City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Negative Declaration for the following described project:

4240 Pinell Street Development Project (DR21-124) The proposed project consists of a request to construct a 5,852-square feet pre-engineered metal shop building and associated truck yard on approximately a 0.95-acre parcel in the Light Industrial (M-1-SPD) zone. The building would provide minor shop services and warehouse space. The facility would have a small interior office, restroom and shower room, mezzanine level with storage rooms, and service bays. The building would be serviced by ground level roll-up doors. Site improvements would include truck and car parking, service yard, landscaping, and perimeter chain link security fencing.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

A copy of this document and all supportive is available on the City's EIR Webpage at:
http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

Due to the COVID 19 crises and the current public counter closures, the document is not available for review in printed form. If you need assistance in reviewing the document please contact Ron Bess, Associate Planner at (916) 808-8272 or Rbess@cityofsacramento.org.

Environmental Services Manager, City of Sacramento, California, a municipal corporation

By: Scott Johnson

Date: April 5, 2022

City of
SACRAMENTO

4240 PINELL STREET DEVELOPMENT PROJECT
[DR21-124]

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, 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.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study 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 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

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

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	4240 Pinell Street Development Project (DR21-124)
Project Location:	4240 Pinell Street Sacramento, CA 95838 Assessor's Parcel Numbers (APNs) 238-0150-027
Project Applicant:	Javed Siddiqui JTS Engineering Consultants, Inc. 1808 J Street Sacramento, CA 95811 (916) 801-1808 javed.siddiqui@jtsengineering.com
Project Planner:	David Hung, Associate Planner City of Sacramento Community Development Department 300 Richards Boulevard, 3rd Floor Sacramento, CA 95811 dhung@cityofsacramento.org
Environmental Planner:	Ron Bess, Associate Planner (916) 808-8272 Rbess@cityofsacramento.org
Date Initial Study Completed:	April 2022

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR.

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 Master EIR and resolution is available for public review at the link listed below:

http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx

Due to concerns over COVID-19, the Community Development Department public counter is closed to the public. A copy of this document and all supportive documentation may be reviewed through the City's website at:

http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx
The City of Sacramento will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the City's intention to adopt the Mitigated Negative Declaration and provides dates for public comment. The NOA/NOI will be available on the City's website set forth above.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending May 9, 2022.

Please send written responses to:

Ron Bess, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8272
Rbess@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

This document provides a description of the 4240 Pinell Street Development Project (proposed project) and includes background, location, existing conditions, surrounding land uses, and project components.

PROJECT LOCATION

The project site consists of a vacant parcel totaling approximately 0.95-acre located east of Pinell Street, generally between Rene Avenue and Bell Avenue, in the City of Sacramento, California (APN 238-0150-027) (Figures 1 and 2). The project site is situated approximately 6 miles northeast of downtown Sacramento.

The project site is currently vacant and highly disturbed due to regular disking for weed abatement. The project site is zoned as Light Industrial/SpecialPlanning District (M-1-SPD). The Sacramento 2035 General Plan designates the project site as Employment Center Low Rise.

The project site is bordered by industrial buildings to the north and south, by the Village Green Mobile Home Park to the west, and a vacant, ruderal lot to the east (Figure 3). The Bell Avenue Elementary School is located approximately 300 feet northwest of the project site.

The project site is located within the McClellan Heights and Parker Homes Special Planning District of the North Sacramento Community Plan area. The North Sacramento Community Plan[a] area is in the northeastern part of the City of Sacramento and encompasses approximately 13 square miles. Consistent with the 2035 General Plan, the North Sacramento Community Plan designates the project site as Employment Center Low Rise. The North Sacramento Community Plan area includes unique policies that are intended to supplement those contained in the 2035 General Plan.

PROJECT DESCRIPTION

The owners of the parcel, Expo Transportation Inc., propose to construct a 5,852-square feet pre-engineered metal shop building and associated truck yard on the 0.95-acre parcel (Figure 4). The building would provide minor shop services and warehouse space. The facility would have a small interior office, restroom and shower room, mezzanine level with storage rooms, and service bays. The building would be serviced by ground level roll-up doors. Site improvements would include truck and car parking, service yard, landscaping, and perimeter chain link security fencing. Project components are discussed in the following sections.

ZONING AND LAND USE

The City of Sacramento zoning currently designates the parcel as Light Industrial (M-1-SPD) within the McClellan Heights and Parker Homes Special Planning District. The proposed project would be consistent with the current zoning and with the 2035 General Plan designation of Employment Center Low Rise (ECLR).

SITE ACCESS AND PARKING

Regional access to the project site area would be provided by Interstate 80 (I-80), which is located approximately 0.35-mile south of the project site. Primary site access would be provided from Pinell Street by one proposed 45-foot-wide driveway along the western frontage of the project site. The driveway would provide access to the loading and parking areas associated with the shop. Implementation of the project would include roadway frontage improvements along Pinell Street to accommodate the foregoing site access points.

[a] City of Sacramento. *North Sacramento Community Plan.* March 2015.

The proposed project would include a total of 15 paved parking spaces including 1 space compliant with the Americans with Disabilities Act (ADA), 2 car parking spaces, and 12 truck parking spaces. Parking spaces would be situated along the eastern and southern portions of the parcel.

UTILITIES

An 8-inch sewer line, 18-inch drain line, 8-inch water line, and a 2-inch gas line, exist within the Pinell Street right-of-way (ROW) to the west of the project site. Implementation of the proposed project would include connection of the proposed shop structure to the existing utility infrastructure within the Pinell Street ROW (Figure 5).

Stormwater generated by the impervious surfaces associated with the proposed project would be directed to two 48-inch storage storm drainpipes within the project site. The storage storm drainpipes would be located near the middle of the parcel. Stormwater would be retained within these storage pipes and then directed to the City's existing 18-inch stormwater drain line located within the Pinell Street ROW.

PROJECT APPROVALS

The project includes the following entitlement approvals from the City of Sacramento:

- California Environmental Quality Act (CEQA) adoption of an Initial Study/Mitigated Negative Declaration; and
- Approval of Site Plan and Design Review

Attachments

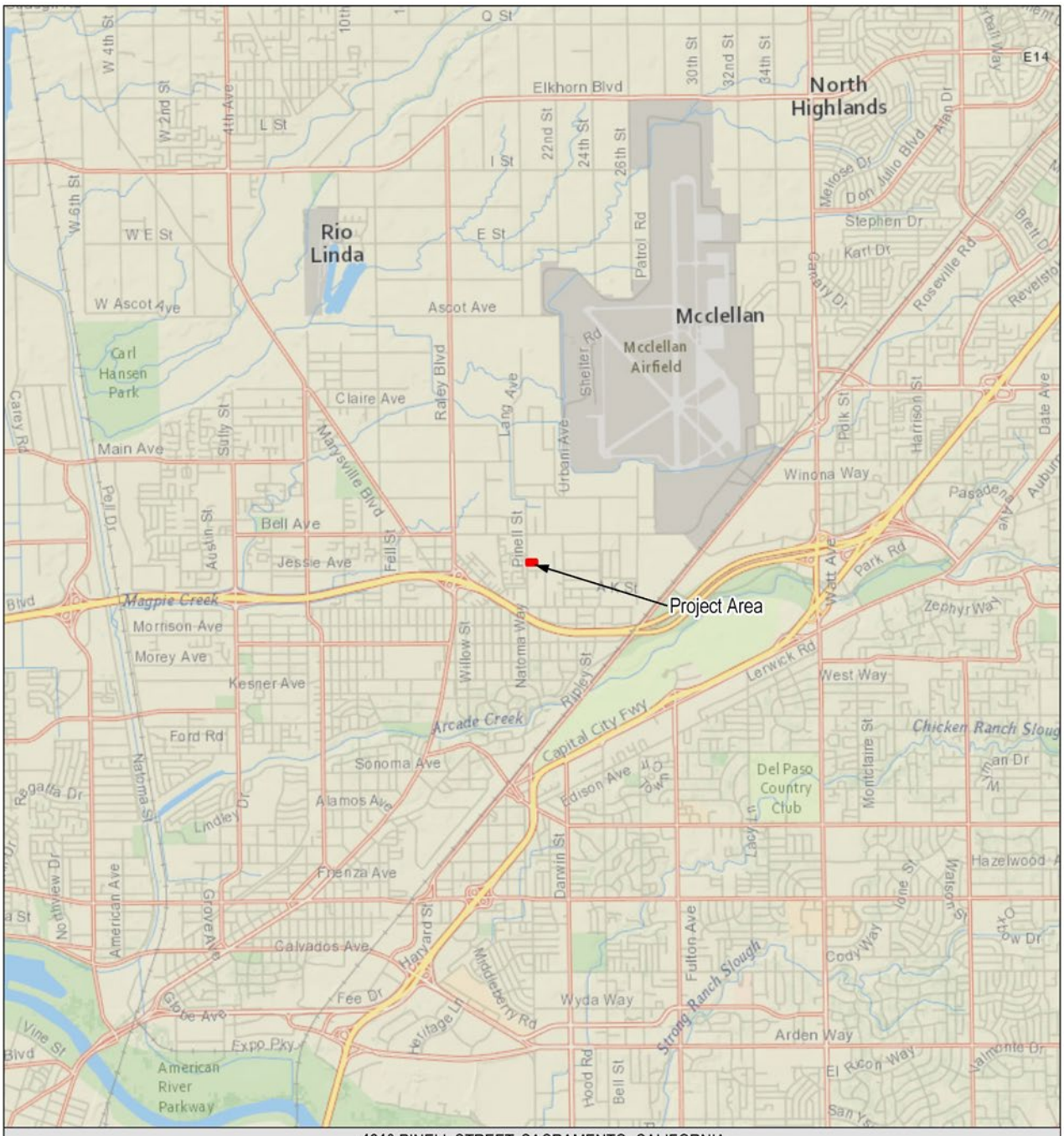
Attachment 1 - Project Vicinity

Attachment 2 – Project Location

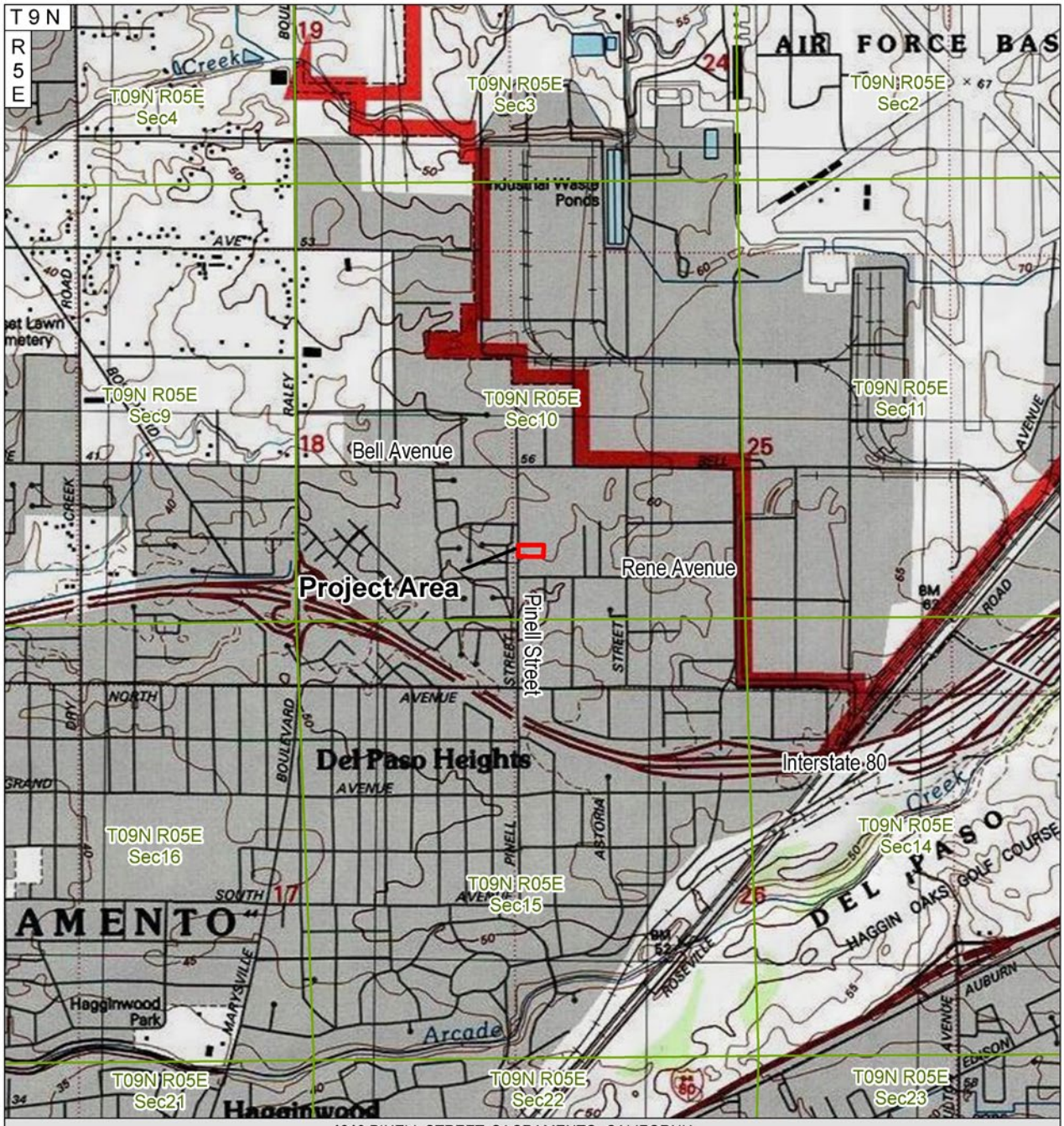
Attachment 3 – Proposed Project Site

Attachment 4 – Proposed Site Plan

Attachment 5 – Preliminary Grading and Utilities Plan



ATTACHMENT 1 – PROJECT VICINITY



4240 PINELL STREET, SACRAMENTO, CALIFORNIA

The Project Area is located entirely within the Rio Linda USGS 7.5-minute quadrangle map. The Project Area occurs in Township 9 North, Range 5 East, Mount Diablo Meridian; and encompasses 0.985 acres.

Coordinates for the center point of the Project Area (NAD 1983):
Latitude: 38.644434, Longitude: -121.419298

Project Area

0 1,000 2,000 feet

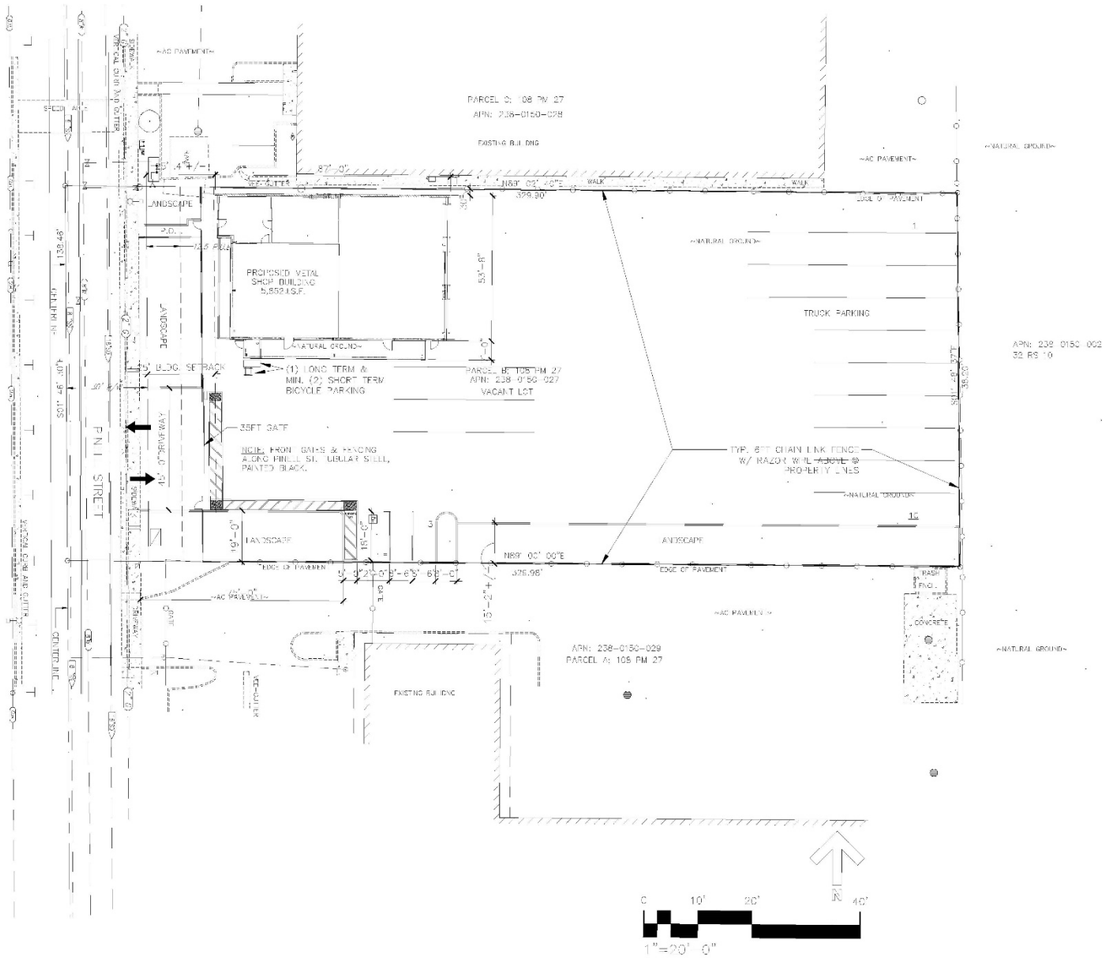
Data Source:
- ESRI USA Topo basemap accessed 2021;
Date: 10-18-21

AREA WEST ENVIRONMENTAL, INC.

Document Path: D:\AWE\21-022 Expo 4240 Pinell St\mxd\21-022_Expo_4240Pinell_Figure2.mxd

ATTACHMENT 2 – PROJECT LOCATION

ATTACHMENT 3 – PROPOSED PROJECT SITE



Lex Coffroth
ARCHITECT

9467 Clementine Way
Elk Grove, CA 95758
916-804-9300
lcaarch@citlink.net

CONTRACTOR:

OWNER:
Adrian Baian
EXPO TRANSPORTATION, INC.
4240 Pinell Street
Sacramento, CA 95838

REVISIONS

NO.	DESCRIPTION	DATE
1	SITE REVISION	8/5/21
2	SITE REVISION	8/26/21
3	SITE REVISION	9/28/27

DRAWINGS PREPARED FOR:
DEVELOPMENT PLANS FOR:
EXPO TRANSPORTATION INC.
4240 PINELL ST.
SACRAMENTO, CA 95838

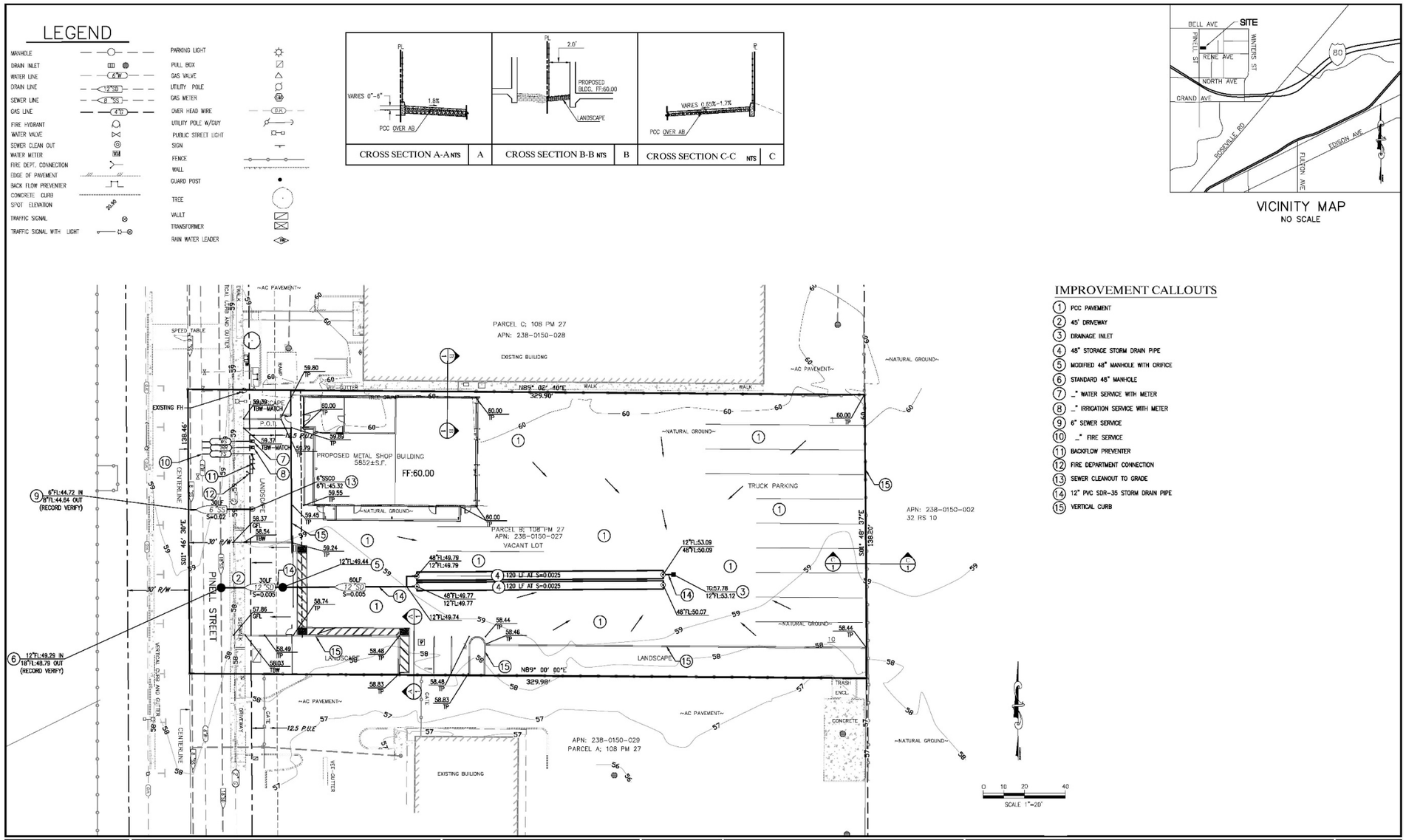
APN: 238-0150-027

SITE TITLE:
PROPOSED SITE PLAN

DATE: 6/16/21
PROJ#: 21-0401
SCALE: 1"=20'-0"
DRAWN BY: LC
CHECKED BY: LC

SHEET NO.
A1.1

ATTACHMENT 4 – PROPOSED SITE PLAN



ATTACHMENT 5 – PRELIMINARY GRADING AND UTILITIES PLAN

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES, AND ENERGY

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and energy, and the effect of the project on these resources.

Discussion

Land Use and Planning

The project site has been designated as **Employment Center Low Rise** (**ECLR**) in the 2035 General Plan and is zoned **Light Industrial (M-1-SPD)**.

The project site is located in an urbanized portion of the community. The project site is currently vacant and highly disturbed due to regular disking for weed abatement. The project site is zoned as Light Industrial/Special Planning District (M-1-SPD). The Sacramento 2035 General Plan designates the project site as Employment Center Low Rise. The project site is bordered by industrial buildings to the north and south, by the Village Green Mobile Home Park to the west, and a vacant, ruderal lot to the east (Figure 3). The Bell Avenue Elementary School is located approximately 300 feet northwest of the project site.) Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations.

Population and Housing

The proposed project site is located within a developed area of the northeastern portion of Sacramento, approximately 6 miles northeast of downtown Sacramento. Surrounding land uses include single-family residential, commercial, and light industrial uses. An elementary school is located approximately 300 feet northwest of the project site. The proposed project would include the construction of a 5,285 square foot metal building and associated site improvements. The project is consistent with the type and intensity of use in the City's General Plan that was analyzed in the associated Master EIR. The physical impacts with the implementation of the proposed project are addressed throughout this IS/MND. The proposed project site is currently vacant and highly disturbed. Implementation of the proposed project would not displace substantial numbers of existing housing units or people and construction or replacement of housing elsewhere would not be required for the project. Therefore, the project would not result in impacts related to Population and Housing.

Agricultural Resources and Forest Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See Master EIR, Chapter 4.1. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance)[b]. The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the CAL FIRE Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, the project site is located within a developed area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the project site is minimal. Based on the above, the proposed project would not create a substantial risk for existing development in the project vicinity. Therefore, the project would not result in impacts related to Wildfire.

Energy

The buildings associated with 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. The 2035 General Plan includes goals (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant General Plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24), development allowed in the General Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy.

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level. The proposed project would be consistent with the type and intensity of development anticipated for the site in the General Plan and meet the energy efficiency standards required by Title 24; therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

[b] U.S. Department of Agriculture, National Resources Conservation Service. *Web Soil Survey.* 2022

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

The proposed project is located on the east side of Pinell Street, generally between Bell Avenue to the north and Rene Avenue to the south, within the North Sacramento Community Plan's McClellan Heights/Parker Homes neighborhood. The project is bordered to the north and south by light industrial development, single family development is found to the west, and a vacant parcel is found to the east. The site is currently vacant and is regularly mowed for weed abatement. As such, the project site has been regularly disturbed.

Public views of the project site include views from motorists, bicyclists, and pedestrians travelling on Pinell Street along the western project frontage. Private views of the site would include those from the single-family residences on the west side of Pinell Street. Given the site is vacant there are no existing sources of light and glare within the site.

The Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site. Given the vacant and highly disturbed nature of the site, the project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any State Scenic Highway.

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the general plan City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2035 General Plan would add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-family residential uses. As such, the single-family development located to the west of the site would be considered sensitive receptors to project-generated light and glare. Potential new sources of light associated with development and operation of the proposed project would be similar to adjacent light industrial uses to the north and south of the project site respectively. Such sources would likely include, but not be limited to, building lighting, drive aisle lighting, vehicle headlights, and glare from reflective surfaces such as vehicle windshields and building windows.

The City's 2035 General Plan encourages infill development within the City. Infill development would serve to concentrate growth within those areas of the City that are currently well-lit, and lighting resulting from infill development under the General Plan would be similar to the existing character of urban lighting. Given that the proposed project would be consistent with the project site's existing Employment Center Low Rise land use designation, introduction of new sources of light and glare to the site has been previously addressed in the Master EIR. Furthermore, new development allowed under the 2035 General Plan would be subject to General Plan policies, building codes, and design review, all of which would ensure that new sources of light within the project site would be properly designed so as not to result in substantial increases in light or spillover of light into adjacent parcels. The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. Policy ER 7.1.3: Lighting requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and (5) using exposed concrete that exceeds 50 percent of any building. The proposed project would be required to comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process.

Based on the above, while the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be similar to that of the surrounding commercial developments and would be consistent with what has been anticipated for the site per the 2035 General Plan and analyzed in the Master EIR. The proposed project would comply with all applicable General Plan policies related to minimizing light and glare, and compliance with such policies would be ensured during the design review for the project. Therefore, the proposed project would have ***no additional significant environmental effects*** related to sources of glare.

Question C

The City of Sacramento is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Important existing scenic resources within the City include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 is designed to guide the City to avoid or reduce substantial adverse effects of new development on views from public places, to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. In addition, Policy ER 7.1.2, states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams. With adherence to these policies, buildout of the 2035 General Plan would not substantially alter views of important scenic resources from visually sensitive areas. According to the Master EIR, with buildout of the 2035 General Plan, impacts related to interference with important existing scenic resources or degrading views of important existing scenic resources, as seen from a visually sensitive, public location would be less than significant.

The proposed project is not located in the vicinity of any significant visual resources such as the American River, Sacramento River, State Capitol, or public trails. Thus, the proposed project would not result in any impacts related to changing the visual character of such resources. The nearest park located outside of a school is Five Star Park located approximately 1,400 feet west of the project site. Views of the project site are largely obscured by intervening residential structures and accessory uses between the project site and the park. Thus, implementation of the proposed project would not significantly alter views from Five Star Park. Other parks, such as Main Avenue Park, Mama Marks Park, and Robla Community Park are located in the project region, but none of the foregoing parks afford views of the project site.

The project site is currently vacant and has been disturbed through regular mowing for weed abatement. The 2035 General Plan designates the site as Employment Center Low Rise which permits employment generating uses that generally do not produce loud noise or noxious odors; acceptable uses include industrial or manufacturing uses, office space, retail and service uses, and public or quasi-public uses. The construction of a metal warehouse building associated with the proposed project would be consistent with the permitted land use designation for the site and compatible with existing commercial and industrial uses located to the west and north of the site. Therefore, the proposed project would not contribute to the degradation of the visual character of the site and surrounding areas.

Furthermore, City staff would conduct Site Plan and Design Review prior to implementation of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site.

Therefore, potential impacts to the visual character of the site and its surroundings associated with development of the site with light industrial uses have been previously analyzed in the Master EIR, and the proposed project would have ***no additional significant environmental effects*** beyond what was anticipated for the site in the Master EIR.

MITIGATION MEASURES

None Required

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

ENVIRONMENTAL SETTING

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may fluctuate by 30 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the "Delta breeze" that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table AIR-1.

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

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis

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

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.
1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.
Source: Environmental Protection Agency 2018

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

The SVAB is under the jurisdiction of the Sacramento Metrolpolitan Air Quality Management District (SMAQMD). The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O_3 standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM_{10} standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour $PM_{2.5}$ standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants[c].

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality[d], the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in

[c] Sacramento Metropolitan Air Quality Management District. *CEQA Guidance & Tools.* 2019
[d] California Air Resources Board. *Almanac of Emissions & Air Quality.* 2013

California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include residences located within the Village Green Mobile Home Park Apartments approximately 85 feet to the west of the project site and the Bell Avenue Elementary School approximately 300 feet northwest of the project site.

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

To meet the statewide GHG emission targets, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts 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 2035 General Plan policies:

- Construction emissions of NOx above 85 pounds per day;
- Operational emissions of NOx or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

- Any increase in PM10 concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety; as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways fronting elevation and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15 providing air quality education to the public. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 Climate Action Plan (CAP), which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review online at http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

ANSWERS TO CHECKLIST QUESTIONS

Question A

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction- related and operational ozone precursors (i.e., reactive organic compounds [ROG] and oxides of nitrogen [NOX], as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ROG and NOX are in units of pounds per day (lbs/day) and are presented in Table AIR-2.

Table AIR-2
SMAQMD Thresholds of Significance for Ozone Precursors

Pollutant	Construction Thresholds	Operational Thresholds
NOX	85 lbs/day	65 lbs/day
ROG	-	65 lbs/day

Source: Sacramento Metropolitan Air Quality Management District, SMAQMD Thresholds of Significance Table, May 2015, available at: http://www.airquality.org/ceqa/CH2ThresholdsTables5-2015.pdf, accessed December 2021.

In order to determine whether the proposed project would result in ozone emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction- related and operational emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. Accordingly, data provided by the applicant was utilized within the model.

The results of the proposed project's emissions estimates were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included as Appendix A to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold for NOX, as shown in Table AIR-2, above.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NOX as shown in Table AIR-3.

Table AIR-3 Maximum Unmitigated Project Construction NOX Emissions		
Pollutant	**Project Emissions (lbs/day)**	**SMAQMD Threshold of Significance (lbs/day)**
NOX	12.02	85
Source: CalEEMod, December 2020 (see Appendix A).		

As shown in the table, the proposed project's maximum unmitigated construction related NOX emissions would not exceed the applicable thresholds of significance of 85 lbs/day. It should be noted that all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at www.airquality.org/rules). Rules and regulations related to construction include, but are not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and California Code of Regulations (CCR) requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable.

Based on the above, the proposed Project would not result in construction emissions of NOX above 85 lbs/day. Therefore, construction of the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

Operation of the proposed project would result in various sources of emissions including emissions related to natural gas combustion for heating mechanisms, landscape maintenance equipment exhaust, and mobile sources. Emissions from mobile sources, such as future vehicle trips to and from the project site, would make up the majority of the emissions related to project operations.

The proposed project's estimated operational emissions are presented in Table AIR-4. As shown in the table, the proposed project would not result in operational emissions of NOX or ROG above the 65 lbs/day SMAQMD threshold of significance. Considering that the proposed project would not result in a project-specific impact related to operational emissions of criteria pollutants, operation of the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Table AIR-4 Maximum Project Operational NOX and ROG Emissions		
Pollutant	**Project Emissions (lbs/day)**	**SMAQMD Thresholds of Significance (lbs/day)**
NOX	0.64	65
ROG	0.32	65
Source: CalEEMod, December 2021 (see Appendix A).		

Question C

SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of NAAQS, or to work towards attainment of NAAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. As future attainment of NAAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's nonattainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

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 non-attainment status for ozone or PM emissions and would not conflict with or obstruct implementation of 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 ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR would result from implementation of the proposed project.

Question D

As the region is designated nonattainment for PM10 and PM2.5, SMAQMD has adopted mass emissions thresholds of significance for PM10 and PM2.5, which are presented in Table AIR-5.

Table AIR-5
SMAQMD Thresholds of Significance for PM10 and PM2.5

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)	Operational Thresholds (tons/yr)
PM10	80	80	14.6
PM2.5	82	82	15

Source: SMAQMD, May 2015.

To apply the construction thresholds presented in Table AIR-5, projects must implement all feasible SMAQMD Best Management Practices (BMPs) related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403 and enforced by SMAQMD staff. The BMPs for dust control include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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;
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html; and
- 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.

Compliance with the foregoing measures is required per Rule 403, and project construction is assumed to include compliance with the foregoing measures. Consequently, the project PM emissions are assessed in comparison to the thresholds presented in Table AIR-5 above.

In order to determine whether the proposed project would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM10 and PM2.5 emissions have been estimated using CalEEMod. According to the CalEEMod results, the proposed

project would result in PM10 and PM2.5 emissions as shown in Table AIR-6. As presented in the table, the proposed project's estimated emissions of PM10 and PM2.5 would be well below the applicable SMAQMD thresholds of significance.

Table AIR-6
Maximum Unmitigated Project Emissions of PM10 and PM2.5

Pollutant	Project Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)	Project Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)	Project Operational Emissions (tons/yr)	Operational Thresholds (tons/yr)
PM10	5.89	80	0.21	80	0.03	14.6
PM2.5	3.06	82	0.08	82	0.01	15

Source: CalEEMod, December 2021 (see Appendix A).

Based on the above, the proposed project is not expected to result in PM10 and PM2.5 concentrations in excess of SMAQMD's thresholds of significance, and impacts would be less than significant. Considering that the proposed project would not result in a project-specific impact related to emissions of PM, operation of the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question E

According to the air quality/greenhouse gas analysis, the proposed project would result in increased concentrations of carbon monoxide (CO). New vehicle trips would add to carbon monoxide concentrations near streets providing access to the project site. Carbon monoxide is an odorless, colorless, gas whose primary source in the Sacramento Area is automobiles. Concentrations of this gas are highest near the intersection of major roads. According to the SMAQMD,, in general, land use development projects do not typically have the potential to result in localized concentrations of CO that expose sensitive receptors to substantial pollutant concentrations. This is because CO is predominately generated in the form of mobile-source exhaust from vehicle trips associated with the project. The project is estimated to generate approximately 29 daily trips and 73,504 vehicle miles traveled per year. These vehicle trips and miles occur throughout a paved, network of roadways, therefore, associated exhaust emissions are not generated in a single location where high concentrations can be formed. The proposed project is not expected to result in a significant increase in delay at intersections in the project vicinity, as such, it is not expected to result in CO hotspots that would exceed the 1-hour State ambient standard or the 8-hour State ambient standard. Therefore the project would have no additional significant environmental effects beyond what was previously identified in the Master EIR.

Questions F and G

The proposed project involves the construction and operation of a 5,285-square feet metal building and associated parking lot, thus, the proposed project would not introduce new sensitive receptors to the area. The existing residences and elementary school in proximity to the project site would be considered sensitive receptors to any pollutants potentially emitted during construction or operation of the proposed project.

TAC Emissions

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for separating sensitive land uses from land uses typically associated with significant levels of TAC 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 Diesel Particulate Matter (DPM) 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.

Short-term, construction related activities would result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, per CalEEMod assumptions, construction would occur over an approximately six month period. Grading activities, when emissions would be most intensive would occur over the period of approximately one week. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the six month construction period associated with the proposed project.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project would involve operations of heavy-duty vehicles accessing the project site and within the project site to access the building and parking spaces, therefore, would be considered a source of DPM. The CARB handbook acknowledges that DPM is a highly dispersive gas, the concentration of which decreases with distance from the source. Heavy-duty vehicles accessing the site may enter from either the south or north on Pinell Street. According to the trip generation rate for the project, it would generate approximately 29 daily trips during the week. These trips would be distributed between business operational hours from approximately 8 am to 5 pm for an average of just over three trips per hour accessing Pinell Street. These 29 trips would not be all heavy-duty vehicle trips as trip generation takes into account small duty vehicles that would visit the site. Therefore, only a portion of the 29 daily trips (~3 trips per hour) would be comprised of heavy-duty vehicles. The low number of trips combined with the short-term, intermittent, temporary nature of these trips and the highly dispersive properties of DPM would limit the potential of sensitive receptors along Pinell Street, including Bell Avenue Elementary School and Robla Preschool, being exposed to high concentrations of DPM for any extended amount of time from heavy duty vehicles accessing the site. For on-site operations, the nearest sensitive receptors are located approximately 85 feet to the west of the project site. Such receptors are separated from the project site by Pinell Street and DPM generated onsite would be substantially dispersed before reaching the nearest receptors. It should be noted that Sections 2449 and 2485 of Title 13 of the California Code of Regulations limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks would be subject to the idling limitations, which would reduce the emission of DPM during both project construction and operations. Additionally, considering the short-term, intermittent, and regulated nature of operations onsite, the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction and operation would not be expected to expose sensitive receptors to substantial pollutant concentrations.

The project site is not located in an area identified as likely to contain naturally occurring asbestos (NOA). Thus, sensitive receptors would not be exposed to NOA as a result of proposed project implementation. Overall, the proposed project would not result in the emissions of TACs that would create a risk of 10 in 1 million for stationary sources.

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Question H

Emissions from proposed project operations were quantified using CalEEMod as described above. Based on the modeling, the proposed project would result in approximately 67.49 metric tons of CO2 equivalent per year (MTCO2e/year). SMAQMD has identified thresholds of significance of 1,100 of MTCO2e/year for agencies without adopted GHG reduction plans. The subject project's estimated MTCO2e/year is well below the SMAQMD thresholds.Projects within Sacramento City limits are required to adhere to reduction targets, strategies, and specific actions for reducing GHG Emissions set forth by the adopted Climate Action Plan (CAP). The City of Sacramento has integrated a CAP into the City's General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update[e]. The majority of the policies and programs set forth in Appendix B of the General

[e] City of Sacramento. *2035 General Plan.* 2015

Plan Update are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed project keep the existing sidewalks along Pinell Street in place. In addition, future employees would be provided with convenient access to the existing bike lanes along the project frontage at Pinell Street. Thus, the proposed project would comply with Goal LU 2.5 and Policy LU 2.5.1. The project site is surrounded by existing urban development and would be considered infill development. Policy LU 1.1.4 and LU 1.1.5 seek to support infill development within the City; thus, the project would comply with both policies. In compliance with Policy LU 2.6.1 and LU 4.1.1, the project would introduce new industrial development in proximity to existing residential developments, which could allow for shorter commute trip lengths as future employees could reside in close proximity to the project site.

The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005.

Policy ER 6.1.2 directs the City to review proposed development and incorporate feasible measures that reduce construction emissions for ROG, NO_X, and other pollutants. As discussed under Questions F and G above, the proposed project would be required to adhere to Mitigation Measure 2-1, which would reduce emissions of ROG and NOX to a less-than-significant level. Thus, following implementation of Mitigation Measure 2-1, emissions related to construction of the proposed project would be in compliance with SMAQMD's thresholds of significance and Policy ER 6.1.2.

The Master EIR concluded that buildout of the City's General Plan would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project were previously addressed as part of the analysis in the Master EIR. Considering the project's consistency with the City's General Plan and the general consistency with the City's General Plan policies intended to reduce GHG emissions, the foregoing annual emissions related to operations of the proposed project have been previously addressed, and the proposed project would not conflict with the City's CAP. Consequently, the proposed project would result in a less-than- significant impact. Considering that the proposed project would not result in a project-specific impact related to compliance with the City's CAP, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal: A) Create 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?			X
B) Result in 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 species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

ENVIRONMENTAL SETTING

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

A search of the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) was performed by Area West Environmental, Inc. (AWE) on October 26, 2021 for federally-listed species, state listed species, and species of special concern within the project site quadrangle. In addition to the search of the CNDDB, AWE searched the California Native Plant Society (CNPS) inventory of rare and endangered plants for known occurrences of federally listed plants within the project site quadrangle as well as the eight surrounding quadrangles (i.e., Taylor Monument, Rio Linda, Citrus Heights, Sacramento West, Sacramento East, Carmichael, Pleasant Grove, Davis, and Elk Grove). A search of the U.S. Fish and Wildlife Service (USFWS) ECOS Information for Planning and Consultation (IPaC) was also completed. Results of these searches are provided in Appendix B.

It should be noted that the California Fish and Game Code §3503 protects most birds and their nests. The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) also protects most birds and their nests, including most non-migratory birds in California. Birds protected by the MBTA have the potential to nest in the disturbed grasses within the project site.

Special-status Plant Species

Of the 12 special-status plant species identified, 11 species were eliminated from further consideration due to the habitat requirements (i.e., riparian, wetland, alkali scalds, and/or forest habitats) which are not present on the project site. With regard to the remaining species (big scale balsamroot [*Balsamorhiza macrolepis*]), this species was not observed during the field surveys. It is an annual herb and evidence of the species would have been present during the field survey. The project site has been disturbed through regular mowing to prevent weed growth. Due to the frequent past and present disturbance of the project site, as well as the developed nature of much of the surrounding area, special-status plants are not likely to occur on-site.

Special-status Wildlife Species

Of the 17 special-status wildlife species identified, 15 species were eliminated from further consideration due to habitat requirements (i.e., aquatic, wetland, forest, elderberry shrubs, rodent burrows, suitable burrowing habitat, and/or coastal habitats) which are not present on the project site. The two remaining special-status species, song sparrow (*Melospiza melodia*) could potentially nest on the ground or in vegetation within or adjacent to the proposed project site and purple martin (*Progne subis*) could potentially nest on adjacent buildings, though this likelihood is very low. As noted above, the site is currently highly disturbed through regular mowing and is surrounded by existing development.

Waters and Wetlands

AWE biologists conducted a site visit on December 7, 2021 to assess the site for habitats that could support special-status species and aquatic resources. The proposed Project parcel does not contain any wetlands or potential aquatic resources.

STANDARDS 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 (ESA) (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California ESA (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 California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Wildlife, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the general plan, combined with compliance with the California ESA, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The general plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats, including waters and wetlands, protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

ANSWERS TO CHECKLIST QUESTIONS

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. At the

local level, the Sacramento Environmental Management Department regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

The proposed project consists of the construction of a metal building and associated site improvements such as, on-site drainage infrastructure and landscaping features. Operations associated with the proposed project would be typical of other warehouses in the City and would be governed by the uses permitted for the site per the City's Code and General Plan. The project site is designated Employment Center Low Rise by the 2035 General Plan. Per Section 17.220.110 of the Sacramento City Code, the M-1-SPD designation allows for residential, commercial and institutional, and industrial and agricultural uses such as those associated with the proposed project.

It should be noted that the use and storage of hazardous materials is regulated by Section 8.64 of the Sacramento City Code. Section 8.64.040 establishes regulation related to the designation of hazardous materials and requires that a hazardous material disclosure form be submitted within 15 days by any person using or handling a hazardous material. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, state, and local regulations. For instance, the Sacramento County Environmental Management Department requires businesses handling sufficient quantities of hazardous materials to submit a Hazardous Materials Business Plan and obtain permitting. Thus, the proposed project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area; therefore, the proposed project would result in a less-than-significant impact and implementation of the project would result in ***no additional significant environmental effects*** beyond what was previously anticipated in the Master EIR.

Question B

As described above, the proposed project site is frequently disturbed by regular mowing and located in a developed setting, it is unlikely that any rare, threatened, or endangered plant or animal species are onsite. Therefore, the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Question C

AWE determined the project parcel does not support any aquatic resources but could support nesting birds. Implementation of mitigation measure BIO-1 requiring a preconstruction survey for nesting birds, would reduce the impacts to special status species, including those covered under the MBTA to a less-than-significant level. Therefore, the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

MITIGATION MEASURES

BIO-1 *If construction is to begin during the nesting season of February 1 through August 31, then a preconstruction survey for protecting nesting birds shall be conducted by a qualified biologist. If a 15-day lapse in construction work occur during the nesting season, then another preconstruction survey shall be conducted prior to the resumption of work. Results of the preconstruction surveys shall then be submitted to the City of Sacramento Planning Division for review.*

The preconstruction survey shall be conducted within 15 days prior to the start of construction. The survey shall cover the project site and areas within 500 feet for birds of prey, and within 100 feet for other bird nests. Private and inaccessible areas shall be surveyed from accessible public areas with binoculars. If no active nests of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are required. If active nests are found, they shall be avoided and protected as follows:

- If a bird of prey nest is found, a 250-foot-radius Environmental Sensitive Area (ESA) shall be established around the nest.
- If an active nest of another (non-bird of prey) bird is found, a 50-foot-radius ESA shall be established around the nest.

Construction activity shall not be allowed in an ESA until the biologist determines that either: 1) the nest is no longer active; 2) monitoring determines a small ESA buffer will protect the active nest; or 3) monitoring determines that no disturbance to the nest is occurring. Construction buffers may be reduced in size or removed

FINDINGS

Implementation of Mitigation Measure Bio-1 would require that a pre-construction survey will be conducted to determine the presence or absence of nesting birds within the project site and identifies necessary steps to ensure the development would not result in impacts to nesting birds. Thus, all significant environmental effects of the proposed project would be mitigated to a less-than-significant level, and the proposed project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Disturb any human remains?		X	

ENVIRONMENTAL SETTING

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. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American Rivers and moderate sensitivity was identified nearother watercourses. The proposed project site is not adjacent to these high or moderate sensitivity units shown in the 2035 General Plan Background Report.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or

A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF SUCH RESOURCES.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.4-1, 2)

ANSWERS TO CHECKLIST QUESTIONS

The following discussion is based on a Cultural Resources Survey for the project site performed by AWE archaeologist Mary Bailey. On December 7, 2021, Ms. Bailey conducted a pedestrian survey of the project parcel. Additionally, a records search was conducted by staff at the North Central Information Center (NCIC), to research previous sites and surveys within 0.25-mile of the project site. The results of the records search determined that previously recorded prehistoric or historic resources have not been identified within the project site or within a 0.25-mile radius. The NCIC further noted that no previous cultural studies have not been conducted within the project site. Only one cultural resources study has been conducted within a 0.25-mile radius of the project site. The previously conducted cultural resources study was conducted in March of 2019 for the 1690 Bell Avenue Project approximately 0.20 miles to the west of the project site.

Questions A and B

The approximately 0.95-acre project site is currently vacant and regularly mowed for weed abatement. The proposed project would include the construction of a metal building and associated site improvements. As noted above, recent records searches of the NCIC have demonstrated that the project site does not contain any known historic or archaeological resources. Intensive pedestrian survey conducted by AWE did not identify any evidence of surface or subsurface historic or prehistoric features. The presence of historic features in the vicinity and prehistoric sites in the general region suggests comparable sites or features could be present in surface and subsurface contexts in the project site. The predominant historic theme of the project area is agriculture, ranching, transportation, and land reclamation, all of which could result in deposit of resources. Because the intensive survey conducted by AWE did not identify any resources and the area is not in an area of high or moderate sensitivity as shown in the 2035 General Plan Background Report, the probability of encountering such resources during project implementation is considered low.

Based on the above, implementation of the proposed project would not cause substantial adverse change in the significance of a historic resource, nor would it directly or indirectly destroy a unique paleontological resource. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

See Tribal Cultural Resources Mitigation Measures on page 65.

FINDINGS

Implementation of Mitigation Measures TCR-1a-c would identifiy necessary steps to ensure the development would not result in impacts to cultural resources. Thus, all significant environmental effects of the proposed project would be mitigated to a less-than-significant level, and the proposed project would have no additional project-specific environmental effects relating to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. GEOLOGY AND SOILS Would the project allow 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?			X

Environmental Setting

Seismicity

The Sacramento 2035 General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake ground shaking at a maximum intensity of VII on the Modified Mercalli scale (SGP Master EIR, Table 6.5-6). The closest potentially active faults to the proposed project include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong ground shaking in the proposed project.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. The proposed project is relatively level with no major changes in grade.

Project Site Soils

The project site is underlain by two San Joaquin-Urban land complexes: 0 to 2 percent slopes and 0 to 3 percent slopes[f]. Urban land soils are moderately well-drained and have moderate infiltration rates.

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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant

[f] United States Department of Agriculture, National Resources Conservation Service. *Web Soil Survey,* 2022.

level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the proposed project is considered to be low. The proposed project is located in an area of the City of Sacramento that is topographically flat. Seismically-induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. According to the Background Report for the City's 2035 General Plan and the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the existing on-site soils range from 0 to 3 percent slopes. Considering the proposed project site is topographically flat, the potential for seismically-induced or soil failure landslides does not exist. Additionally, the proposed project site is not located within a State-Designated Seismic Hazard Zone for liquefaction. Thus, the potential for the project site to experience geologic or seismic hazards related to liquefaction or fault rupture is low[g].

As part of the building permit process, a Geotechnical Investigation is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. The Geotechnical Investigation would include site-specific recommendations for general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the proposed project. Consistent with the conclusions of the Master EIR, implementation of the Sacramento City Code, which requires preparation and implementation of a site-specific Geotechnical Investigation and compliance with the CBSC, would ensure that the proposed project would include protections against possible seismic hazards.

Based on the above, implementation of the proposed project would not introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

[g] City of Sacramento. *2035 General Plan.* 2015.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL SETTING

The proposed project is currently vacant and has historically been used for agricultural purposes, vehicle storage and material storage. Based on historical aerial photographs, the proposed project appears to have been routinely mowed and infrequently disked over the past decade. There are no recognized environmental conditions (RECs) at the proposed project.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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 other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project has been historically used for agricultural purposes, vehicle storage, and material storage and does not have a history of permanent structures, roads, or other site improvements. The project site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5. In addition, known contaminated soils do not occur on the project site, according to the Department of Toxic Substances Control's EnviroStor database[h] or the State Water Resources Control Board's GeoTracker database[i].

Grading and construction activities associated with the proposed project would disturb an approximately 0.95-acre area. Although the project would include disturbance of the entire project site, because RECs do not exist within the site, construction of the proposed structures would not have the potential to result in impacts related to the disturbance or upset of hazardous materials

Based on the above, the construction activities associated with the proposed project would not result in the exposure of construction workers or other sensitive receptors to contaminated soils and ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR would occur.

Question B

The project site is currently vacant and has been historically used for agricultural use and vehicle and material storage. Thus, demolition of existing structures would not be necessary during implementation of the proposed project. Because the proposed project would not include demolition of an existing on-site structure, the potential to expose construction workers and nearby sensitive receptors to asbestos-containing materials is low, and the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Question C

The proposed project would not be expected to require any on-site dewatering activities. The proposed project would include grading and construction activities in an approximately 0.95-acre area. Grading and excavation depths typically range from 0 to 36 inches for site grading and up to 8 feet for utility trenches. Groundwater would not be anticipated to be encountered at these depths. Thus, the proposed project would not expose construction workers or pedestrians to contaminated groundwater and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

[h] California Department of Toxic Substances Control. 2022. *EnviroStor*. Accessed 3 January 2022.
[i] State Water Resources Control Board. 2022. GeoTracker. Accessed 3 January 2022.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

ENVIRONMENTAL SETTING

The proposed project is located in a developed area of Sacramento. The proposed project is currently vacant and does not contain any impervious surface. Stormwater runoff is handled by existing City stormwater infrastructure located within the Pinell Street right of way.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The Program is based on the NPDES municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. Because the 0.95-acre proposed project will not disturb one or more acre of soil, the proposed project is exempt from the requirement to obtain coverage under the NPDES Construction General Permit and the requirement to prepare a Stormwater Pollution Prevention Plan (SWPPP). The proposed project will implement best management practices (BMPs) to protect water quality. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the Stormwater Quality Design Manual for the Sacramento Region[j] include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards, in compliance with the City's Municipal Separate Storm Sewer System (MS4) permit requirements.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM Panel Number 06067C0068H as being located within an area designated as Zone X. Zone X is an area of minimal flood hazard, outside of the special flood hazard area and higher than the elevation of the 0.2-percent annual chance flood.

Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property would contribute drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets,

[j] Sacramento Stormwater Quality Partnership. *Stormwater Quality Design Manual for the Sacramento Region.* 2014

structures, infrastructure, or property does not occur. Wastewater treatment would be provided by the Sacramento Regional County Sanitation District (SRCSD). In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality 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 MEIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Construction

Construction activities associated with the proposed project could create the potential to degrade water quality from increased sedimentation and discharge associated with stormwater runoff. The proposed project would disturb the entire 0.95-acre site. Although the proposed project would not be required to obtain coverage under the Construction General Permit, the City's SQIP contains guidance for construction on small building sites (sites under 1 acre) to comply with the City's MS4 permit requirements. The following recommended BMPs will be implemented during construction: evaluate the site and protect natural features, schedule work to minimize problems, install perimeter controls, install stabilized construction access, protect storm drain inlets, use other pollution control practices as needed, maintain BMPs, and perform finial steps (stabilize the site and remove all temporary construction BMPs).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities associated with the proposed project would result in a less-than-significant impact related to water quality.

Operation

Development of the site with the metal shop building, truck yard, and parking would increase the amount of impervious surface at the proposed project. Stormwater generated by the impervious surfaces associated with the proposed project would be directed to two 48-inch storage storm drainpipes within the project site. The storage storm drainpipes would be located near the middle of the parcel. Stormwater would be retained within these storage pipes and then directed to the City's existing 18-inch stormwater drain line located within the Pinell Street ROW.

As a standard Condition of Approval (COA) for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the City of Sacramento Code.

Design of the proposed project and conformance with City and state regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. The proposed project would not result in a project-specific impact related to the degradation of water quality during construction, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

According to FEMA's Flood Insurance Rate Map, the project site is located within Zone X. Therefore, the proposed project would not place housing or structures within a 100-year flood hazard area, and impacts related to flooding would be considered less than significant. Considering that the proposed project would not result in a project-specific impact related to the exposure of future residents or structures to flooding, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?		X	
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

Sound

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver.[k]

A logarithmic scale is used to describe sound pressure level in terms of decibels (dB). Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB

[k] Federal Highway Administration. 2008. *Road Construction Noise Model*

higher than one source under the same conditions. For example, if one automobile produces an sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB, rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

Doubling sound energy results in a 3-dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured. It is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound, would generally be perceived as barely detectable.

Vibration

Similar to sound, vibration can be described as the mechanical energy of a vibrating object transmitted through the ground. Vibration is measured in increments of inches per second peak particle velocity (ppv). Human perception of vibration usually occurs at 0.006-0.019 in/sec ppv.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise 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:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project includes development of 5,852-square foot metal shop building, paved parking for 3 vehicles, and paved parking for 12 trucks resulting in approximately 29 total daily vehicle trips. Increases in noise levels due to the operation of the proposed project would occur from increased vehicle traffic, truck movement within the proposed project, and equipment operation within the metal shop building.

Increased Vehicle Traffic

The proposed project would slightly increase the vehicle traffic in the project vicinity due to passenger vehicle and truck traffic to the proposed project. Based on the latest average daily traffic counts in the project vicinity on Pinell Street between Bell Avenue and Rene Avenue, the average daily traffic is approximately 1181 vehicles[l]. As described above, a doubling of sound energy from doubling the volume of vehicles would result in a 3-dB increase in sound. The proposed project is anticipated to slightly increase the average daily traffic in the project vicinity, but not to the level where a perceivable increase of 3-dB would occur.

Truck Movement

Noise generated by trucks arriving and departing the site, backing up, and coupling/decoupling would be the primary source of noise associated with the proposed project. Truck circulation within the proposed project would occur at slow speeds and would be relatively short in duration. Noise would also be generated from backup beepers during circulation. Trucks would not be permitted to idle within the proposed project. Noise generated from trucks would be relatively short but could occur periodically during daylight operation hours. No nighttime noise is anticipated.

The site is located within an urban area containing existing business parks featuring light industrial and commercial businesses. The nearest sensitive receptor to the project site is approximately 85 feet west of the edge of the project parcel. Pinell Street separates the project site from the nearest sensitive receptor. As one increases the distance from a source of noise, dispersion and distance attenuation reduce the effects of the source. The noise levels from a source will decrease at a rate of approximately 6 decibels per every doubling of distance from the noise source. As previously mentioned, during operation, truck circulation and back up beepers would generate noise. Truck movements including reversing would occur on the back half of the parcel increasing the distance from sensitive receptors substantially. Given the distance between the project site and nearest sensitive receptor, the proposed project would not result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the proposed project. Considering the above, project operations would not result in increases in off-site traffic noise in excess of the City's standards. On-site activities related to heavy-duty truck circulation, backing, and trailer coupling/uncoupling would not result in exceedances of the City's standards for daytime or nighttime hours. Furthermore, buildout of the project site was previously considered in the Master EIR. The proposed project would be consistent with the General Plan land use designation for the site, and, thus, potential noise increases resulting from buildout of the project site have been previously analyzed and the proposed project would not be anticipated to result in increased noise levels beyond the levels previously analyzed in the Master EIR. Consequently, project-related noise would not result in the exposure of interior or exterior spaces to noise levels in excess of the City's standards beyond what was previously analyzed in the Master EIR and ***no additional significant environmental effects*** would result.

Question C

The construction phase of the proposed project would increase noise in the proposed project vicinity. The nearest noise-sensitive land uses to the proposed project are residences located 85 feet west of the proposed project. Anticipated construction equipment and their typical noise levels at 50 feet are provided in Table NOI-1 below.

Table NOI-1
Typical Construction Equipment Noise Levels

Equipment	Noise Level (dBA at 50 feet)
	L_{max}
Backhoes	80
Compressors	81
Grader	85
Rollers	74
Scrapers	89

FHWA Road Construction Noise Model (FHWA 2008)

The City of Sacramento's Noise Ordinance of the City Code exempts construction activities from the noise standards, provided that they take place between the hours of 7:00 AM and 6:00 PM, Monday through Saturday, and 9:00 AM and 6:00 PM Sundays and holidays. Although construction activities associated with the proposed project could result in infrequent periods of high noise levels, the noise would not occur for sustained periods of time and would only occur during City permitted construction noise hours.

Based on the above, the proposed project has the potential to result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance; however, such effects can be mitigated to less than significant. Implementation of Mitigation Measure NOI-1 would reduce the above impact related to noise generation to a less-than-significant level. Therefore, implementation of the proposed project, with implementation of Mitigation Measure NOI-1, would result in ***no additional significant environmental effects*** beyond what was analyzed by the Master EIR.

Questions D through F

During construction, heavy equipment would be used for grading, excavation, paving, and building construction which would generate localized vibration. The nearest structure to the proposed project is approximately 15 feet away. Typical vibration levels at 25 feet are provided in Table NOI-2 (below)

Table NOI-2
Typical Construction Equipment Vibration Levels

Equipment	Reference vibration at 25 feet (ppv)
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

California Department of Transportation. Transportation and Construction Vibration Guidance Manual. September 2013

[1] City of Sacramento. 2014. *Traffic Counts.* Accessed 3 January 2022.

Because vibration levels generated by the type of construction equipment which will be required for this project dissipate very rapidly with distance, vibration levels at the nearest residences are expected to be below 0.1 inches/second peak particle velocity at nearby residences over the course of project construction activities. Peak particle velocities below 0.1 inches/second would be well below the City's thresholds for damage to structures, and, as a result, construction of the proposed project would result in a less-than-significant impact.

Based on the above, the proposed project would not expose any residential or commercial areas, or historic buildings or archaeological sites to excessive vibration levels, and the project's impact would be less than significant. Considering that the proposed project would not result in a project specific impact related to the exposure of future residents or structures to vibration levels exceeding the City's standards, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

NOI-1 *Prior to issuance of a grading permit, the project applicant shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive land uses and include specific noise management measures to be included within the project plans and specifications, subject to review and approval by the City Planning Division. The project applicant shall demonstrate, to the satisfaction of the City that the project complies with the following:*

- The applicant shall ensure that construction activities are consistent with City Code Section 8.68.060. Construction activities shall only take place between the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM and 6:00 PM Sundays and holidays.
- All heavy construction equipment used on the proposed project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment fitted with intake and exhaust mufflers that are in good condition.
- Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise sensitive receptors.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.
- The use of noise-producing signals, including horns, whistles, alarms and bells shall be for safety warning purposes only. A noise complaint coordinator shall be retained amongst the construction crew to be responsible for responding to any local complaints about construction noise. When a complaint is received, the coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint and shall implement reasonable measures to resolve the compliant, as deemed acceptable by the City.

FINDINGS

All additional significant environmental effects of the project relating to Noise can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The project site is located in the northeastern portion of the City of Sacramento, approximately 6 miles northeast from the downtown core of the City, and is served with fire protection, police protection, and parks by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 17, located at 1311 Bell Avenue approximately 1.1 miles west of the project site; and Station 18, located at 746 North Market Street approximately 4.2 miles west of the site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the SPD located at 300 Richards Boulevard, with is approximately 5.25 miles southwest of the project site. In addition to the SPD and Sheriff's Department, the California Highway Patrol and the Regional Transit Police Department provide police protection within the City of Sacramento. The nearest SPD station to the project site is the 3550 Marysville Boulevard station, location approximately 1.0 miles southwest.

The project site is within the Robla School District. The Robla School District serves approximately 2,500 students through five elementary schools and one preschool. The nearest school is Bell Avenue Elementary School, which is located approximately 400 feet north of the proposed project on the west side of Pinell Street.

The City of Sacramento Department of Youth, Parks and Community Enrichment (YPCE) oversees more than 4,829 acres of parkland and manages more than 230 parks within the City. The project site is located approximately 0.2 miles northeast of Five Star Park.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the general plan would be less than significant.

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Master EIR discusses the potential for impacts to public services as a result of increased development and population in the City of Sacramento. The Master EIR analyzes the 2035 General Plan policies related to law enforcement service, fire protection service, educational service, and library service, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City of Sacramento would be required to comply with the public service policies presented in the 2035 General Plan.

The project applicant will be required to pay development fees for City of Sacramento law enforcement services and fire protection services. Additionally, the proposed project would incorporate sprinkler systems, adequate fire flow and flow duration, fire resistance rated construction materials, portable fire extinguishers, fire alarm and detection systems, smoke control systems, lighted exit signs, fire doors, to comply with the most current California Fire Code regulations. Thus, the project would not substantially increase the need for police or fire services beyond what has been previously anticipated in the 2035 General Plan and analyzed in the Master EIR.

The proposed project does not include the development of residential facilities which would directly increase population in the project vicinity; therefore, existing educational or recreational facilities would not need to be expanded.

Increased demand on public services resulting from implementation of the proposed project would be consistent with what was planned for in the City's 2035 General Plan and analyzed in the Master EIR. The proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento Department of Youth, Parks and Community Enrichment maintains all parks and recreational facilities within the City of Sacramento. 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 developed park sites comprise 218 total parks with an area of 4,300 acres of parkland.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood and community park facilities.

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 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project consists of the construction of a 5,852-square feet metal shop building and development of the associated truck yard. The proposed project does not include development of residential units. Therefore, the proposed project will not generate an increase in residents that would use

park and recreational facilities, accelerate the deterioration of existing facilities, or create a need for construction of new recreational facilities. Additionally, the project applicant would be required to pay a City park development impact fee prior to the issuance of a building permit. The City would determine the required park development impact fee at the time of submittal of building permit applications. Payment of development fees would ensure that a less-than-significant impact would occur regarding recreation infrastructure. Considering that the proposed project would not result in a project-specific impact related to recreation, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.
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Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project: A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

ENVIRONMENTAL SETTING

The proposed project is located in the northeastern portion of Sacramento, north of I-80. The proposed project is generally bound by Pinell Street to the west, commercial development to the north and south, and vacant land to the east. I-80 is an eight-lane freeway that provides regional access to the proposed project via either the interchange with Raley Boulevard approximately 0.5 miles to the west or with Winters Street approximately 0.6 miles to the east.

Access to the proposed project would be constructed from the east side of Pinell Street. Pinell Street within the proposed project vicinity is a north-south 2-lane roadway with bicycle lanes, sidewalks, parking along the west (southbound) lane, and a 25 mile per hour posted speed limit. Access to the proposed project would be via a driveway that would be 45-feet wide.

STANDARDS OF SIGNIFICANCE

For purposes of this IS, transportation impacts may be considered significant if construction and/or operation of the proposed project would result in any of the following conditions or potential thereof, after implementation of 2035 General Plan policies:

- conflict with a program, plan, ordinance or policy addressing transit, bicycle, and pedestrian facilities; or
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

In 2013, Senate Bill (SB) 743 was signed into law. SB 743 is intended to promote the state's goals of encouraging infill development, alternative transportation, and reduced greenhouse gas (GHG) emissions. To promote these goals SB 743 directed the Governor's Office of Planning and Research (OPR) to consider new methods of evaluating transportation impacts under CEQA as an alternative to existing measures of congestion and delay (typically expressed as level-of-service). As a result of SB 743, the CEQA Guidelines were revised to identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts, effective July 1, 2020. To address a project's potential to increase VMT, the City is in the process of drafting a VMT threshold to evaluate project impacts and also updating its Circulation Element to include goals and policies that address reducing in city-wide VMT.

OPR published its Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. The Technical Advisory provides guidance on projects that are not required to evaluate VMT. This includes projects that generate fewer than 110 trips per day, which may be assumed to cause a less-than significant transportation impact.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project does not include any uses that would potentially conflict with an existing City program, ordinance, or policy that addresses circulation. The proposed project is located along Pinell Street, which currently contains bicycle lanes and sidewalks. The proposed project would construct a new driveway that would include replacing the existing sidewalk at this location. Existing bicycle and pedestrian facilities would be maintained.

Question B

The proposed project meets OPR's Technical Advisory screening threshold for small projects. Projects that are anticipated to generate fewer than 110 trips per day can be assumed to cause a less-than-significant transportation impact. Further, small projects (general office buildings, single tenant office buildings, office parks, and business parks) can be assumed to linearly generate an additional 110 to 124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the development of the proposed project and the 5,852-square foot facility would generate fewer than 110 trips per day.

Questions C and D

The proposed project would be constructed along Pinell Street, which is a straight north-south roadway with a posted 25 miles per hour speed limit. The proposed project has been designed to ensure adequate ingress and egress and allow for adequate sight distances. The proposed project does not include any unusual features design features that could create a potentially hazardous situation. Additionally, the proposed project would develop a 45-foot-wide driveway to provide adequate access in the case of an emergency.

Therefore, the proposed project would not conflict with a program plan, ordinance, or policy addressing circulation, would not be inconsistent with CEQA guidelines Section 15064.3, would not substantially increase hazards due to an unusual design feature, or result in inadequate emergency access. Therefore,

implementation of the proposed project would result in ***no additional significant environmental effects***.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRIBAL CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or		X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X	

ENVIRONMENTAL SETTING

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. Areas of high sensitivity for tribal cultural resources are located within close proximity to the Sacramento and American rivers and other watercourses.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. The language of the Nisenan includes several dialects and is classified within the Maiduan family of the Penutian linguistic stock[m]. Valley Nisenan territory was divided into politically autonomous "triblet" areas, each including several large villages[n]. Two important villages were located near the project area, on the south bank of the American River, Momol, to the west of the project area, and Yalisumni, to the east[o].

[m] Kroeber, A. L. 1925. *Handbook of the Indians of California*.
[n] Moratto, Michael J. 1984. *California Archaeology.*
[o] Wilson, Nelson L. and Towne, Arlean H. 1978. *Nisenan.* In Heizer, Robert F. (ed.), California, 387-397

Nisenan houses were domed structures covered with earth and tule or grass that measured 10–15 feet in diameter. Brush shelters were used in the summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush and had a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary, which was used for storing acorns.[o]

Valley Nisenan people followed a seasonal round of food gathering, as did most California Indians. Food staples included acorns, buckeyes, pine nuts, hazelnuts, various roots, seeds, mushrooms, greens, berries, and herbs. Game was roasted, baked, or dried and included mule deer, elk, antelope, black bear, beaver, squirrels, rabbits, and other small animals and insects. Salmon, whitefish, sturgeon, and suckers, as well as freshwater shellfish, were all caught and eaten.[o]

Euro-American contact with the Nisenan began with infrequent excursions by Spanish explorers and Hudson's Bay Company trappers traveling through the Sacramento-San Joaquin Valley in the early 1800s.[o] With the coming of Russian trappers, Spanish missionaries, and Euro-American settlers, traditional lifeways were threatened by competition for land and resources, and by the introduction of new diseases. The malaria epidemic of 1833 decimated the Valley Nisenan population, killing an estimated 75 percent of the population. The influx of Euro-Americans during the Gold Rush-era further reduced the population due to forced relocations and violent retribution from the miners for real or imagined affronts.

Despite these major and devastating historical setbacks, today many Native Americans in the proposed project area are maintaining traditional cultural practices. Sometimes supported by thriving business enterprises, Tribal groups maintain governments, historic preservation programs, education programs, cultural events, and numerous other programs that sustain a vibrant culture.

Data Sources/Methodology

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

On January 15, 2022, a search of the Sacred Lands Database was requested from the Native American Heritage Commission (NAHC). As of March 15, 2022 no response has been received from the NAHC regarding Sacred Sites within the vicinity of the project area.

Native American Consultation

On August 8, 2021, formal invitations to participate in Assemby Bill (AB52) consultation on the proposed project were sent by the City to the tribal representation that have previously requested to receive notifications of proposed projects. These tribes represented include:

- United Auburn Indian Community
- Wilton Rancheria
- Shingle Springs Band of Mi-Wok Indians
- Buena Vista Rancheria of Me-Wuk Indians

The United Auburn Indian Community provided a response via email on September 8, 2021 and closed consultation on February 18, 2022. The Buena Vista Rancheria band of Me-Wuk Indians provided a response on September 10, 2021 declining consultation. No response was received from the Wilton Rancheria or the Shingle Springs Band of Mi-Wok Indians within 30 calendar days of the request for form invitation under AB52.

Regulatory Setting

Federal

There are no Federal plans, policies, or regulations related to Tribal Cultural Resources that are directly applicable to the proposed project, however Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

State

California Environmental Quality Act — Statute and Guidelines. CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 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 that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

California Public Resources Code Section 5024. PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been 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. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix), but did not specifically address tribal cultural resources because that resource type had not yet been defined in CEQA at the time the Master EIR was adopted. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which

could be tribal cultural resources as defined Public Resources Code 21074. Ground-disturbing activities resulting from implementation of development under the 2035 General Plan could affect the integrity of an archaeological site (which may be a tribal cultural resource), thereby causing a substantial change in the significance of the resource. General plan policies identified as reducing such effects on cultural resources that may also be tribal cultural resources include identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2); consultation with appropriate organizations and individuals including the Native American Heritage Commission and implementation of their consultation guidelines (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); and early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10).

Of particular relevance to this project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None. As noted above, the Master EIR did not specifically address tribal cultural resources but did address archaeological resources and other cultural resources and noted that because the presence of significant archaeological resources is typically unknown until the resource is uncovered, which often occurs during ground disturbing activities, adverse effects may occur prior to discovery of the archaeological resources. Therefore, although laws and regulations combined with General Plan policy would substantially reduce impacts to these resources once they are discovered, the initial impacts that might occur prior to discovery would be considered potentially significant and that protection of all important archaeological resources from damage or destruction cannot be assured.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Through the consultation process with the UAIC tribe, it is viewed that the proposed project site could be considered culturally sensitive. Therefore, it is possible yet undiscovered tribal cultural resources could be encountered or damaged during ground-disturbing construction activities. Because the project site could contain unknown TRCs and should a TCR be identified that may be impacted, appropriate steps for management would be taken as determined by the City. Mitigation measures TCR-1(a) through TCR-1(c) provides specific steps to be taken in the event that unanticipated TCRs, including those of Native American origin, are encountered during project construction. With this mitigation implemented, the potential for impacts to tribal cultural resources would be ***less than significant.***

MITIGATION MEASURES

Mitigation Measure TCR-1a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities

> The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources,

including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

Mitigation Measure TCR-1b: In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.

If cultural resources or tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to cultural resources and tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.
- Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered cultural resource or tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a cultural resource or a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".

If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:

- Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
- Protect the cultural character and integrity of the resource.
- Protect the traditional use of the resource.
- Protect the confidentiality of the resource.
- Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.
- Protect the resource.

Mitigation Measure TCR-1c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage

to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

FINDINGS

All additional significant environmental effects of the proposed project relating to Tribal Cultural Resources can be mitigated to a ***less-than-significant level***.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

The proposed project would be provided wastewater collection and treatment services by the City of Sacramento and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's system through a series of sewer pipes and pump stations or through gravity flow. Once collected in the City's system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant. The City's Department of Utilities is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services for residents and businesses within the city limits. The proposed project would include the construction of a 6-inch sanitary sewer line that would direct wastewater from the proposed metal shop building to the existing 8-inch sanitary sewer line within the Pinell Street ROW.

Water service for the proposed project would be provided by the City of Sacramento. The proposed project would include connections to the existing 8-inch water line in the Pinell Street ROW. These connections would include water service with meter, irrigation service with meter, and fire service with a hydrant.

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for utilities and service systems to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project site is undeveloped and does not currently have utilities or service systems. However, the proposed project is adjacent to development and utilities are readily accessible along the Pinell Street ROW.

The City of Sacramento is responsible for sewer collection in the proposed project vicinity and buildout capacity was anticipated in the 2035 General Plan. The proposed project would be consistent with the General Plan, so increased demand from the development of the proposed site is anticipated. As part of the COAs for the proposed project, the City's Department of Utilities will require preparation of a sewer study. Preparation and review of the sewer study will ensure that the proposed project would include adequate wastewater infrastructure.

The City of Sacramento is responsible for providing and maintaining water for the proposed project vicinity and the Urban Water Management Plan analyzed the water supply and water demand. The City has sufficient water supply entitlements to meet demand up to the year 2035 under all drought conditions. The proposed project would be consistent with the General Plan, so increased demand from the development of the proposed site is anticipated. As part of the COAs for the proposed project, the City's Department of Utilities will require preparation of a water study. Preparation and review of the water study will ensure that the proposed project would include adequate water infrastructure.

Solid waste from surrounding developments are currently being transferred to Kiefer Landfill for disposal. The 2035 General Plan Master EIR concluded that adequate capacity at local landfills exists for full buildout of the general plan. The proposed project would be consistent with the General Plan, so increased demand from the development of the proposed site is anticipated. Adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required, the proposed project would result in a less-than-significant impact. Considering that the proposed project would not result in a project-specific impact related to utilities and service systems, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE 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?			X

Answers to Checklist Questions

Question A

With implementation of project-specific mitigation measures, the proposed project would not adversely impact sensitive natural communities or special-status animals. However, a small potential exists for previously undiscovered tribal cultural resources and/or human remains to be unearthed during demolition and site grading activities. The proposed project would implement and comply with applicable Sacramento 2035 General Plan policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with City of Sacramento 2035 General Plan policies, and application of standard BMPs during construction, the proposed project impacts less than significant and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

Question B

The proposed project is consistent with the 2035 General Plan land use designation for the site and, thus, the proposed project was generally anticipated by the City per the 2035 General Plan. As such, the proposed project was included in the cumulative analysis of City buildout in the Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution

to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City of Sacramento and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

Question C

Implementation of the proposed project could result in temporary impacts related to air quality, noise during the construction period, and tribal cultural resources. In particular, the mitigation measures related to air quality and noise during the construction period are intended to protect public health. In addition to the project specific mitigation measures within this IS/MND, the proposed project would be required to implement all applicable policies of the 2035 General Plan. Implementation of all such mitigation measures and policies would reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project's impact would be less than significant and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

	Aesthetics		Hazards
	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils	X	Tribal Cultural Resources
	Hydrology and Water Quality		Utilities and Service Systems
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

X I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Ron Bess

Signature

April 6, 2022

Date

Ron Bess

Printed Name

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Appendix A. CalEEMod Modeling

Pinell Street Development Project - 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

Pinell Street Development Project

Sacramento Metropolitan AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	5.85	1000sqft	0.13	5,852.00	0
Parking Lot	0.82	Acre	0.82	35,719.20	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 - 5852 sq ft building and associated parking lot

Construction Phase -

Off-road Equipment - Equipment amount suitable for site size.

Off-road Equipment -

Operational Off-Road Equipment - Applicant provided information

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20

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

tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00

2.0 Emissions Summary

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					
2022	13.0516	12.0193	7.7696	0.0147	5.3728	0.5176	5.8904	2.5847	0.4762	3.0609	0.0000	1,422.9042	1,422.9042	0.4432	0.0249	1,434.4330
Maximum	**13.0516**	**12.0193**	**7.7696**	**0.0147**	**5.3728**	**0.5176**	**5.8904**	**2.5847**	**0.4762**	**3.0609**	**0.0000**	**1,422.9042**	**1,422.9042**	**0.4432**	**0.0249**	**1,434.4330**

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					
2022	13.0516	12.0193	7.7696	0.0147	5.3728	0.5176	5.8904	2.5847	0.4762	3.0609	0.0000	1,422.9042	1,422.9042	0.4432	0.0249	1,434.4330
Maximum	**13.0516**	**12.0193**	**7.7696**	**0.0147**	**5.3728**	**0.5176**	**5.8904**	**2.5847**	**0.4762**	**3.0609**	**0.0000**	**1,422.9042**	**1,422.9042**	**0.4432**	**0.0249**	**1,434.4330**

Pinell Street Development Project - 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**

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	0.1555	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916
Mobile	0.1036	0.1064	0.8690	1.7800e-003	0.1707	1.3300e-003	0.1720	0.0455	1.2400e-003	0.0468		181.0412	181.0412	0.0110	8.1000e-003	183.7324
Offroad	0.0515	0.4822	0.5753	7.7000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	74.3855	74.3855	0.0241		74.9869
Total	**0.3168**	**0.6446**	**1.4919**	**2.8900e-003**	**0.1707**	**0.0354**	**0.2061**	**0.0455**	**0.0329**	**0.0784**	**0.0000**	**322.5210**	**322.5210**	**0.0364**	**9.3300e-003**	**326.2125**

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	lb/day										lb/day					
Area	0.1555	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916
Mobile	0.1036	0.1064	0.8690	1.7800e-003	0.1707	1.3300e-003	0.1720	0.0455	1.2400e-003	0.0468		181.0412	181.0412	0.0110	8.1000e-003	183.7324
Offroad	0.0515	0.4822	0.5753	7.7000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	74.3855	74.3855	0.0241		74.9869
Total	**0.3168**	**0.6446**	**1.4919**	**2.8900e-003**	**0.1707**	**0.0354**	**0.2061**	**0.0455**	**0.0329**	**0.0784**	**0.0000**	**322.5210**	**322.5210**	**0.0364**	**9.3300e-003**	**326.2125**

	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	Site Preparation	Site Preparation	4/15/2022	4/15/2022	5	1	
2	Grading	Grading	4/16/2022	4/19/2022	5	2	
3	Building Construction	Building Construction	4/20/2022	9/6/2022	5	100	
4	Paving	Paving	9/7/2022	9/13/2022	5	5	

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

5	Architectural Coating	Architectural Coating	9/14/2022	9/20/2022	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.82

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 8,778; Non-Residential Outdoor: 2,926; Striped Parking Area: 2,143 (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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

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

Building Construction	5	17.00	7.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Pinell Street Development Project - 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 Site Preparation - 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	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	0.0181	9.1500e-003	0.1477	3.6000e-004	0.0380	2.1000e-004	0.0382	0.0101	1.9000e-004	0.0103		36.3027	36.3027	1.0800e-003	9.4000e-004	36.6112
Total	**0.0181**	**9.1500e-003**	**0.1477**	**3.6000e-004**	**0.0380**	**2.1000e-004**	**0.0382**	**0.0101**	**1.9000e-004**	**0.0103**		**36.3027**	**36.3027**	**1.0800e-003**	**9.4000e-004**	**36.6112**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

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

3.2 Site Preparation - 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	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	0.0181	9.1500e-003	0.1477	3.6000e-004	0.0380	2.1000e-004	0.0382	0.0101	1.9000e-004	0.0103		36.3027	36.3027	1.0800e-003	9.4000e-004	36.6112
Total	**0.0181**	**9.1500e-003**	**0.1477**	**3.6000e-004**	**0.0380**	**2.1000e-004**	**0.0382**	**0.0101**	**1.9000e-004**	**0.0103**		**36.3027**	**36.3027**	**1.0800e-003**	**9.4000e-004**	**36.6112**

3.3 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					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**5.3119**	**0.5173**	**5.8292**	**2.5686**	**0.4759**	**3.0445**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Pinell Street Development Project - 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 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	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	0.0290	0.0146	0.2363	5.7000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		58.0844	58.0844	1.7400e-003	1.5100e-003	58.5779
Total	**0.0290**	**0.0146**	**0.2363**	**5.7000e-004**	**0.0609**	**3.3000e-004**	**0.0612**	**0.0161**	**3.0000e-004**	**0.0165**		**58.0844**	**58.0844**	**1.7400e-003**	**1.5100e-003**	**58.5779**

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					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**5.3119**	**0.5173**	**5.8292**	**2.5686**	**0.4759**	**3.0445**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

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

3.3 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	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	0.0290	0.0146	0.2363	5.7000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		58.0844	58.0844	1.7400e-003	1.5100e-003	58.5779
Total	**0.0290**	**0.0146**	**0.2363**	**5.7000e-004**	**0.0609**	**3.3000e-004**	**0.0612**	**0.0161**	**3.0000e-004**	**0.0165**		**58.0844**	**58.0844**	**1.7400e-003**	**1.5100e-003**	**58.5779**

3.4 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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Pinell Street Development Project - 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 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	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	0.0152	0.3813	0.1148	1.3800e-003	0.0422	3.7000e-003	0.0459	0.0121	3.5400e-003	0.0157		148.1334	148.1334	3.8700e-003	0.0217	154.6948
Worker	0.0616	0.0311	0.5021	1.2200e-003	0.1293	7.0000e-004	0.1300	0.0343	6.5000e-004	0.0350		123.4293	123.4293	3.6900e-003	3.2100e-003	124.4781
Total	**0.0767**	**0.4124**	**0.6169**	**2.6000e-003**	**0.1715**	**4.4000e-003**	**0.1759**	**0.0464**	**4.1900e-003**	**0.0506**		**271.5627**	**271.5627**	**7.5600e-003**	**0.0249**	**279.1729**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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

3.4 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	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	0.0152	0.3813	0.1148	1.3800e-003	0.0422	3.7000e-003	0.0459	0.0121	3.5400e-003	0.0157		148.1334	148.1334	3.8700e-003	0.0217	154.6948
Worker	0.0616	0.0311	0.5021	1.2200e-003	0.1293	7.0000e-004	0.1300	0.0343	6.5000e-004	0.0350		123.4293	123.4293	3.6900e-003	3.2100e-003	124.4781
Total	**0.0767**	**0.4124**	**0.6169**	**2.6000e-003**	**0.1715**	**4.4000e-003**	**0.1759**	**0.0464**	**4.1900e-003**	**0.0506**		**271.5627**	**271.5627**	**7.5600e-003**	**0.0249**	**279.1729**

3.5 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	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436		922.1629	922.1629	0.2899		929.4110
Paving	0.4297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9444**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**		**922.1629**	**922.1629**	**0.2899**		**929.4110**

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

3.5 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	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	0.0362	0.0183	0.2954	7.2000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		72.6055	72.6055	2.1700e-003	1.8900e-003	73.2224
Total	**0.0362**	**0.0183**	**0.2954**	**7.2000e-004**	**0.0761**	**4.1000e-004**	**0.0765**	**0.0202**	**3.8000e-004**	**0.0206**		**72.6055**	**72.6055**	**2.1700e-003**	**1.8900e-003**	**73.2224**

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	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436	0.0000	922.1629	922.1629	0.2899		929.4110
Paving	0.4297					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9444**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**	**0.0000**	**922.1629**	**922.1629**	**0.2899**		**929.4110**

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

3.5 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	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	0.0362	0.0183	0.2954	7.2000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		72.6055	72.6055	2.1700e-003	1.8900e-003	73.2224
Total	**0.0362**	**0.0183**	**0.2954**	**7.2000e-004**	**0.0761**	**4.1000e-004**	**0.0765**	**0.0202**	**3.8000e-004**	**0.0206**		**72.6055**	**72.6055**	**2.1700e-003**	**1.8900e-003**	**73.2224**

3.6 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	12.8362					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	**13.0407**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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

3.6 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	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	0.0109	5.4900e-003	0.0886	2.2000e-004	0.0228	1.2000e-004	0.0229	6.0500e-003	1.1000e-004	6.1700e-003		21.7816	21.7816	6.5000e-004	5.7000e-004	21.9667
Total	**0.0109**	**5.4900e-003**	**0.0886**	**2.2000e-004**	**0.0228**	**1.2000e-004**	**0.0229**	**6.0500e-003**	**1.1000e-004**	**6.1700e-003**		**21.7816**	**21.7816**	**6.5000e-004**	**5.7000e-004**	**21.9667**

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	12.8362					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	**13.0407**	**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**

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

3.6 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	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	0.0109	5.4900e-003	0.0886	2.2000e-004	0.0228	1.2000e-004	0.0229	6.0500e-003	1.1000e-004	6.1700e-003		21.7816	21.7816	6.5000e-004	5.7000e-004	21.9667
Total	**0.0109**	**5.4900e-003**	**0.0886**	**2.2000e-004**	**0.0228**	**1.2000e-004**	**0.0229**	**6.0500e-003**	**1.1000e-004**	**6.1700e-003**		**21.7816**	**21.7816**	**6.5000e-004**	**5.7000e-004**	**21.9667**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	lb/day										lb/day					
Mitigated	0.1036	0.1064	0.8690	1.7800e-003	0.1707	1.3300e-003	0.1720	0.0455	1.2400e-003	0.0468		181.0412	181.0412	0.0110	8.1000e-003	183.7324
Unmitigated	0.1036	0.1064	0.8690	1.7800e-003	0.1707	1.3300e-003	0.1720	0.0455	1.2400e-003	0.0468		181.0412	181.0412	0.0110	8.1000e-003	183.7324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	29.03	11.65	29.26	73,504	73,504
Parking Lot	0.00	0.00	0.00		
Total	29.03	11.65	29.26	73,504	73,504

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
General Light Industry	10.00	5.00	6.50	59.00	28.00	13.00	92	5	3
Parking Lot	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
General Light Industry	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
Parking Lot	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

Pinell Street Development Project - 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

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	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916
NaturalGas Unmitigated	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916

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					
General Light Industry	570.289	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916
Parking Lot	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		**6.1500e-003**	**0.0559**	**0.0470**	**3.4000e-004**		**4.2500e-003**	**4.2500e-003**		**4.2500e-003**	**4.2500e-003**		**67.0929**	**67.0929**	**1.2900e-003**	**1.2300e-003**	**67.4916**

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

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					
General Light Industry	0.570289	6.1500e-003	0.0559	0.0470	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003		67.0929	67.0929	1.2900e-003	1.2300e-003	67.4916
Parking Lot	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		**6.1500e-003**	**0.0559**	**0.0470**	**3.4000e-004**		**4.2500e-003**	**4.2500e-003**		**4.2500e-003**	**4.2500e-003**		**67.0929**	**67.0929**	**1.2900e-003**	**1.2300e-003**	**67.4916**

6.0 Area Detail

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	0.1555	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Unmitigated	0.1555	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

Pinell Street Development Project - 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

6.2 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	0.0176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	**0.1555**	**1.0000e-005**	**6.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4600e-003**	**1.4600e-003**	**0.0000**		**1.5600e-003**

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	0.0176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	**0.1555**	**1.0000e-005**	**6.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.4600e-003**	**1.4600e-003**	**0.0000**		**1.5600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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
Forklifts	1	4.00	260	89	0.20	Diesel

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

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.0515	0.4822	0.5753	7.7000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	74.3855	74.3855	0.0241		74.9869
Total	**0.0515**	**0.4822**	**0.5753**	**7.7000e-004**		**0.0298**	**0.0298**		**0.0274**	**0.0274**	**0.0000**	**74.3855**	**74.3855**	**0.0241**		**74.9869**

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

Pinell Street Development Project - Sacramento Metropolitan AQMD Air District, Annual

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

Pinell Street Development Project

Sacramento Metropolitan AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	5.85	1000sqft	0.13	5,852.00	0
Parking Lot	0.82	Acre	0.82	35,719.20	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 - 5852 sq ft building and associated parking lot

Construction Phase -

Off-road Equipment - Equipment amount suitable for site size.

Off-road Equipment -

Operational Off-Road Equipment - Applicant provided information

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20

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

tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00

2.0 Emissions Summary

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					
2022	0.0742	0.4049	0.4143	7.5000e-004	0.0142	0.0203	0.0345	4.9300e-003	0.0187	0.0237	0.0000	66.5540	66.5540	0.0178	1.1500e-003	67.3408
Maximum	**0.0742**	**0.4049**	**0.4143**	**7.5000e-004**	**0.0142**	**0.0203**	**0.0345**	**4.9300e-003**	**0.0187**	**0.0237**	**0.0000**	**66.5540**	**66.5540**	**0.0178**	**1.1500e-003**	**67.3408**

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					
2022	0.0742	0.4049	0.4143	7.5000e-004	0.0142	0.0203	0.0345	4.9300e-003	0.0187	0.0237	0.0000	66.5540	66.5540	0.0178	1.1500e-003	67.3407
Maximum	**0.0742**	**0.4049**	**0.4143**	**7.5000e-004**	**0.0142**	**0.0203**	**0.0345**	**4.9300e-003**	**0.0187**	**0.0237**	**0.0000**	**66.5540**	**66.5540**	**0.0178**	**1.1500e-003**	**67.3407**

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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	**4-1-2022**	**6-30-2022**	0.2323	0.2323
2	**7-1-2022**	**9-30-2022**	0.2506	0.2506
		Highest	0.2506	0.2506

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	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Energy	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	27.2204	27.2204	1.7000e-003	3.8000e-004	27.3772
Mobile	0.0140	0.0191	0.1321	2.7000e-004	0.0273	2.2000e-004	0.0275	7.2900e-003	2.0000e-004	7.4900e-003	0.0000	25.2686	25.2686	1.7300e-003	1.2700e-003	25.6896
Offroad	6.7000e-003	0.0627	0.0748	1.0000e-004		3.8700e-003	3.8700e-003		3.5600e-003	3.5600e-003	0.0000	8.7726	8.7726	2.8400e-003	0.0000	8.8435
Waste						0.0000	0.0000		0.0000	0.0000	1.4717	0.0000	1.4717	0.0870	0.0000	3.6460
Water						0.0000	0.0000		0.0000	0.0000	0.4786	1.0945	1.5731	1.7500e-003	1.0500e-003	1.9307
Total	**0.0502**	**0.0920**	**0.2156**	**4.3000e-004**	**0.0273**	**4.8700e-003**	**0.0321**	**7.2900e-003**	**4.5400e-003**	**0.0118**	**1.9503**	**62.3562**	**64.3065**	**0.0950**	**2.7000e-003**	**67.4871**

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	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Energy	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	27.2204	27.2204	1.7000e-003	3.8000e-004	27.3772
Mobile	0.0140	0.0191	0.1321	2.7000e-004	0.0273	2.2000e-004	0.0275	7.2900e-003	2.0000e-004	7.4900e-003	0.0000	25.2686	25.2686	1.7300e-003	1.2700e-003	25.6896
Offroad	6.7000e-003	0.0627	0.0748	1.0000e-004		3.8700e-003	3.8700e-003		3.5600e-003	3.5600e-003	0.0000	8.7726	8.7726	2.8400e-003	0.0000	8.8435
Waste						0.0000	0.0000		0.0000	0.0000	1.4717	0.0000	1.4717	0.0870	0.0000	3.6460
Water						0.0000	0.0000		0.0000	0.0000	0.4786	1.0945	1.5731	1.7500e-003	1.0500e-003	1.9307
Total	**0.0502**	**0.0920**	**0.2156**	**4.3000e-004**	**0.0273**	**4.8700e-003**	**0.0321**	**7.2900e-003**	**4.5400e-003**	**0.0118**	**1.9503**	**62.3562**	**64.3065**	**0.0950**	**2.7000e-003**	**67.4871**

	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	Site Preparation	Site Preparation	4/15/2022	4/15/2022	5	1	
2	Grading	Grading	4/16/2022	4/19/2022	5	2	

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

3	Building Construction	Building Construction	4/20/2022	9/6/2022	5	100	
4	Paving	Paving	9/7/2022	9/13/2022	5	5	
5	Architectural Coating	Architectural Coating	9/14/2022	9/20/2022	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.82

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 8,778; Non-Residential Outdoor: 2,926; Striped Parking Area: 2,143 (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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

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

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
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	7.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

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3.2 Site Preparation - 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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0150	0.0150	0.0000	0.0000	0.0152
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0150**	**0.0150**	**0.0000**	**0.0000**	**0.0152**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

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3.2 Site Preparation - 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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0150	0.0150	0.0000	0.0000	0.0152
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0150**	**0.0150**	**0.0000**	**0.0000**	**0.0152**

3.3 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					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

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

3.3 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	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0481	0.0481	0.0000	0.0000	0.0486
Total	**2.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0481**	**0.0481**	**0.0000**	**0.0000**	**0.0486**

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					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005		5.2000e-004	5.2000e-004		4.8000e-004	4.8000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2482
Total	**1.0800e-003**	**0.0120**	**5.9400e-003**	**1.0000e-005**	**5.3100e-003**	**5.2000e-004**	**5.8300e-003**	**2.5700e-003**	**4.8000e-004**	**3.0500e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2482**

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3.3 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	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0481	0.0481	0.0000	0.0000	0.0486
Total	**2.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0481**	**0.0481**	**0.0000**	**0.0000**	**0.0486**

3.4 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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787
Total	**0.0343**	**0.3513**	**0.3576**	**5.7000e-004**		**0.0186**	**0.0186**		**0.0171**	**0.0171**	**0.0000**	**50.0739**	**50.0739**	**0.0162**	**0.0000**	**50.4787**

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3.4 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	7.5000e-004	0.0201	5.8500e-003	7.0000e-005	2.0500e-003	1.9000e-004	2.2300e-003	5.9000e-004	1.8000e-004	7.7000e-004	0.0000	6.7189	6.7189	1.8000e-004	9.8000e-004	7.0168
Worker	2.6200e-003	1.7000e-003	0.0214	6.0000e-005	6.2400e-003	4.0000e-005	6.2800e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	5.1075	5.1075	1.8000e-004	1.5000e-004	5.1580
Total	**3.3700e-003**	**0.0218**	**0.0273**	**1.3000e-004**	**8.2900e-003**	**2.3000e-004**	**8.5100e-003**	**2.2500e-003**	**2.1000e-004**	**2.4600e-003**	**0.0000**	**11.8264**	**11.8264**	**3.6000e-004**	**1.1300e-003**	**12.1748**

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	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787
Total	**0.0343**	**0.3513**	**0.3576**	**5.7000e-004**		**0.0186**	**0.0186**		**0.0171**	**0.0171**	**0.0000**	**50.0738**	**50.0738**	**0.0162**	**0.0000**	**50.4787**

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3.4 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	7.5000e-004	0.0201	5.8500e-003	7.0000e-005	2.0500e-003	1.9000e-004	2.2300e-003	5.9000e-004	1.8000e-004	7.7000e-004	0.0000	6.7189	6.7189	1.8000e-004	9.8000e-004	7.0168
Worker	2.6200e-003	1.7000e-003	0.0214	6.0000e-005	6.2400e-003	4.0000e-005	6.2800e-003	1.6600e-003	3.0000e-005	1.6900e-003	0.0000	5.1075	5.1075	1.8000e-004	1.5000e-004	5.1580
Total	**3.3700e-003**	**0.0218**	**0.0273**	**1.3000e-004**	**8.2900e-003**	**2.3000e-004**	**8.5100e-003**	**2.2500e-003**	**2.1000e-004**	**2.4600e-003**	**0.0000**	**11.8264**	**11.8264**	**3.6000e-004**	**1.1300e-003**	**12.1748**

3.5 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	1.2900e-003	0.0127	0.0159	2.0000e-005		6.6000e-004	6.6000e-004		6.1000e-004	6.1000e-004	0.0000	2.0914	2.0914	6.6000e-004	0.0000	2.1079
Paving	1.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.3600e-003**	**0.0127**	**0.0159**	**2.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.0914**	**2.0914**	**6.6000e-004**	**0.0000**	**2.1079**

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3.5 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	8.0000e-005	5.0000e-005	6.3000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1502	0.1502	1.0000e-005	0.0000	0.1517
Total	**8.0000e-005**	**5.0000e-005**	**6.3000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1502**	**0.1502**	**1.0000e-005**	**0.0000**	**0.1517**

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	1.2900e-003	0.0127	0.0159	2.0000e-005		6.6000e-004	6.6000e-004		6.1000e-004	6.1000e-004	0.0000	2.0914	2.0914	6.6000e-004	0.0000	2.1079
Paving	1.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.3600e-003**	**0.0127**	**0.0159**	**2.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.0914**	**2.0914**	**6.6000e-004**	**0.0000**	**2.1079**

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

3.5 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	8.0000e-005	5.0000e-005	6.3000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1502	0.1502	1.0000e-005	0.0000	0.1517
Total	**8.0000e-005**	**5.0000e-005**	**6.3000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1502**	**0.1502**	**1.0000e-005**	**0.0000**	**0.1517**

3.6 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	0.0321					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0326**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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

3.6 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	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0451	0.0451	0.0000	0.0000	0.0455
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0451**	**0.0451**	**0.0000**	**0.0000**	**0.0455**

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	0.0321					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0326**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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

3.6 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	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0451	0.0451	0.0000	0.0000	0.0455
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0451**	**0.0451**	**0.0000**	**0.0000**	**0.0455**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	0.0140	0.0191	0.1321	2.7000e-004	0.0273	2.2000e-004	0.0275	7.2900e-003	2.0000e-004	7.4900e-003	0.0000	25.2686	25.2686	1.7300e-003	1.2700e-003	25.6896
Unmitigated	0.0140	0.0191	0.1321	2.7000e-004	0.0273	2.2000e-004	0.0275	7.2900e-003	2.0000e-004	7.4900e-003	0.0000	25.2686	25.2686	1.7300e-003	1.2700e-003	25.6896

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	29.03	11.65	29.26	73,504	73,504
Parking Lot	0.00	0.00	0.00		
Total	29.03	11.65	29.26	73,504	73,504

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
General Light Industry	10.00	5.00	6.50	59.00	28.00	13.00	92	5	3
Parking Lot	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
General Light Industry	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
Parking Lot	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

Pinell Street Development Project - Sacramento Metropolitan AQMD Air District, Annual

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	16.1124	16.1124	1.4900e-003	1.8000e-004	16.2032
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.1124	16.1124	1.4900e-003	1.8000e-004	16.2032
NaturalGas Mitigated	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1080	11.1080	2.1000e-004	2.0000e-004	11.1740
NaturalGas Unmitigated	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1080	11.1080	2.1000e-004	2.0000e-004	11.1740

Pinell Street Development Project - Sacramento Metropolitan AQMD Air District, Annual

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	tons/yr										MT/yr					
General Light Industry	208156	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1080	11.1080	2.1000e-004	2.0000e-004	11.1740
Parking Lot	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		**1.1200e-003**	**0.0102**	**8.5700e-003**	**6.0000e-005**		**7.8000e-004**	**7.8000e-004**		**7.8000e-004**	**7.8000e-004**	**0.0000**	**11.1080**	**11.1080**	**2.1000e-004**	**2.0000e-004**	**11.1740**

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					
General Light Industry	208156	1.1200e-003	0.0102	8.5700e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1080	11.1080	2.1000e-004	2.0000e-004	11.1740
Parking Lot	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		**1.1200e-003**	**0.0102**	**8.5700e-003**	**6.0000e-005**		**7.8000e-004**	**7.8000e-004**		**7.8000e-004**	**7.8000e-004**	**0.0000**	**11.1080**	**11.1080**	**2.1000e-004**	**2.0000e-004**	**11.1740**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	86726.6	14.0824	1.3000e-003	1.6000e-004	14.1618
Parking Lot	12501.7	2.0300	1.9000e-004	2.0000e-005	2.0414
Total		**16.1124**	**1.4900e-003**	**1.8000e-004**	**16.2032**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	86726.6	14.0824	1.3000e-003	1.6000e-004	14.1618
Parking Lot	12501.7	2.0300	1.9000e-004	2.0000e-005	2.0414
Total		**16.1124**	**1.4900e-003**	**1.8000e-004**	**16.2032**

6.0 Area Detail

Pinell Street Development Project - Sacramento Metropolitan AQMD Air District, Annual

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	tons/yr										MT/yr					
Mitigated	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Unmitigated	0.0284	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004

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	3.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0252					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Total	**0.0284**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.0000**	**1.8000e-004**

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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	tons/yr										MT/yr					
Architectural Coating	3.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0252					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7000e-004	1.7000e-004	0.0000	0.0000	1.8000e-004
Total	**0.0284**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.0000**	**1.8000e-004**

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5731	1.7500e-003	1.0500e-003	1.9307
Unmitigated	1.5731	1.7500e-003	1.0500e-003	1.9307

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	1.35281 / 0	1.5731	1.7500e-003	1.0500e-003	1.9307
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5731**	**1.7500e-003**	**1.0500e-003**	**1.9307**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	1.35281 / 0	1.5731	1.7500e-003	1.0500e-003	1.9307
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5731**	**1.7500e-003**	**1.0500e-003**	**1.9307**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.4717	0.0870	0.0000	3.6460
Unmitigated	1.4717	0.0870	0.0000	3.6460

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	7.25	1.4717	0.0870	0.0000	3.6460
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.4717**	**0.0870**	**0.0000**	**3.6460**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	7.25	1.4717	0.0870	0.0000	3.6460
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.4717**	**0.0870**	**0.0000**	**3.6460**

9.0 Operational Offroad

Pinell Street Development Project - Sacramento Metropolitan AQMD Air District, Annual

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
Forklifts	1	4.00	260	89	0.20	Diesel

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	6.7000e-003	0.0627	0.0748	1.0000e-004		3.8700e-003	3.8700e-003		3.5600e-003	3.5600e-003	0.0000	8.7726	8.7726	2.8400e-003	0.0000	8.8435
Total	**6.7000e-003**	**0.0627**	**0.0748**	**1.0000e-004**		**3.8700e-003**	**3.8700e-003**		**3.5600e-003**	**3.5600e-003**	**0.0000**	**8.7726**	**8.7726**	**2.8400e-003**	**0.0000**	**8.8435**

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

Appendix B. Special-status Species Database Search Results

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2022-SLI-0774
Event Code: 08ESMF00-2022-E-02347
Project Name: 4240 Pinell

January 10, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2022-SLI-0774
Event Code: Some(08ESMF00-2022-E-02347)
Project Name: 4240 Pinell
Project Type: DEVELOPMENT
Project Description: Proposed development on vacant parcel in industrial area.
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.64443205,-121.41929978107217,14z

Counties: Sacramento County, California

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Rio Linda (3812164))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Fritillaria agrestis stinkbells	PMLIL0V010	None	None	G3	S3	4.2
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S1S2	
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Melospiza melodia song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Thamnophis gigas giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	

Record Count: 23

Inventory of Rare and Endangered Plants of California

California Native Plant Society

Search Results

12 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [**1A:1B:2A:2B**] , 9-Quad include [**3812163:3812173:3812153:3812155:3812165:3812164:3812174:3812175:3812154**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	CA RARE PLANT RANK	PHOTO
Astragalus tener var. *ferrisiae*	Ferris' milk-vetch	Fabaceae	annual herb	Apr-May	None	None	1B.1	No Photo Available
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	None	None	1B.2	 ©1998 Dean Wm. Taylor
Chloropyron molle ssp. *hispidum*	hispid salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Sep	None	None	1B.1	No Photo Available
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	None	None	2B.2	No Photo Available
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	None	CE	1B.2	No Photo Available
Hibiscus lasiocarpos var. *occidentalis*	woolly rose-mallow	Malvaceae	perennial rhizomatous herb (emergent)	Jun-Sep	None	None	1B.2	No Photo Available
Juncus leiospermus var. *ahartii*	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	None	None	1B.2	No Photo Available
Juncus leiospermus var. *leiospermus*	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	None	None	1B.1	No Photo Available
Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	None	None	1B.1	No Photo Available
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	FE	CE	1B.1	No Photo Available
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	None	None	1B.2	No Photo Available
Symphyotrichum lentum	Suisun Marsh aster	Asteraceae	perennial rhizomatous herb	(Apr)May-Nov	None	None	1B.2	No Photo Available

Showing 1 to 12 of 12 entries

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