.0121	0.0710	0.0831	0.0000	323.6212	323.6212	0.0180	1.0500e-003	324.3840
Maximum	**31.2263**	**40.5345**	**22.0499**	**0.0399**	**19.7939**	**2.0452**	**21.8392**	**10.1388**	**1.8816**	**12.0204**	**0.0000**	**3,860.3071**	**3,860.3071**	**1.1964**	**0.0394**	**3,887.6865**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9586	40.5345	22.0499	0.0399	19.7939	2.0452	21.8392	10.1388	1.8816	12.0204	0.0000	3,860.3071	3,860.3071	1.1964	3.6900e-003	3,887.6865
2022	31.2263	20.8826	17.3708	0.0311	7.1967	0.9415	8.1382	3.4550	0.8662	4.3212	0.0000	2,990.4099	2,990.4099	0.9321	0.0394	3,017.7468
2023	31.2119	1.3127	1.9742	3.3900e-003	0.0456	0.0711	0.1167	0.0121	0.0710	0.0831	0.0000	323.6212	323.6212	0.0180	1.0500e-003	324.3840
Maximum	**31.2263**	**40.5345**	**22.0499**	**0.0399**	**19.7939**	**2.0452**	**21.8392**	**10.1388**	**1.8816**	**12.0204**	**0.0000**	**3,860.3071**	**3,860.3071**	**1.1964**	**0.0394**	**3,887.6865**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Energy	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
Mobile	4.8831	4.4627	35.9214	0.0704	6.7060	0.0537	6.7597	1.7881	0.0501	1.8382		7,169.9254	7,169.9254	0.4767	0.3409	7,283.4381
Total	**6.5217**	**4.7351**	**36.2313**	**0.0720**	**6.7060**	**0.0746**	**6.7806**	**1.7881**	**0.0711**	**1.8591**		**7,496.0528**	**7,496.0528**	**0.4834**	**0.3469**	**7,611.5140**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Energy	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
Mobile	4.8831	4.4627	35.9214	0.0704	6.7060	0.0537	6.7597	1.7881	0.0501	1.8382		7,169.9254	7,169.9254	0.4767	0.3409	7,283.4381
Total	**6.5217**	**4.7351**	**36.2313**	**0.0720**	**6.7060**	**0.0746**	**6.7806**	**1.7881**	**0.0711**	**1.8591**		**7,496.0528**	**7,496.0528**	**0.4834**	**0.3469**	**7,611.5140**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/31/2022	1/27/2023	5	20	
2	Building Construction	Building Construction	1/15/2022	12/2/2022	5	230	
3	Demolition	Demolition	11/8/2021	12/3/2021	5	20	
4	Grading	Grading	12/18/2021	1/14/2022	5	20	
5	Paving	Paving	12/3/2022	12/30/2022	5	20	
6	Site Preparation	Site Preparation	12/4/2021	12/17/2021	5	10	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 100,324; Non-Residential Outdoor: 33,441; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	28.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**31.2046**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0217	0.0110	0.1772	4.3000e-004	0.0456	2.5000e-004	0.0459	0.0121	2.3000e-004	0.0123		43.5633	43.5633	1.3000e-003	1.1300e-003	43.9335
Total	**0.0217**	**0.0110**	**0.1772**	**4.3000e-004**	**0.0456**	**2.5000e-004**	**0.0459**	**0.0121**	**2.3000e-004**	**0.0123**		**43.5633**	**43.5633**	**1.3000e-003**	**1.1300e-003**	**43.9335**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**31.2046**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0217	0.0110	0.1772	4.3000e-004	0.0456	2.5000e-004	0.0459	0.0121	2.3000e-004	0.0123		43.5633	43.5633	1.3000e-003	1.1300e-003	43.9335
Total	**0.0217**	**0.0110**	**0.1772**	**4.3000e-004**	**0.0456**	**2.5000e-004**	**0.0459**	**0.0121**	**2.3000e-004**	**0.0123**		**43.5633**	**43.5633**	**1.3000e-003**	**1.1300e-003**	**43.9335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**31.1917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0202	9.7100e-003	0.1631	4.2000e-004	0.0456	2.3000e-004	0.0459	0.0121	2.2000e-004	0.0123		42.1732	42.1732	1.1700e-003	1.0500e-003	42.5150
Total	**0.0202**	**9.7100e-003**	**0.1631**	**4.2000e-004**	**0.0456**	**2.3000e-004**	**0.0459**	**0.0121**	**2.2000e-004**	**0.0123**		**42.1732**	**42.1732**	**1.1700e-003**	**1.0500e-003**	**42.5150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**31.1917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0202	9.7100e-003	0.1631	4.2000e-004	0.0456	2.3000e-004	0.0459	0.0121	2.2000e-004	0.0123		42.1732	42.1732	1.1700e-003	1.0500e-003	42.5150
Total	**0.0202**	**9.7100e-003**	**0.1631**	**4.2000e-004**	**0.0456**	**2.3000e-004**	**0.0459**	**0.0121**	**2.2000e-004**	**0.0123**		**42.1732**	**42.1732**	**1.1700e-003**	**1.0500e-003**	**42.5150**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0238	0.5992	0.1804	2.1700e-003	0.0663	5.8200e-003	0.0721	0.0191	5.5700e-003	0.0247		232.7811	232.7811	6.0900e-003	0.0341	243.0918
Worker	0.1014	0.0512	0.8270	2.0100e-003	0.2130	1.1500e-003	0.2142	0.0565	1.0600e-003	0.0576		203.2953	203.2953	6.0700e-003	5.2900e-003	205.0228
Total	**0.1252**	**0.6504**	**1.0074**	**4.1800e-003**	**0.2793**	**6.9700e-003**	**0.2863**	**0.0756**	**6.6300e-003**	**0.0822**		**436.0764**	**436.0764**	**0.0122**	**0.0394**	**448.1146**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0238	0.5992	0.1804	2.1700e-003	0.0663	5.8200e-003	0.0721	0.0191	5.5700e-003	0.0247		232.7811	232.7811	6.0900e-003	0.0341	243.0918
Worker	0.1014	0.0512	0.8270	2.0100e-003	0.2130	1.1500e-003	0.2142	0.0565	1.0600e-003	0.0576		203.2953	203.2953	6.0700e-003	5.2900e-003	205.0228
Total	**0.1252**	**0.6504**	**1.0074**	**4.1800e-003**	**0.2793**	**6.9700e-003**	**0.2863**	**0.0756**	**6.6300e-003**	**0.0822**		**436.0764**	**436.0764**	**0.0122**	**0.0394**	**448.1146**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4849	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.3621	112.3621	3.6200e-003	3.0800e-003	113.3691
Total	**0.0587**	**0.0312**	**0.4849**	**1.1100e-003**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**112.3621**	**112.3621**	**3.6200e-003**	**3.0800e-003**	**113.3691**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4849	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.3621	112.3621	3.6200e-003	3.0800e-003	113.3691
Total	**0.0587**	**0.0312**	**0.4849**	**1.1100e-003**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**112.3621**	**112.3621**	**3.6200e-003**	**3.0800e-003**	**113.3691**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**7.0826**	**1.1599**	**8.2425**	**3.4247**	**1.0671**	**4.4919**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4849	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.3621	112.3621	3.6200e-003	3.0800e-003	113.3691
Total	**0.0587**	**0.0312**	**0.4849**	**1.1100e-003**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**112.3621**	**112.3621**	**3.6200e-003**	**3.0800e-003**	**113.3691**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**7.0826**	**1.1599**	**8.2425**	**3.4247**	**1.0671**	**4.4919**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4849	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.3621	112.3621	3.6200e-003	3.0800e-003	113.3691
Total	**0.0587**	**0.0312**	**0.4849**	**1.1100e-003**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**112.3621**	**112.3621**	**3.6200e-003**	**3.0800e-003**	**113.3691**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0274	0.4430	1.0800e-003	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		108.9082	108.9082	3.2500e-003	2.8300e-003	109.8337
Total	**0.0543**	**0.0274**	**0.4430**	**1.0800e-003**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**108.9082**	**108.9082**	**3.2500e-003**	**2.8300e-003**	**109.8337**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0274	0.4430	1.0800e-003	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		108.9082	108.9082	3.2500e-003	2.8300e-003	109.8337
Total	**0.0543**	**0.0274**	**0.4430**	**1.0800e-003**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**108.9082**	**108.9082**	**3.2500e-003**	**2.8300e-003**	**109.8337**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0274	0.4430	1.0800e-003	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		108.9082	108.9082	3.2500e-003	2.8300e-003	109.8337
Total	**0.0543**	**0.0274**	**0.4430**	**1.0800e-003**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**108.9082**	**108.9082**	**3.2500e-003**	**2.8300e-003**	**109.8337**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0274	0.4430	1.0800e-003	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		108.9082	108.9082	3.2500e-003	2.8300e-003	109.8337
Total	**0.0543**	**0.0274**	**0.4430**	**1.0800e-003**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**108.9082**	**108.9082**	**3.2500e-003**	**2.8300e-003**	**109.8337**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0704	0.0374	0.5819	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		134.8346	134.8346	4.3500e-003	3.6900e-003	136.0430
Total	**0.0704**	**0.0374**	**0.5819**	**1.3300e-003**	**0.1369**	**7.8000e-004**	**0.1377**	**0.0363**	**7.2000e-004**	**0.0370**		**134.8346**	**134.8346**	**4.3500e-003**	**3.6900e-003**	**136.0430**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0704	0.0374	0.5819	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		134.8346	134.8346	4.3500e-003	3.6900e-003	136.0430
Total	**0.0704**	**0.0374**	**0.5819**	**1.3300e-003**	**0.1369**	**7.8000e-004**	**0.1377**	**0.0363**	**7.2000e-004**	**0.0370**		**134.8346**	**134.8346**	**4.3500e-003**	**3.6900e-003**	**136.0430**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8831	4.4627	35.9214	0.0704	6.7060	0.0537	6.7597	1.7881	0.0501	1.8382		7,169.9254	7,169.9254	0.4767	0.3409	7,283.4381
Unmitigated	4.8831	4.4627	35.9214	0.0704	6.7060	0.0537	6.7597	1.7881	0.0501	1.8382		7,169.9254	7,169.9254	0.4767	0.3409	7,283.4381

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	1,512.00	0.00	0.00	2,271,079	2,271,079
User Defined Recreational	0.00	0.00	0.00		
Total	1,512.00	0.00	0.00	2,271,079	2,271,079

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	10.00	5.00	6.50	65.00	30.00	5.00	63	25	12
User Defined Recreational	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507
User Defined Recreational	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
NaturalGas Unmitigated	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2770.59	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0299**	**0.2716**	**0.2282**	**1.6300e-003**		**0.0206**	**0.0206**		**0.0206**	**0.0206**		**325.9521**	**325.9521**	**6.2500e-003**	**5.9800e-003**	**327.8891**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2.77059	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0299**	**0.2716**	**0.2282**	**1.6300e-003**		**0.0206**	**0.0206**		**0.0206**	**0.0206**		**325.9521**	**325.9521**	**6.2500e-003**	**5.9800e-003**	**327.8891**

6.0 Area Detail

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Unmitigated	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5700e-003	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Total	**1.6087**	**7.4000e-004**	**0.0818**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1753**	**0.1753**	**4.6000e-004**		**0.1868**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5700e-003	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Total	**1.6087**	**7.4000e-004**	**0.0818**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1753**	**0.1753**	**4.6000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

PS 7 800 Student Max Elementary School

Sacramento Metropolitan AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	800.00	Student	1.54	66,882.70	0
User Defined Recreational	1.00	User Defined Unit	6.75	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2023
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	357.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - User defined recreational is play fields

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	6.75

2.0 Emissions Summary

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9502	40.5431	21.9826	0.0398	19.7939	2.0452	21.8392	10.1388	1.8816	12.0204	0.0000	3,847.8162	3,847.8162	1.1970	4.2400e-003	3,875.3442
2022	31.2238	20.8888	17.2681	0.0309	7.1967	0.9415	8.1382	3.4550	0.8662	4.3212	0.0000	2,968.8873	2,968.8873	0.9326	0.0402	2,995.4651
2023	31.2096	1.3149	1.9532	3.3400e-003	0.0456	0.0711	0.1167	0.0121	0.0710	0.0831	0.0000	318.9627	318.9627	0.0182	1.2000e-003	319.7758
Maximum	**31.2238**	**40.5431**	**21.9826**	**0.0398**	**19.7939**	**2.0452**	**21.8392**	**10.1388**	**1.8816**	**12.0204**	**0.0000**	**3,847.8162**	**3,847.8162**	**1.1970**	**0.0402**	**3,875.3442**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9502	40.5431	21.9826	0.0398	19.7939	2.0452	21.8392	10.1388	1.8816	12.0204	0.0000	3,847.8162	3,847.8162	1.1970	4.2400e-003	3,875.3442
2022	31.2238	20.8888	17.2681	0.0309	7.1967	0.9415	8.1382	3.4550	0.8662	4.3212	0.0000	2,968.8873	2,968.8873	0.9326	0.0402	2,995.4651
2023	31.2096	1.3149	1.9532	3.3400e-003	0.0456	0.0711	0.1167	0.0121	0.0710	0.0831	0.0000	318.9627	318.9627	0.0182	1.2000e-003	319.7758
Maximum	**31.2238**	**40.5431**	**21.9826**	**0.0398**	**19.7939**	**2.0452**	**21.8392**	**10.1388**	**1.8816**	**12.0204**	**0.0000**	**3,847.8162**	**3,847.8162**	**1.1970**	**0.0402**	**3,875.3442**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Energy	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
Mobile	3.7724	5.1671	35.9940	0.0643	6.7060	0.0538	6.7598	1.7881	0.0502	1.8383		6,561.8645	6,561.8645	0.5483	0.3737	6,686.9313
Total	**5.4110**	**5.4394**	**36.3040**	**0.0660**	**6.7060**	**0.0747**	**6.7807**	**1.7881**	**0.0712**	**1.8592**		**6,887.9919**	**6,887.9919**	**0.5550**	**0.3797**	**7,015.0072**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Energy	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
Mobile	3.7724	5.1671	35.9940	0.0643	6.7060	0.0538	6.7598	1.7881	0.0502	1.8383		6,561.8645	6,561.8645	0.5483	0.3737	6,686.9313
Total	**5.4110**	**5.4394**	**36.3040**	**0.0660**	**6.7060**	**0.0747**	**6.7807**	**1.7881**	**0.0712**	**1.8592**		**6,887.9919**	**6,887.9919**	**0.5550**	**0.3797**	**7,015.0072**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/31/2022	1/27/2023	5	20	
2	Building Construction	Building Construction	1/15/2022	12/2/2022	5	230	
3	Demolition	Demolition	11/8/2021	12/3/2021	5	20	
4	Grading	Grading	12/18/2021	1/14/2022	5	20	
5	Paving	Paving	12/3/2022	12/30/2022	5	20	
6	Site Preparation	Site Preparation	12/4/2021	12/17/2021	5	10	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 100,324; Non-Residential Outdoor: 33,441; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	28.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**31.2046**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0192	0.0135	0.1535	3.8000e-004	0.0456	2.5000e-004	0.0459	0.0121	2.3000e-004	0.0123		38.7364	38.7364	1.4900e-003	1.3000e-003	39.1611
Total	**0.0192**	**0.0135**	**0.1535**	**3.8000e-004**	**0.0456**	**2.5000e-004**	**0.0459**	**0.0121**	**2.3000e-004**	**0.0123**		**38.7364**	**38.7364**	**1.4900e-003**	**1.3000e-003**	**39.1611**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**31.2046**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0192	0.0135	0.1535	3.8000e-004	0.0456	2.5000e-004	0.0459	0.0121	2.3000e-004	0.0123		38.7364	38.7364	1.4900e-003	1.3000e-003	39.1611
Total	**0.0192**	**0.0135**	**0.1535**	**3.8000e-004**	**0.0456**	**2.5000e-004**	**0.0459**	**0.0121**	**2.3000e-004**	**0.0123**		**38.7364**	**38.7364**	**1.4900e-003**	**1.3000e-003**	**39.1611**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**31.1917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0119	0.1420	3.7000e-004	0.0456	2.3000e-004	0.0459	0.0121	2.2000e-004	0.0123		37.5146	37.5146	1.3500e-003	1.2000e-003	37.9068
Total	**0.0179**	**0.0119**	**0.1420**	**3.7000e-004**	**0.0456**	**2.3000e-004**	**0.0459**	**0.0121**	**2.2000e-004**	**0.0123**		**37.5146**	**37.5146**	**1.3500e-003**	**1.2000e-003**	**37.9068**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	31.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**31.1917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0119	0.1420	3.7000e-004	0.0456	2.3000e-004	0.0459	0.0121	2.2000e-004	0.0123		37.5146	37.5146	1.3500e-003	1.2000e-003	37.9068
Total	**0.0179**	**0.0119**	**0.1420**	**3.7000e-004**	**0.0456**	**2.3000e-004**	**0.0459**	**0.0121**	**2.2000e-004**	**0.0123**		**37.5146**	**37.5146**	**1.3500e-003**	**1.2000e-003**	**37.9068**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0234	0.6436	0.1884	2.1700e-003	0.0663	5.8600e-003	0.0721	0.0191	5.6100e-003	0.0247		232.7539	232.7539	6.0600e-003	0.0342	243.0810
Worker	0.0896	0.0629	0.7164	1.7900e-003	0.2130	1.1500e-003	0.2142	0.0565	1.0600e-003	0.0576		180.7697	180.7697	6.9500e-003	6.0700e-003	182.7520
Total	**0.1130**	**0.7064**	**0.9047**	**3.9600e-003**	**0.2793**	**7.0100e-003**	**0.2863**	**0.0756**	**6.6700e-003**	**0.0822**		**413.5236**	**413.5236**	**0.0130**	**0.0402**	**425.8329**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0234	0.6436	0.1884	2.1700e-003	0.0663	5.8600e-003	0.0721	0.0191	5.6100e-003	0.0247		232.7539	232.7539	6.0600e-003	0.0342	243.0810
Worker	0.0896	0.0629	0.7164	1.7900e-003	0.2130	1.1500e-003	0.2142	0.0565	1.0600e-003	0.0576		180.7697	180.7697	6.9500e-003	6.0700e-003	182.7520
Total	**0.1130**	**0.7064**	**0.9047**	**3.9600e-003**	**0.2793**	**7.0100e-003**	**0.2863**	**0.0756**	**6.6700e-003**	**0.0822**		**413.5236**	**413.5236**	**0.0130**	**0.0402**	**425.8329**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4175	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		99.8713	99.8713	4.1200e-003	3.5300e-003	101.0269
Total	**0.0517**	**0.0383**	**0.4175**	**9.9000e-004**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**99.8713**	**99.8713**	**4.1200e-003**	**3.5300e-003**	**101.0269**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4175	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		99.8713	99.8713	4.1200e-003	3.5300e-003	101.0269
Total	**0.0517**	**0.0383**	**0.4175**	**9.9000e-004**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**99.8713**	**99.8713**	**4.1200e-003**	**3.5300e-003**	**101.0269**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**7.0826**	**1.1599**	**8.2425**	**3.4247**	**1.0671**	**4.4919**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4175	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		99.8713	99.8713	4.1200e-003	3.5300e-003	101.0269
Total	**0.0517**	**0.0383**	**0.4175**	**9.9000e-004**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**99.8713**	**99.8713**	**4.1200e-003**	**3.5300e-003**	**101.0269**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**7.0826**	**1.1599**	**8.2425**	**3.4247**	**1.0671**	**4.4919**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4175	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		99.8713	99.8713	4.1200e-003	3.5300e-003	101.0269
Total	**0.0517**	**0.0383**	**0.4175**	**9.9000e-004**	**0.1141**	**6.5000e-004**	**0.1148**	**0.0303**	**6.0000e-004**	**0.0309**		**99.8713**	**99.8713**	**4.1200e-003**	**3.5300e-003**	**101.0269**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0480	0.0337	0.3838	9.6000e-004	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		96.8409	96.8409	3.7200e-003	3.2500e-003	97.9028
Total	**0.0480**	**0.0337**	**0.3838**	**9.6000e-004**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**96.8409**	**96.8409**	**3.7200e-003**	**3.2500e-003**	**97.9028**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0480	0.0337	0.3838	9.6000e-004	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		96.8409	96.8409	3.7200e-003	3.2500e-003	97.9028
Total	**0.0480**	**0.0337**	**0.3838**	**9.6000e-004**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**96.8409**	**96.8409**	**3.7200e-003**	**3.2500e-003**	**97.9028**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0480	0.0337	0.3838	9.6000e-004	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		96.8409	96.8409	3.7200e-003	3.2500e-003	97.9028
Total	**0.0480**	**0.0337**	**0.3838**	**9.6000e-004**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**96.8409**	**96.8409**	**3.7200e-003**	**3.2500e-003**	**97.9028**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0480	0.0337	0.3838	9.6000e-004	0.1141	6.2000e-004	0.1147	0.0303	5.7000e-004	0.0308		96.8409	96.8409	3.7200e-003	3.2500e-003	97.9028
Total	**0.0480**	**0.0337**	**0.3838**	**9.6000e-004**	**0.1141**	**6.2000e-004**	**0.1147**	**0.0303**	**5.7000e-004**	**0.0308**		**96.8409**	**96.8409**	**3.7200e-003**	**3.2500e-003**	**97.9028**

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0460	0.5010	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		119.8456	119.8456	4.9500e-003	4.2400e-003	121.2322
Total	**0.0620**	**0.0460**	**0.5010**	**1.1900e-003**	**0.1369**	**7.8000e-004**	**0.1377**	**0.0363**	**7.2000e-004**	**0.0370**		**119.8456**	**119.8456**	**4.9500e-003**	**4.2400e-003**	**121.2322**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0460	0.5010	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		119.8456	119.8456	4.9500e-003	4.2400e-003	121.2322
Total	**0.0620**	**0.0460**	**0.5010**	**1.1900e-003**	**0.1369**	**7.8000e-004**	**0.1377**	**0.0363**	**7.2000e-004**	**0.0370**		**119.8456**	**119.8456**	**4.9500e-003**	**4.2400e-003**	**121.2322**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7724	5.1671	35.9940	0.0643	6.7060	0.0538	6.7598	1.7881	0.0502	1.8383		6,561.8645	6,561.8645	0.5483	0.3737	6,686.9313
Unmitigated	3.7724	5.1671	35.9940	0.0643	6.7060	0.0538	6.7598	1.7881	0.0502	1.8383		6,561.8645	6,561.8645	0.5483	0.3737	6,686.9313

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	1,512.00	0.00	0.00	2,271,079	2,271,079
User Defined Recreational	0.00	0.00	0.00		
Total	1,512.00	0.00	0.00	2,271,079	2,271,079

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	10.00	5.00	6.50	65.00	30.00	5.00	63	25	12
User Defined Recreational	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507
User Defined Recreational	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
NaturalGas Unmitigated	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2770.59	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0299**	**0.2716**	**0.2282**	**1.6300e-003**		**0.0206**	**0.0206**		**0.0206**	**0.0206**		**325.9521**	**325.9521**	**6.2500e-003**	**5.9800e-003**	**327.8891**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2.77059	0.0299	0.2716	0.2282	1.6300e-003		0.0206	0.0206		0.0206	0.0206		325.9521	325.9521	6.2500e-003	5.9800e-003	327.8891
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0299**	**0.2716**	**0.2282**	**1.6300e-003**		**0.0206**	**0.0206**		**0.0206**	**0.0206**		**325.9521**	**325.9521**	**6.2500e-003**	**5.9800e-003**	**327.8891**

6.0 Area Detail

PS 7 800 Student Max Elementary School - Sacramento Metropolitan AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Unmitigated	1.6087	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5700e-003	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Total	**1.6087**	**7.4000e-004**	**0.0818**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1753**	**0.1753**	**4.6000e-004**		**0.1868**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5700e-003	7.4000e-004	0.0818	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1753	0.1753	4.6000e-004		0.1868
Total	**1.6087**	**7.4000e-004**	**0.0818**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1753**	**0.1753**	**4.6000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

PS 7 800 Student Max Elementary School

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	800.00	Student	1.54	66,882.70	0
User Defined Recreational	1.00	User Defined Unit	6.75	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2023
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	357.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - User defined recreational is play fields

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	6.75

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0636	0.6413	0.4094	7.5000e-004	0.1413	0.0316	0.1729	0.0688	0.0292	0.0980	0.0000	65.6977	65.6977	0.0193	6.0000e-005	66.1978
2022	0.2303	2.0908	2.2119	3.9500e-003	0.0734	0.1042	0.1777	0.0266	0.0979	0.1244	0.0000	344.5234	344.5234	0.0759	4.1900e-003	347.6681
2023	0.3121	0.0131	0.0195	3.0000e-005	4.4000e-004	7.1000e-004	1.1500e-003	1.2000e-004	7.1000e-004	8.3000e-004	0.0000	2.9024	2.9024	1.6000e-004	1.0000e-005	2.9095
Maximum	**0.3121**	**2.0908**	**2.2119**	**3.9500e-003**	**0.1413**	**0.1042**	**0.1777**	**0.0688**	**0.0979**	**0.1244**	**0.0000**	**344.5234**	**344.5234**	**0.0759**	**4.1900e-003**	**347.6681**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0636	0.6413	0.4094	7.5000e-004	0.1413	0.0316	0.1729	0.0688	0.0292	0.0980	0.0000	65.6976	65.6976	0.0193	6.0000e-005	66.1977
2022	0.2303	2.0908	2.2119	3.9500e-003	0.0734	0.1042	0.1777	0.0266	0.0979	0.1244	0.0000	344.5231	344.5231	0.0759	4.1900e-003	347.6677
2023	0.3121	0.0131	0.0195	3.0000e-005	4.4000e-004	7.1000e-004	1.1500e-003	1.2000e-004	7.1000e-004	8.3000e-004	0.0000	2.9024	2.9024	1.6000e-004	1.0000e-005	2.9095
Maximum	**0.3121**	**2.0908**	**2.2119**	**3.9500e-003**	**0.1413**	**0.1042**	**0.1777**	**0.0688**	**0.0979**	**0.1244**	**0.0000**	**344.5231**	**344.5231**	**0.0759**	**4.1900e-003**	**347.6677**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-8-2021**	**2-7-2022**	0.9502	0.9502
2	**2-8-2022**	**5-7-2022**	0.5761	0.5761
3	**5-8-2022**	**8-7-2022**	0.5946	0.5946
4	**8-8-2022**	**11-7-2022**	0.5952	0.5952
5	**11-8-2022**	**2-7-2023**	0.6104	0.6104
		Highest	0.9502	0.9502

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2932	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	131.0725	131.0725	8.1400e-003	1.8500e-003	131.8277
Mobile	0.5098	0.6292	4.3586	8.5100e-003	0.8420	6.9700e-003	0.8489	0.2251	6.5100e-003	0.2317	0.0000	787.5308	787.5308	0.0596	0.0419	801.5130
Waste						0.0000	0.0000		0.0000	0.0000	29.6367	0.0000	29.6367	1.7515	0.0000	73.4236
Water						0.0000	0.0000		0.0000	0.0000	0.6862	4.4033	5.0895	2.7700e-003	1.5400e-003	5.6180
Total	**0.8084**	**0.6788**	**4.4105**	**8.8100e-003**	**0.8420**	**0.0108**	**0.8527**	**0.2251**	**0.0103**	**0.2355**	**30.3228**	**923.0266**	**953.3494**	**1.8220**	**0.0453**	**1,012.4034**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2932	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	131.0725	131.0725	8.1400e-003	1.8500e-003	131.8277
Mobile	0.5098	0.6292	4.3586	8.5100e-003	0.8420	6.9700e-003	0.8489	0.2251	6.5100e-003	0.2317	0.0000	787.5308	787.5308	0.0596	0.0419	801.5130
Waste						0.0000	0.0000		0.0000	0.0000	29.6367	0.0000	29.6367	1.7515	0.0000	73.4236
Water						0.0000	0.0000		0.0000	0.0000	0.6862	4.4033	5.0895	2.7700e-003	1.5400e-003	5.6180
Total	**0.8084**	**0.6788**	**4.4105**	**8.8100e-003**	**0.8420**	**0.0108**	**0.8527**	**0.2251**	**0.0103**	**0.2355**	**30.3228**	**923.0266**	**953.3494**	**1.8220**	**0.0453**	**1,012.4034**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	12/31/2022	1/27/2023	5	20	
2	Building Construction	Building Construction	1/15/2022	12/2/2022	5	230	
3	Demolition	Demolition	11/8/2021	12/3/2021	5	20	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading	Grading	12/18/2021	1/14/2022	5	20	
5	Paving	Paving	12/3/2022	12/30/2022	5	20	
6	Site Preparation	Site Preparation	12/4/2021	12/17/2021	5	10	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 100,324; Non-Residential Outdoor: 33,441; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	6.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	28.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3119**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4000e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3491	0.3491	1.0000e-005	1.0000e-005	0.3524
Total	**1.7000e-004**	**1.1000e-004**	**1.4000e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3491**	**0.3491**	**1.0000e-005**	**1.0000e-005**	**0.3524**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3119**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4000e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3491	0.3491	1.0000e-005	1.0000e-005	0.3524
Total	**1.7000e-004**	**1.1000e-004**	**1.4000e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3491**	**0.3491**	**1.0000e-005**	**1.0000e-005**	**0.3524**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1962	1.7958	1.8818	3.1000e-003		0.0930	0.0930		0.0875	0.0875	0.0000	266.4840	266.4840	0.0638	0.0000	268.0801
Total	**0.1962**	**1.7958**	**1.8818**	**3.1000e-003**		**0.0930**	**0.0930**		**0.0875**	**0.0875**	**0.0000**	**266.4840**	**266.4840**	**0.0638**	**0.0000**	**268.0801**

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3.3 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-003	0.0726	0.0211	2.5000e-004	7.4100e-003	6.7000e-004	8.0800e-003	2.1400e-003	6.4000e-004	2.7800e-003	0.0000	24.2839	24.2839	6.3000e-004	3.5600e-003	25.3606
Worker	9.9200e-003	6.4600e-003	0.0811	2.1000e-004	0.0237	1.3000e-004	0.0238	6.2900e-003	1.2000e-004	6.4100e-003	0.0000	19.3486	19.3486	6.6000e-004	5.9000e-004	19.5398
Total	**0.0126**	**0.0791**	**0.1022**	**4.6000e-004**	**0.0311**	**8.0000e-004**	**0.0319**	**8.4300e-003**	**7.6000e-004**	**9.1900e-003**	**0.0000**	**43.6324**	**43.6324**	**1.2900e-003**	**4.1500e-003**	**44.9004**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1962	1.7958	1.8818	3.1000e-003		0.0930	0.0930		0.0875	0.0875	0.0000	266.4837	266.4837	0.0638	0.0000	268.0798
Total	**0.1962**	**1.7958**	**1.8818**	**3.1000e-003**		**0.0930**	**0.0930**		**0.0875**	**0.0875**	**0.0000**	**266.4837**	**266.4837**	**0.0638**	**0.0000**	**268.0798**

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3.3 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-003	0.0726	0.0211	2.5000e-004	7.4100e-003	6.7000e-004	8.0800e-003	2.1400e-003	6.4000e-004	2.7800e-003	0.0000	24.2839	24.2839	6.3000e-004	3.5600e-003	25.3606
Worker	9.9200e-003	6.4600e-003	0.0811	2.1000e-004	0.0237	1.3000e-004	0.0238	6.2900e-003	1.2000e-004	6.4100e-003	0.0000	19.3486	19.3486	6.6000e-004	5.9000e-004	19.5398
Total	**0.0126**	**0.0791**	**0.1022**	**4.6000e-004**	**0.0311**	**8.0000e-004**	**0.0319**	**8.4300e-003**	**7.6000e-004**	**9.1900e-003**	**0.0000**	**43.6324**	**43.6324**	**1.2900e-003**	**4.1500e-003**	**44.9004**

3.4 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0008**	**34.0008**	**9.5700e-003**	**0.0000**	**34.2400**

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3.4 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.4000e-004	4.1200e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9296	0.9296	3.0000e-005	3.0000e-005	0.9393
Total	**5.0000e-004**	**3.4000e-004**	**4.1200e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9296**	**0.9296**	**3.0000e-005**	**3.0000e-005**	**0.9393**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0007**	**34.0007**	**9.5700e-003**	**0.0000**	**34.2400**

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3.4 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.4000e-004	4.1200e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9296	0.9296	3.0000e-005	3.0000e-005	0.9393
Total	**5.0000e-004**	**3.4000e-004**	**4.1200e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9296**	**0.9296**	**3.0000e-005**	**3.0000e-005**	**0.9393**

3.5 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0177	0.0000	0.0177	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1237	0.0793	1.5000e-004		5.8000e-003	5.8000e-003		5.3400e-003	5.3400e-003	0.0000	13.0269	13.0269	4.2100e-003	0.0000	13.1322
Total	**0.0115**	**0.1237**	**0.0793**	**1.5000e-004**	**0.0407**	**5.8000e-003**	**0.0465**	**0.0177**	**5.3400e-003**	**0.0230**	**0.0000**	**13.0269**	**13.0269**	**4.2100e-003**	**0.0000**	**13.1322**

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3.5 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.7000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4648	0.4648	2.0000e-005	1.0000e-005	0.4697
Total	**2.5000e-004**	**1.7000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4648**	**0.4648**	**2.0000e-005**	**1.0000e-005**	**0.4697**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0177	0.0000	0.0177	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.1237	0.0793	1.5000e-004		5.8000e-003	5.8000e-003		5.3400e-003	5.3400e-003	0.0000	13.0268	13.0268	4.2100e-003	0.0000	13.1322
Total	**0.0115**	**0.1237**	**0.0793**	**1.5000e-004**	**0.0407**	**5.8000e-003**	**0.0465**	**0.0177**	**5.3400e-003**	**0.0230**	**0.0000**	**13.0268**	**13.0268**	**4.2100e-003**	**0.0000**	**13.1322**

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3.5 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.7000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4648	0.4648	2.0000e-005	1.0000e-005	0.4697
Total	**2.5000e-004**	**1.7000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4648**	**0.4648**	**2.0000e-005**	**1.0000e-005**	**0.4697**

3.5 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0177	0.0000	0.0177	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7400e-003	0.1043	0.0764	1.5000e-004		4.7000e-003	4.7000e-003		4.3300e-003	4.3300e-003	0.0000	13.0274	13.0274	4.2100e-003	0.0000	13.1327
Total	**9.7400e-003**	**0.1043**	**0.0764**	**1.5000e-004**	**0.0407**	**4.7000e-003**	**0.0454**	**0.0177**	**4.3300e-003**	**0.0220**	**0.0000**	**13.0274**	**13.0274**	**4.2100e-003**	**0.0000**	**13.1327**

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3.5 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.8900e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4507	0.4507	2.0000e-005	1.0000e-005	0.4551
Total	**2.3000e-004**	**1.5000e-004**	**1.8900e-003**	**0.0000**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4507**	**0.4507**	**2.0000e-005**	**1.0000e-005**	**0.4551**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0177	0.0000	0.0177	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7400e-003	0.1043	0.0764	1.5000e-004		4.7000e-003	4.7000e-003		4.3300e-003	4.3300e-003	0.0000	13.0274	13.0274	4.2100e-003	0.0000	13.1327
Total	**9.7400e-003**	**0.1043**	**0.0764**	**1.5000e-004**	**0.0407**	**4.7000e-003**	**0.0454**	**0.0177**	**4.3300e-003**	**0.0220**	**0.0000**	**13.0274**	**13.0274**	**4.2100e-003**	**0.0000**	**13.1327**

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3.5 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.8900e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4507	0.4507	2.0000e-005	1.0000e-005	0.4551
Total	**2.3000e-004**	**1.5000e-004**	**1.8900e-003**	**0.0000**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4507**	**0.4507**	**2.0000e-005**	**1.0000e-005**	**0.4551**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

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3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.7800e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9013	0.9013	3.0000e-005	3.0000e-005	0.9102
Total	**4.6000e-004**	**3.0000e-004**	**3.7800e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9013**	**0.9013**	**3.0000e-005**	**3.0000e-005**	**0.9102**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

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3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.7800e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9013	0.9013	3.0000e-005	3.0000e-005	0.9102
Total	**4.6000e-004**	**3.0000e-004**	**3.7800e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9013**	**0.9013**	**3.0000e-005**	**3.0000e-005**	**0.9102**

3.7 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

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3.7 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.1000e-004	2.4700e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5578	0.5578	2.0000e-005	2.0000e-005	0.5636
Total	**3.0000e-004**	**2.1000e-004**	**2.4700e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5578**	**0.5578**	**2.0000e-005**	**2.0000e-005**	**0.5636**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

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3.7 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.1000e-004	2.4700e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5578	0.5578	2.0000e-005	2.0000e-005	0.5636
Total	**3.0000e-004**	**2.1000e-004**	**2.4700e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5578**	**0.5578**	**2.0000e-005**	**2.0000e-005**	**0.5636**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5098	0.6292	4.3586	8.5100e-003	0.8420	6.9700e-003	0.8489	0.2251	6.5100e-003	0.2317	0.0000	787.5308	787.5308	0.0596	0.0419	801.5130
Unmitigated	0.5098	0.6292	4.3586	8.5100e-003	0.8420	6.9700e-003	0.8489	0.2251	6.5100e-003	0.2317	0.0000	787.5308	787.5308	0.0596	0.0419	801.5130

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	1,512.00	0.00	0.00	2,271,079	2,271,079
User Defined Recreational	0.00	0.00	0.00		
Total	1,512.00	0.00	0.00	2,271,079	2,271,079

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	10.00	5.00	6.50	65.00	30.00	5.00	63	25	12
User Defined Recreational	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507
User Defined Recreational	0.538353	0.056973	0.184081	0.133246	0.026575	0.006093	0.013235	0.009306	0.000942	0.000548	0.026135	0.001006	0.003507

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.1075	77.1075	7.1100e-003	8.6000e-004	77.5420
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.1075	77.1075	7.1100e-003	8.6000e-004	77.5420
NaturalGas Mitigated	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	53.9650	53.9650	1.0300e-003	9.9000e-004	54.2857
NaturalGas Unmitigated	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	53.9650	53.9650	1.0300e-003	9.9000e-004	54.2857

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	1.01127e+006	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	53.9650	53.9650	1.0300e-003	9.9000e-004	54.2857
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.4500e-003**	**0.0496**	**0.0416**	**3.0000e-004**		**3.7700e-003**	**3.7700e-003**		**3.7700e-003**	**3.7700e-003**	**0.0000**	**53.9650**	**53.9650**	**1.0300e-003**	**9.9000e-004**	**54.2857**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	1.01127e+006	5.4500e-003	0.0496	0.0416	3.0000e-004		3.7700e-003	3.7700e-003		3.7700e-003	3.7700e-003	0.0000	53.9650	53.9650	1.0300e-003	9.9000e-004	54.2857
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.4500e-003**	**0.0496**	**0.0416**	**3.0000e-004**		**3.7700e-003**	**3.7700e-003**		**3.7700e-003**	**3.7700e-003**	**0.0000**	**53.9650**	**53.9650**	**1.0300e-003**	**9.9000e-004**	**54.2857**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	474867	77.1075	7.1100e-003	8.6000e-004	77.5420
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**77.1075**	**7.1100e-003**	**8.6000e-004**	**77.5420**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	474867	77.1075	7.1100e-003	8.6000e-004	77.5420
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**77.1075**	**7.1100e-003**	**8.6000e-004**	**77.5420**

6.0 Area Detail

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6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2932	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	0.2932	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.5000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**0.2932**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.5000e-004	9.0000e-005	0.0102	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**0.2932**	**9.0000e-005**	**0.0102**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.0895	2.7700e-003	1.5400e-003	5.6180
Unmitigated	5.0895	2.7700e-003	1.5400e-003	5.6180

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.93939 / 4.98701	5.0895	2.7700e-003	1.5400e-003	5.6180
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0895**	**2.7700e-003**	**1.5400e-003**	**5.6180**

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.93939 / 4.98701	5.0895	2.7700e-003	1.5400e-003	5.6180
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0895**	**2.7700e-003**	**1.5400e-003**	**5.6180**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29.6367	1.7515	0.0000	73.4236
Unmitigated	29.6367	1.7515	0.0000	73.4236

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	146	29.6367	1.7515	0.0000	73.4236
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**29.6367**	**1.7515**	**0.0000**	**73.4236**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	146	29.6367	1.7515	0.0000	73.4236
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**29.6367**	**1.7515**	**0.0000**	**73.4236**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation