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 Mitigated Negative Declaration for the following described project:

Oakmont of East Sacramento (P16-040) - at 5301 F Street in East Sacramento in the City of Sacramento (City); the parcel is identified as Assessor's Parcel Number (APN): 004-0010-023. The project site is currently developed within a primarily single-family residential area of the East Sacramento neighborhood. The project site is bound by F Street to the south; single-family residential units to the east; and planned single-family residential development (future Sutter Park Neighborhood) to the west and north. The surrounding single-family residential units are primarily single-story homes built in the mid-20th century.

The proposed project includes the demolition of the vacant medical office building and redevelopment of the project site with a 135-unit senior living facility. The proposed senior living development would feature single-story, two-story, and three-story structures totaling approximately 138,000 square feet of useable space. The facility would consist of 50 studios, 14 companion suites, 59 one bedroom and 12 two bedroom units. Additional amenities include a common lobby, lounge and reading room, central dining areas with central kitchen, private dining rooms, café, activity rooms, beauty salon, fitness center, massage room, media room, sidewalks and walkways, fencing, lighting, outdoor use areas, landscaping, and trash/recycling enclosures.

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, with mitigation measures 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 documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

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

By: _____

Date: December 12, 2016

OAKMONT OF EAST SACRAMENTO
SENIOR LIVING FACILITY
REVISED INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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OAKMONT OF EAST SACRAMENTO [P16-040]

REVISED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR OAKMONT OF EAST SACRAMENTO SENIOR LIVING CENTER

This Initial Study has been prepared for the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000 *et seq.*), State 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 any significant environmental effects.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have 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.

APPENDICES

Appendix A: Figures

Appendix B: Climate Action Plan Consistency Checklist and CalEEMod Results

Appendix C: Supplemental Biological Reports

Appendix D: Department of Parks and Recreation Forms

Appendix E: Hazardous Materials Environmental Site Assessment (Phase 1)

Appendix F: Noise Analysis

Appendix G: Traffic Assessment

SECTION I – BACKGROUND

Project Name and File Number:	Oakmont of East Sacramento (P16-040)
Project Location:	5301 F Street (APN 004-0010-023)
Project Applicant:	Ken Kidd 9240 Old Redwood Hwy Windsor, CA
Project Planner:	Evan Compton, Senior Planner
Environmental Planner:	Scott Johnson, Associate Planner
Environmental Consultant:	HELIX Environmental Planning, Inc.
Date Initial Study Completed:	October 2016/Revised December 2016

This Initial Study was prepared in accordance with the CEQA (Public Resources Code Sections 15000 *et seq*.) and the CEQA 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 Environmental Impact Report (MEIR). The City has also determined that the project is consistent with the land use designation and intensities of use for the project site as set forth in the 2035 General Plan (State CEQA Guidelines Section 15176 (b) and (d)).The City has prepared the attached Initial Study to: (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan MEIR to determine their adequacy for the project (State CEQA Guidelines Section 15178(b),(c)); and, (b) identify any potential 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 MEIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the MEIR (State CEQA Guidelines Section 15177(d)). The MEIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below. Policies included in the 2035 General Plan that reduce significant impacts identified in the MEIR are identified and discussed in the MEIR.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan MEIR (State CEQA Guidelines Section 15150(a)). The MEIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

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

The City solicited views of interested persons and agencies on the content of the environmental information presented in this document from October 26, 2016 to November 15, 2016, as stated on the Notice of Availability/Notice of Intent to Adopt - Mitigated Negative Declaration.

Written comments were sent to:

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

SECTION II – PROJECT DESCRIPTION

LOCATION

The proposed project site is located at 5301 F Street in East Sacramento in the City of Sacramento (City); the parcel is identified as Assessor's Parcel Number (APN): 004-0010-023. Refer to Figure 1 for the project location and Figure 2 for an aerial image of the project site (Appendix A).

SETTING AND SURROUNDING LAND USES

The project site is developed within a primarily single-family residential area of the East Sacramento neighborhood. The project site is bound by F Street to the south; single-family residential units to the east; and planned single-family residential development (future Sutter Park Neighborhood) to the west and north. The surrounding single-family residential units are primarily single-story homes built in the mid-20th century.

Heavy construction is underway on the neighboring parcel to the west and to the north. There the former Sutter Community Hospital and associated parking lot is being demolished for a large, single- and multi-family residential redevelopment project. The future Sutter Park Neighborhood development replacing the former hospital is scheduled to be completed by the Spring of 2018.

The 3.55-acre project site is occupied by a vacant medical office building and surface parking lot. The vacant building, containing approximately 65,000 square feet of office space, was built in 1961. The remainder of the parcel is a paved surface parking lot currently providing leased parking for Mercy General Hospital employees. Terrain in the immediate vicinity and the project site is primarily flat. Remnant landscaping is located throughout the project site, and the project would require the removal of all existing trees except for the ornamental street trees along F Street.

SITE PLANNING AND ZONING DESIGNATION

The project site is located within the City's East Sacramento Community Plan area. The plan area is generally bounded by the American River on the north, the Gold Line Light Rail line and Jackson Highway to the south, Watt Avenue on the east, and Alhambra Boulevard to the west. The East Sacramento Community Plan designates the project site as Traditional Center. The City uses community plans to provide policy direction for various areas of the City based on conditions or issues unique to each community plan area. The community plan areas allow for more focused policy and direction within the City.

The project site is on a single lot (Figure 2), and, based on the City's Zoning Map Book, APN 004-0010-023 is zoned Residential Office (RO).

COMPONENTS

The proposed project includes the demolition of the vacant medical office building and redevelopment of the project site with a 135-unit senior living facility. A more detailed description of individual project components is provided below.

EXISTING MEDICAL OFFICE BUILDING

The proposed project includes the demolition of the office building and associated surface parking lot. Existing asphalt and aggregate base, landscaping, irrigation, fencing and utilities (i.e., underground, surface, and above ground) previously servicing the medical office would be demolished and removed. The existing parking lot gate, gate arm, guard house and card reader will also be demolished and removed. Existing utilities along the eastern and southern boundaries of the project site would be protected and avoided.

FUTURE SENIOR LIVING FACILITY

The proposed Oakmont Senior Living development would feature single-story, two-story, and three-story structures totaling approximately 138,000 square feet of useable space. The facility would consist of 50 studios, 14 companion suites, 59 one bedroom and 12 two bedroom units. Additional amenities

include a common lobby, lounge and reading room, central dining areas with central kitchen, private dining rooms, café, activity rooms, beauty salon, fitness center, massage room, media room, sidewalks and walkways, fencing, lighting, outdoor use areas, landscaping, and trash/recycling enclosures. The height of the building would remain below 42 feet per Chapter 17.600 of the Planning and Development Code (Title 17), with the exception of three architectural tower elements at the corners of the building that extend approximately 48 feet above ground.

Thirty-five of the units would be dedicated to the specialized dementia care program for residents with Alzheimer's disease, dementia, and/or other forms of memory impairment. The special needs program area would be a secure area with 24-hour staffing, dining, and activities designed for the residents with memory impairments. Refer to Figure 3 in Appendix A for the site plan.

PARKING AND CIRCULATION

The development would include two vehicular access points: the main entrance would be a full movement entrance from 53rd Street, with a secondary entrance-only off of F Street at the southern edge of the project site. A paved walking trail would follow the southern and western boundaries of the project site for pedestrian connectivity to all building entrances in the development.

In order to meet City parking requirements, the proposed project would require 0.5 parking spaces per unit in the independent senior housing portion of the senior living facility (100 units) and one space per four patient beds for the memory care wing (approximately 50 beds). Given the information above, the proposed project would require approximately 63 parking spaces. The project proposes to provide 110 parking spaces, exceeding the parking requirement by 47 spaces. Parking would be comprised of 51 surface parking spaces, including 2 handicapped spaces and 59 subterranean parking garage spaces, including 3 handicapped spaces. The underground parking garage would be accessible from 53rd Street. Bicycle parking would be provided near the facility entrance off 53rd Street as well.

DEMOLITION AND GRADING

The proposed project would include the demolition of an approximately 65,000 square-foot building and approximately 109,000 square feet of hardscape. Demolition activities would generate approximately 9,000 tons of demolition debris to be removed from the project site.

Cut-and-fill operations would generate approximately 8,050 cubic yards of soil to be exported from the project site. Grading activities would be completed by then end of 2017.

UTILITIES

The project would include the demolition and removal of utilities associated with the former medical office building (i.e., underground, surface, and above ground), and the existing underground gas main would be capped, sealed, and abandoned at the right-of-way. The public storm drain and water main along the eastern boundary of the project site would be protected in place.

The project site is served by the City's Department of Utilities for water, sewer, and storm drainage.

TRASH/RECYCLING ENCLOSURES

One trash/recycling enclosure would be provided on-site, on the 53rd Street side of the facility. The planned enclosure would be a stucco and wood structure with a clay tile roof with seven cubic yards allocated for recycling.

OUTDOOR AMENITIES

The proposed senior living facility would include three open space areas: 1) a courtyard in the southern wing; 2) a garden in the northern wing (Memory Care Garden); and, 3) an enclosed outdoor area along the southern boundary of the facility. The courtyard would include a dining patio, fountain, lawn space, and tree landscaping. The Memory Care garden would host a garden bed, wall fountain, outdoor seating, turf, and landscaping. The enclosed outdoor area along the southern boundary of the project

site would feature a bocce ball court and patio, resident's garden, tool shed, shaded pavilion, turf, and landscaping. Refer to Figure 4 in Appendix A for the preliminary landscape design.

FENCING AND GATES

Masonry walls would be constructed along the northern, southern, and eastern perimeters of the development and partially along the western boundary. The wall along the frontage for F Street and part of 53rd Street (the southern and southwestern perimeter) would be 6-feet high, with 2 feet of masonry wall topped with 4 feet of metal fence on top. The wall along the eastern perimeter would be either an 8-foot high masonry wall with a stone cap, a 6-foot high masonry wall with 2 feet of metal lattice on top, or a combination of both. The northern wall and from the northwest corner of the site to the trash enclosure would be a 6-foot high masonry wall with a stone cap. Openings in the wall along the southern boundary, leading into the enclosed outdoor area, would feature two 5-foot-high metal fences with pedestrian gates.

LANDSCAPING

Proposed landscaping would cover much of the undeveloped portions of the project site, including native oak trees. Various shade trees would be planted along the surface parking area to provide adequate shade as required by the City. The total area of surface parking lot paving would be approximately 37,000 square feet, of which 50 percent is required to be shaded. The landscaping plan would provide approximately 23,000 square feet of shade in the parking lot, which exceeds the City's requirement. Landscaping within the development would feature native and ornamental trees, and additional plantings would include shrubs and groundcover plants of varying sizes and colors. Refer to Figure 4 in Appendix A for the preliminary landscape design.

CONSTRUCTION SCHEDULE

The project would be constructed in one phase. Demolition activities are anticipated to occur between April and June 2017, with initial grading and underground infrastructure/utility installations lasting four to sixteen weeks. Building construction is anticipated to begin in December 2017, and construction is anticipated to last for approximately 12 months. Final buildout is anticipated to conclude by the end of 2018.

BOUNDARY LINE ADJUSTMENT

The project site is currently 3.55 acres. After a boundary line adjustment occurs in the northwest corner of the project site, the parcel size would be 3.49 acres. Refer to Figure 3 in Appendix A for the site plan.

ENTITLEMENTS

The project would require the following entitlements:

- Conditional Use Permit for a residential care facility
- Site Plan and Design Review deviation (for building height)
- Tree Removal Permit

SECTION III – ENVIRONMENTAL CHECKLIST

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

The project site has been designated as Traditional Center (Floor Area Ratio [FAR] between 0.3 and 2.0) in the 2035 General Plan. The proposed project would construct a 138,000 square-foot building on a 3.49-acre lot (152,024 square feet) and result in a FAR of approximately 0.9. Based on the City's Zoning Map Book, APN 004-0010-023 is Residential Office (RO), 36 units per acre. Chapter 17.212 of the Planning and Development Code (Title 17) defines RO as a maximum density of 36 units per acre and maximum height of 35 feet. The maximum lot coverage is 60 percent if the project is outside the central city.

While the proposed land use is consistent with the current land use and zoning designations, the project includes a boundary line adjustment in the northeast corner of the project site, reducing the parcel from 3.55 acres to 3.49 acres.

Population and Housing

The 2035 General Plan Master Environmental Impact Report (MEIR) identifies, estimates, and evaluates population and housing changes caused by development of the 2035 General Plan, which have the potential to cause environmental effects (see MEIR, Chapter 4). The 2035 General Plan includes assumptions for the amount of growth that will occur within the Policy Area over the next 25 years. The General Plan assumes the City will grow by approximately 170,000 new residents, 86,000 new jobs, and 68,000 new housing units. The Population, Employment, and Housing analysis in the 2035 General Plan MEIR (Chapter 3) provides a detailed discussion of how the City reached these assumptions and the methodology used to determine a realistic level of growth for the City.

Implementation of the proposed project would result in the construction of 135 senior living units. According to the 2035 General Plan, the City's average household size was 2.62 persons in 2010. While the proposed project would construct new residences and provide new job opportunities, the project is consistent with the land use envisioned in the General Plan, and the infrastructure envisioned

in the General Plan considered the redevelopment of the proposed project. The proposed project would not induce substantial growth in the City that was not already envisioned in the 2035 General Plan. The existing structures on the project site include a vacant medical office building and surface parking lot. There are no occupied residences on the project site; therefore, neither occupied housing units nor people would be displaced by the proposed project, and replacement housing would not be required.

Agricultural Resources

The MEIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see MEIR, Chapter 4.1). In addition to evaluating the effect of the general plan on sites within the City, the MEIR 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 (see MEIR, Chapter 4.1). The MEIR 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) (NRCS 2016). The California Important Farmland Finder map identified the site as “Urban and Built-Up Land” (California Department of Conservation 2016) which is land used for a variety of developed purposes. The site is not zoned for agricultural uses. The project site is not identified as a Williamson Act Land on Figure 6.2 of the General Plan Environmental Resources Background Report and there are no known 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.

Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes Policies U 6.1.10 through U 6.1.13 to encourage the use of energy-efficient technology by developing incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies U 6.1.5 and U 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The MEIR evaluated the potential impacts on energy and concluded that the effects would be less than significant (see Impact 4.11-6). The proposed project would result in no new impacts not previously identified and evaluated in the MEIR.

AESTHETICS

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1 AESTHETICS, LIGHT AND GLARE			
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 project site is within an urbanized, residential neighborhood of the community, consisting of primarily single-family residential uses. The project site is bound by F Street to the south, single-family residential to the east, and the future Sutter Park Neighborhood residential development to the north and west.

The project site contains a three-story, vacant medical office building that was built in 1961 along with an asphalt-paved parking lot. The vacant building is over 50 feet tall, and the exterior is painted concrete (off-white) with a tar and gravel rooftop. Additionally, a cell phone tower and solar panels are present on the roof of the southern portion of the vacant building.

The proposed building would consist of single-story, two-story, and three-story design components featuring three architectural towers at the corners of the building. The exterior of the proposed building would be constructed of stucco, wood, stone and wrought iron with a pitched clay tile roof and three architectural towers on the corners of the building. Building height would range from 19 feet, 4 ½ inches (single-story ridge) to 47 feet, 11 ½ inches (three-story tower). Other design elements would include expressed wood beams and the use of arches, awnings, trellises, colonnades and window shutters. A 2-foot-high concrete masonry wall with four additional feet of metal fence is proposed along F Street and the southwest boundary of the project site along 53rd Street.

Approximately twenty-four percent of the parcel would be dedicated to landscaping. Landscaping within the development would feature valley and coast live oak tree, other native and ornamental trees, and additional shrubs and groundcover plants of varying sizes and colors.

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

The MEIR describes the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan (see MEIR, Chapter 4.13, Visual Resources). The MEIR identified potential impacts for glare (Impact 4.13-1), and concluded that impacts would be less than significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy LU 6.1.12 (Compatibility with Adjoining Uses)
- Policy ER 7.1.3 (Lighting)
- Policy ER 7.1.4 (Reflective Glass)

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project's potential impacts to aesthetics are based on Appendix G of the State 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 degrade the existing visual character or quality of the site and its surroundings; or,
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B: Less than Significant

The project site is developed with a three-story medical office building, and the redevelopment of the project site would not result in new sources of light and glare that could affect the surrounding areas. However, the proposed project would be required to adhere to the City's lighting standards and Policy LU 6.1.14 (Compatibility with Adjoining Uses) that ensure that the introduction of higher density mixed-use development along major arterial corridors is compatible with adjacent land uses by requiring specific design features. Policy ER 7.1.3 specifically addresses lighting spill-over. Both policies require outdoor lighting to be shielded and cast downward to reduce light spillover on adjacent properties and glare from the area. Additionally, the project site's residential lighting would be consistent with the surrounding land uses. Therefore, lighting from the project site would not be expected to cause a public annoyance, and, with adherence to the applicable design standards, would not adversely affect day or nighttime views in the area.

Policy ER 7.1.4 contains restrictions on the use of reflective materials that may be a source of glare. The project would not result in a substantial amount of glare – the facility would not be constructed with: reflective glass that exceeds 50 percent of any building surface (and on the ground three floors); mirrored glass; black glass that exceeds 25 percent of any surface of a building, or; metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building. Impacts related to light and glare as a result of the proposed project would be less than significant. Further, the proposed project would be consistent with existing land use and zoning designations and would not require an amendment to the General Plan. The project's potential impacts related to light and glare have already been anticipated in the 2035 General Plan, the proposed project would not result in potential impacts in addition to or greater than the impacts already identified in the MEIR. No additional significant environmental effects would occur.

Question C: Less than Significant

The project site is developed with a three-story medical office building that has been unoccupied for over a year, and its former entrances and windows on the first floor are currently boarded. Redevelopment of the project site would change views of the project site from an unoccupied, painted concrete medical building to a stucco and stone senior living facility, and the scale of the proposed building would be similar to the building being replaced. The redevelopment of the project site has been designed to tie in to the architectural style of the residential neighborhood. The character of the facility would be consistent with the general character of the existing adjacent residential homes, including the pitched roofs and use of stone

While the proposed project would result in a change in visual character on the site, the proposed redevelopment would be consistent with the mixed-use, residential character of the neighborhood. Therefore, impacts to the visual character of the property site would be less than significant and

potentially beneficial to some. Further, because the proposed project is consistent with the 2035 General Plan, impacts have already been analyzed and anticipated in the MEIR. The proposed project would not result in potential impacts in addition to or greater than the impacts already identified in the MEIR. No additional significant environmental effects would occur.

MITIGATION MEASURES

None

FINDINGS

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

AIR QUALITY

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 project:			
A) Result in construction emission 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 contribute substantially to an existing or projected air quality violation?			X
D) Result in PM_{10} concentrations greater than zero; if all feasible BACT/BMPs are applied; then 82 pounds/day and 15 tons/year.			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 that 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 the Climate Action Plan?			X

ENVIRONMENTAL SETTING

Regional Setting and Air Quality Standards

The project site is located in the City of Sacramento, within Sacramento County, California, which is within the Sacramento Valley Air Basin (SVAB).

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, particulate matter (including respirable particulate matter with an aerodynamic diameter of 10 micrometers or less [PM_{10}] and fine particulate with an aerodynamic diameter of 2.5 micrometers or less [$PM_{2.5}$]), and carbon monoxide. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_X) in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. Carbon monoxide is also emitted by automobiles and other vehicles. PM_{10} and $PM_{2.5}$ consist of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (ARB 2009).

The U.S. Environmental Protection Agency established the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. California has also established its own California Ambient Air Quality Standards (CAAQS) that are at least as stringent as the NAAQS. The SVAB is designated as nonattainment with respect to the NAAQS and CAAQS for ozone, PM_{10}, and $PM_{2.5}$.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for attaining standards and maintaining acceptable air quality conditions in Sacramento County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SMAQMD includes the preparation of plans and programs for the attainment of ambient-air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. SMAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the Clean Air Act, its amendments, and the California Clean Air Act.

Note that all construction projects are required to implement the following SMAQMD Basic Construction Emission Control Practices.

<u>The Basic Emission Control Practices</u>

The following practices are considered feasible for controlling fugitive dust from a construction site. Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff (SMAQMD 2014).

- 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.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- 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.

Lead agencies may add these emission control practices as Conditions of Approval or include in a Mitigation Monitoring and Reporting Program.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS,

GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR 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 MEIR, Chapter 4.2).

Policies in the 2035 General Plan (Environmental Resources) were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy Environmental Resources 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and the SMAQMD to meet state and federal air quality standards; Policy Environmental Resources (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 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 MEIR found that these policies would lessen impacts on air quality, but the long-term operational emissions of ozone precursors and particulate matter would remain significant (Impact 4.2-3).

The MEIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect, however, policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include Land Use 2.7.5, regarding development along freeways, and Policies ER 6.1.1 and 6.1.4, referred to above.

The MEIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would be a less than significant impact (see Impact 4.14-1). The MEIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change, including Policies Environmental Resources 6.1.5 – 6.1.9 (see Draft MEIR, Chapter 14). Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle, and public transit modes. A complete list of policies addressing climate change is included in MEIR Table 4.14-3.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy ER 6.1.1 (Maintain Ambient Air Quality Standards)
- Policy ER 6.1.2 (New Development)
- Policy ER 6.1.3 (Emissions Reduction)
- Policy ER 6.1.4 (Sensitive Uses)

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 General Plan policies or mitigation from the General Plan MEIR:

- construction emissions of NO_X above 85 pounds per day;
- operational emissions of NO_X or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM_{10} – Zero (0). If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year.

- $PM_{2.5}$ – Zero (0). If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/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 TAC and exposure is deemed to be significant if:

- TAC exposure creates a risk of 10 in 1 million for stationary sources, or substantially increases 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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

Construction of the proposed project would include demolition of the existing structures, and would include the construction of a 135-unit senior living facility. Construction activities could commence as early as the April 2017 and would likely be completed by December 2018. NO_X emissions would be generated by demolition and associated on-site equipment and truck activity associated with hauling materials, off-road construction equipment (e.g., dozers, excavators), truck activity associated with hauling materials to and from the site, and worker vehicle trips.

SMAQMD has developed a screening level to assist a project proponent or lead agency in determining if NO_X emissions from constructing a project in Sacramento County will exceed the SMAQMD's construction significance threshold for NO_X. Construction of a project that does not exceed the screening level and meets all the screening parameters would be considered to have a less-than-significant impact on air quality. However, all construction projects regardless of the screening level are required to implement the SMAQMD's Basic Construction Emission Control Practices. The Basic Emission Control Practices are discussed above in the Environmental Setting section.

Projects that are 35 acres or less in size generally will not exceed the SMAQMD's construction NO_X threshold of significance (SMAQMD 2014). This screening level was developed using default construction inputs in the California Emissions Estimator Model (CalEEMod). Lead agencies cannot use the screening level to determine a project's construction emissions would have a less-than significant impact on air quality unless all of the following parameters are met.

The project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; and
- Involve soil disturbance activity (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

As the project proposes demolition activities, cut-and-fill operations resulting in the export of 8,050 cubic yards of soil, and simultaneous phases, the NO_X construction screening level is not recommended for use. As such, the California Emissions Estimator Model (CalEEMod) version 2013.2.2 was used to quantify project-generated construction emissions. The analysis methodology, assumptions, and CalEEMod output are provided in Appendix B.

As shown in Table 1, the proposed project would generate less than significant levels of the ozone precursor NO_X. Project impacts related to construction NO_X emissions would be **less than significant.**

Table 1

Estimated Project Construction NO_X Emissions

Construction Year	NO_X (lbs./day)
2017	74
2018	40
SMAQMD Threshold	85
Threshold exceeded?	No

Source of emissions: CalEEMod output (Appendix B)
Source of Threshold: SMAQMD 2014

Question B: Less than Significant

SMAQMD provides screening levels to identify when additional analysis is necessary to determine potential significance for operational ROG and NO_X emissions. The operational screening levels represent the development size at which the operational emissions thresholds of significance would not be exceeded. The proposed senior living facility would qualify as the CalEEMod Land Use of a hospital under the general land use category of commercial. According to the screening criteria provided by the SMAQMD, if a proposed hospital is less than 229,000 square feet in size, then the facility would not have the potential to exceed SMAQMD's recommended mass emission thresholds for NO_X or ROG. The proposed project includes approximately 138,000 square feet of senior living facilities, which is less than the screening level. Therefore, the proposed project would generate less than significant quantities of operational ROG and NO_X, and project-specific modeling for operational emissions is not required. Therefore, this impact would be **less than significant** for the proposed project.

Question C: Less than Significant

As described in the response to Question A, construction-related emissions of NOx would not exceed SMAQMD's recommended mass emission thresholds of 85 pounds per day. Therefore, project-related construction emissions of ozone precursors, including NOx, would not violate or contribute to a violation of the ambient air quality standards for ozone.

As described in the response to Question B, operational emissions of ozone precursors (i.e., ROG and NO_X) would not exceed SMAQMD's recommended mass emission thresholds of 65 pounds per day for NOx or 65 pounds per day of ROG. Therefore, operation of the proposed project would not violate or contribute to a violation of the ambient air quality standards for ozone.

As described in the response to Question D, construction-related and operational emissions of PM_{10} and $PM_{2.5}$ would not exceed the SMAQMD's recommended mass emission thresholds of 80 pounds per day of PM_{10} and 82 pounds per day of $PM_{2.5}$. Therefore, the proposed project would not violate or contribute to a violation of the ambient air quality standards for PM_{10} or $PM_{2.5}$.

As discussed in the response to Question E, the proposed project would not 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).

For these reasons, project-generated emissions of criteria air pollutants and precursors, including ozone, ROG, NO_X, PM_{10}, and $PM_{2.5}$ would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact would be **less than significant**.

Question D: Less than Significant

The SMAQMD utilizes the same screening level as the NO_X emission screening level to assist a project proponent or lead agency in determining if PM_{10} or $PM_{2.5}$ emissions from constructing a project in Sacramento County will exceed the SMAQMD's construction significance thresholds. As with the NO_X screening presented above, because the proposed project includes demolition activities, soil hauling operations, and multiple phases of overlapping activity, the PM_{10} and $PM_{2.5}$ construction screening level is not recommended for use. As such, CalEEMod was used to quantify project-generated construction emissions as discussed previously. The analysis methodology, assumptions, and CalEEMod output are provided in Appendix B.

The maximum daily emissions of PM_{10} and $PM_{2.5}$ are analyzed below. As shown in Table 2, the proposed project would generate less than significant levels of PM_{10} and $PM_{2.5}$. Impacts related to construction-generated PM_{10} and $PM_{2.5}$ emissions would be **less than significant**.

Table 2

Estimated Project Construction PM Emissions

Construction Year	PM_{10} (lbs./day)	$PM_{2.5}$ (lbs./day)
2017	7	4
2018	4	3
SMAQMD Threshold	80	82
Threshold exceeded?	No	No

Source of emissions: CalEEMod output (Appendix B)
Source of Threshold: SMAQMD 2014

Question E: Less than Significant

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Long-distance transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions and traffic conditions, CO concentrations at receptors located near roadway intersections may reach unhealthy levels, when combined with background CO levels.

The SMAQMD's two-tiered screening criteria identifies when a project has the potential to contribute to a CO hotspot and if CO dispersion modeling is necessary. According to the first screening tier, the proposed project will result in a less-than-significant impact to air quality for local CO if:

1. Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and
2. The project will not contribute additional traffic to an intersection that already operates at LOS E or F.

As detailed in the Traffic Assessment prepared for the project (City of Sacramento 2016b; Appendix G), the increase in daily trips associated with daily operation of the project would be nominal (up to 30 additional peak hour trips). Thus, the project would neither cause new severe congestion nor significantly worsen existing congestion. There would be no potential for a CO hotspot or exposure of sensitive receptors to substantial, Project-generated, local CO emissions. The impact would be **less than significant** and no mitigation measures are required.

Question F: Less than Significant

As explained in the responses to Questions A through E, construction-related emissions of NO_X would not exceed SMAQMD's mass emission threshold of 85 lb/day, operational emissions of ROG and NO_X would not exceed SMAQMD's recommended emission thresholds of 65 pounds per day, construction

emissions of PM_{10} would not be less than the SMAQMD's mass emission thresholds of 80 lb/day, and CO concentrations would not 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). For these reasons, construction- and operation operation-related emissions of criteria air pollutants and precursors would not result in exposure of sensitive receptors to substantial pollutant concentrations. Moreover, as explained in the response to Question G, the level of TAC concentrations and related health risk exposure to sensitive receptors would not be substantial. As a result, this impact would be **less than significant.**

Question G: Less than Significant

Construction activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment and CARB identified DPM as a Toxic Air Contaminant (TAC) in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. Health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, are typically based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project.

As presented earlier in Table 2, maximum daily particulate emissions, which include DPM, would be relatively low when compared to the SMAQMD thresholds. Additionally, the construction period would be relatively short (less than two years), especially when compared to 70 years. Combined with the highly dispersive properties of DPM, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be **less than significant**.

As the proposed project would involve the development of a senior living facility, project operation would not introduce any new stationary sources of TACs such as diesel-fueled backup generators that are more commonly associated with large commercial and industrial uses. In addition, the project would not result in a significant increase to the number of diesel fueled vehicles on the road. As such, the proposed project would not have the potential to expose sensitive receptors to TACs from mobile sources to an extent that health risks could result. This impact would be **less than significant**.

Question H: Less than Significant

In 2012, the City adopted a communitywide Climate Action Plan (CAP) which was incorporated into the 2035 General Plan. The CAP identified a greenhouse gas (GHG) emissions reduction target of 15 percent below 2005 levels by 2020 for communitywide emission sources, and also set longer term communitywide GHG emission reduction goals of 38 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. The CAP contains a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. The GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline as well as projected emissions from new growth and development anticipated in the 2035 General Plan. The CAP also identifies potential adverse physical effects related to climate change on the community, and includes specific adaptation measures to address and mitigate such effects.

The City has prepared a Climate Action Plan Consistency Checklist for use in determining project consistency with the CAP pursuant to Section 15183.5 (Appendix B; HELIX 2016).

The proposed project has been reviewed against the City's CAP Consistency Review Checklist (see Appendix B of this IS for the completed CAP Checklist and supporting documentation). The proposed project would be consistent with the following applicable performance standards specified in the CAP Consistency Review Checklist, including:

- Substantial consistency with the 2035 General Plan
    - The project is consistent with the Traditional Center General Plan land use designation, including the goals for land use and urban form, and FAR requirements of 0.3 – 2.0;

- Incorporation of pedestrian facilities and connections to transit consistent with the Pedestrian Master Plan
    - Implementation of the proposed project would not result in a modification of, or interference with, any existing or planned pedestrian, bicycle, or transit facility in the City of Sacramento. The project would add pedestrian, bicycle, and transit demands, but existing facilities in the vicinity were determined to adequately meet the needs of the project along with current needs. The proposed project would enhance the existing pedestrian facilities by incorporating walkways into the design
- Incorporation of bicycle facilities consistent with the Bikeway Master Plan and/or CAL Green
    - Bicycle parking would be provided near the facility entrance off 53rd Street.
- Energy and water efficiency standards
    - The project shall comply with the adopted CAP by meeting the Tier 1 Voluntary Standards in the 2013 California Green Building Standards Code (CALGreen).

As discussed above, the City of Sacramento adopted a communitywide CAP that contains a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. The CAP is consistent with elements of a plan for the reduction of GHG emissions, in compliance with Section 15183.5 of the State CEQA Guidelines, which provides for tiering and streamlining of GHG emissions analysis for projects consistent with a CAP or other similar programmatic plan for the reduction of GHG emissions. Moreover, no features of the proposed project are inconsistent with the strategies and measures in the CAP that plan for future climate change-related risks, including increases in average temperature, diminished water supply, increased energy demand, and damage to infrastructure. Because the proposed project would be consistent with the CAP, this impact would be considered **less than significant**.

MITIGATION MEASURES

None.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to air quality.

BIOLOGICAL RESOURCES

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 project:			
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

Regional

The regional setting is mainly urban with the nearby American River corridor supporting riparian woodlands composed of cottonwood, willow, sycamore, and valley oak. Agricultural and grassland areas dominate the unincorporated areas of Sacramento County. Native habitats are located primarily outside the city boundaries, but also occur along river and stream corridors and on a number of undeveloped parcels. Native habitats in the region include oak woodlands, riparian woodlands, wetlands, and annual grasslands. These native areas provide homes for a rich variety of wildlife including migratory birds such as ducks and raptors as well as larger native fauna such as deer and coyote.

Local

The project site is located approximately 4 miles east of the Sacramento River, and at its nearest point, the American River is approximately 0.6 mile north of the project site. The site is developed and is located in an urbanized area consisting primarily of single-family residences. The parcel west of the project site was formerly the Sutter Community Hospital and associated parking lot. The existing structures are currently being demolished for construction of a planned single-family residential development.

The project site features urban/developed habitat. It is almost entirely hardscaped with a vacant medical office building and surface parking lot over the majority of the site. Some landscaping is present along the F Street and 53rd Street road frontages, which features a variety of landscaping trees and lawn. The northernmost property boundary is landscaped with oleander, and various landscaping trees are located between the rows of the parking lot. Trees from adjacent properties overhang the project site along its eastern boundary. There are no jurisdictional wetlands, riparian, or other special status habitats located on or immediately adjacent to the project site. Commonly occurring wildlife observed within the project site included: western scrub jay, mourning dove, and black phoebe. American crow was observed flying above properties adjacent to the project site.

Regulatory Background

Clean Water Act (33 USC 1252-1376)

Any person, firm, or agency planning to alter or work in "waters of the U.S." including the discharge of dredged or fill material, must first obtain authorization from the USACE under Section 404 of the Clean Water Act (CWA) (33 USC 1344). Permits, licenses, variances, or similar authorization may also be required by other federal, state, and local statutes. Section 10 of the Rivers and Harbors Act of 1899 prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from USACE (33 USC 403). The CWA provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. The Section 404 (b)(1) Guidelines were developed by the USEPA in conjunction with USACE (40 CFR Part 230), allowing the discharge of dredged or fill material for non-water dependent uses into special aquatic sites only if there is no practicable alternative that would have less adverse impacts. Section 401 of the CWA requires that an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California, and may require State Water Quality Certification before other permits are issued.

Section 402 of the CWA establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the U.S. Section 404 of the CWA establishes a permit program administered by USACE regulating the discharge of dredged or fill material into waters of the U.S. (including wetlands). Implementing regulations by USACE are found at 33 CFR Parts 320-332.

California Environmental Quality Act

CEQA Lead Agencies analyze whether projects would have a substantial adverse effect on a candidate, sensitive, or special status species (Public Resources Code Section 21001(c)). These "special-status" species generally include those listed under federal and state endangered species acts (FESA and CESA, respectively), and species that are not currently protected by statute or regulation, but would be considered rare, threatened, or endangered under the criteria included State CEQA Guidelines Section 15380. Therefore, species that are considered rare would be addressed in this study regardless of whether they are afforded protection through any other statute or regulation. The CNPS inventories the native flora of California and ranks species according to rarity; plants ranked as 1A, 1B, and 2 are generally considered special-status species under CEQA.1

Although threatened and endangered species are protected by specific federal and state statutes, State CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare if it can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals. Section 15380(d) of the State CEQA Guidelines allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (i.e., candidate species) would occur. Thus CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agency has an opportunity to designate the species as protected, if warranted. No federal- or state-listed species were observed within the project area.

California Department of Fish and Wildlife

The CDFW is responsible for issuing permits for impacts to state-listed plant and animal species under the state ESA. The CDFW is also responsible for issuing permits for impacts to streambeds and wetlands, and any impacts to CDFW jurisdictional areas are regulated under California Fish and Game Code Section 1602 and would require a Streambed/Lake Alteration Agreement.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act, Water Code Section 13000 et seq.) is California's statutory authority for the protection of water quality in conjunction with the federal CWA. The Porter-Cologne Act requires the State Water Resources Control Board (SWRCB) and RWQCB under the CWA to adopt and periodically update water quality control plans, or basin plans.

Basin plans are plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Porter-Cologne Act also requires dischargers of pollutants or dredged or fill material to notify the RWQCBs of such activities by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, national pollutant discharge elimination system (NPDES) permits, Section 401 water quality certifications, or other approvals.

Protected Trees

The City adopted a Tree Planting, Maintenance, and Conservation Ordinance (Chapter 12.56 of the Sacramento Municipal Code, as amended Ord. No. 2016-0026) to protect trees as an important resource for the community. When circumstances do not allow for retention of trees, permits are required to remove heritage trees that are within the City's jurisdiction.

The ordinance regulates activities that would involve removal, pruning or trimming, or other activities that may harm a city or private protected tree. Private protected trees are defined as:

- A tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property.
- Any native Valley Oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), coast live oak (*Quercus agrifolia*), California buckeye (*Aesculus californica*), or California sycamore (*Platanus racemosa*), that has a diameter at standard height (DSH; typically 4.5 feet above grade) of 12 inches or more, and is located on private property;
- A tree that has a DSH of 24 inches or more located on private property that:
  1. is an undeveloped lot; or
  2. does not include any single unit or duplex dwellings; or
- A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

Sensitive Biological Resources

Sensitive biological resources include those that are afforded special protection through CEQA, California Fish and Game Code, FESA, CESA, or the CWA. The following sources were used in preparation of the discussion of biological resources in the project site:

- Biological reconnaissance survey conducted September 27, 2016.
- California National Diversity Database (CNDDB) record search for the Sacramento East topographic quadrangle (accessed 9/26/2016, updated 10/3/2016).
- California Native Plant Society Inventory of Rare and Endangered Plants for the Sacramento East topographic quadrangle (accessed 9/26/2016).
- USFWS Information for Planning and Conservation (IPaC) Trust Resources Report for the proposed project (accessed 9/26/2016).
- U.S. Department of Agriculture Natural Resource Conservation Service. 1993. Soil Survey of Sacramento County.

Sensitive biological resources evaluated as part of this analysis include special-status species and sensitive natural communities. The California Natural Diversity Database (CNDDB) was used as a primary source to identify previously reported occurrences of special-status species and sensitive natural communities in the project vicinity. The CNDDB is a statewide database, managed by the CDFW that is continually updated with the location and condition of the state's rare and declining species and habitats. Although the CNDDB is the most current and reliable tool available for tracking occurrences of special-status species, it contains only those records that have been reported to CDFW. The IPaC Trust Resources Report, CNDDB list and CNPS list are all included in Appendix C, Supporting Biological Reports.

Special Status Species

Special status species are plants and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under the FESA or candidates for possible future listing;
- Listed or candidates for listing by the State of California as threatened or endangered under the CESA;
- Listed as fully protected under the California Fish and Game Code;
- Animals identified by CDFW as species of special concern;
- Taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concerns, which are summarized below. CRPR List 1 and 2 are considered special status species.
    - CRPR List 1 A: Plants presumed extinct in California.
    - CRPR List 1 B: Plants rare, threatened, or endangered in California and elsewhere.
    - CRPR List 2: Plants rare, threatened, or endangered in California, but more common elsewhere.
    - CRPR List 3: Plants about which more information is needed (a review list); and
    - CRPR List 4: Plants of limited distribution (a watch list).
- Considered a locally significant species, that is, a species that is not rare from a statewide perspective, but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines, Appendix G); or otherwise meets the definition of rare or endangered under CEQA Section 15380(b) and (d).

The CNPS Threat Rank is an extension that is added to the CNPS list. It ranges from .1 to .3 and indicates the level of endangerment to the species with .1 representing the most endangered and .3 being the least endangered.

The CDFW, USFWS (IPaC report), and CNPS lists included one regionally occurring special status plant species and 18 regionally occurring special status wildlife species that were reviewed for the potential to occur on the project site or otherwise be impacted by the proposed project (refer to Appendix C for the lists of regionally occurring species).

Special Status Plants

Sanford's arrowhead (*Sagittaria sanfordii*) is a CNPS list 1B.2 species that was identified on the CNPS and CNDDB lists as having the potential to occur in the region. This species occurs in aquatic habitats, such as marshes, swamps and wetlands. The project site is developed and lacks aquatic habitat required by this species; therefore, this species will not be affected by the proposed project and has been eliminated from further evaluation. No additional special status plant species have the potential to occur. The site is entirely developed and located within a fully developed area of the City which reduces habitat suitability for most upland special status plant species.

Special Status Wildlife

As previously mentioned, the CNDDB and IPaC report identified 18 regionally occurring special status wildlife species and none of the species have the potential to occur or otherwise be impacted by the project. The IPaC report included eight federally listed species, including two species of amphibians (California red-legged frog and California tiger salamander), two species of fairy shrimp (vernal pool fairy shrimp and vernal pool tadpole shrimp), two species of fish (Delta smelt and steelhead), Valley elderberry longhorn beetle, and giant garter snake. Valley elderberry longhorn beetle is endemic to elderberry shrubs. No elderberry shrubs occur in the project site; therefore, this species will not be affected by the project. The remaining species all require aquatic habitats, and have no potential to occur in the project site due to the lack of aquatic habitat within and adjacent to the project site.

The remaining 10 special status wildlife species were eliminated from further evaluation in this document because they are restricted to particular habitat types (e.g., vernal pools, streams, ponds, riparian woodlands, woodlands and forests) that are not present on the completely developed project site. These species are listed below:

- American badger
- Bank swallow
- Burrowing owl
- California linderiella
- Cooper's hawk
- Great blue heron
- Purple martin
- Song sparrow (Modesto population)
- Swainson's hawk
- Western yellow-billed cuckoo
- White-tailed kite

Burrowing owls are known to occur in urban settings, typically in vacant lots. Because the project site is completely developed and is actively used, the project site does not provide potentially suitable habitat for the species.

Other Migratory and Nesting Birds

A variety of bird species may use the trees and shrubs in and adjacent to the project site for nesting. No bird nests were observed in the project site during the September 27, 2016 biological reconnaissance survey; however, site visits were conducted outside of the generally accepted nesting season (February 1 through August 31). Birds could occupy the project site prior to construction.

Sensitive Habitats and Special-Status Plant Communities

Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the State's Porter-Cologne Act, as discussed under "Regulatory Background" below. Sensitive natural habitat may be of special concern to these agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species.

CDFW maintains a list of plant communities that are native to California. Within that list, CDFW identifies special-status plant communities (a.k.a. sensitive natural communities), which they define as communities that are of limited distribution statewide or within a county or region and often vulnerable to environmental effects of projects (CDFW 2015b). These communities may or may not contain special-status species or their habitat. Special-status plant communities are tracked in the CNDDB, a statewide inventory of the locations and conditions of the state's rarest plant and animal taxa and vegetation types.

No native plant communities on CDFW's list of special-status plant communities are present on the project site.

Waters of the U.S./Waters of the State

There are no potential wetlands or other waters of the U.S. within this site. No natural habitats occur on the project site. No potential wetlands or other waters of the U.S. were observed during the field survey conducted September 27, 2016.

Protected Trees

An arborist survey was conducted for the project site and the results of the survey are presented in an arborist report (LSA 2016; Appendix C) and summarized here. A total of 62 trees were inventoried and

evaluated for meeting the criteria of a protected tree pursuant to the Tree Planting, Maintenance, and Conservation Ordinance No. 2016-0026.

Four trees qualifying as protected trees are present on the project site.

Tree Nos. 2868 (American sweet gum) and 2869 (camphor) are located on the 53rd Street frontage along the western project site boundary near the existing building. Tree No. 2871 (persimmon) is located at the southwest corner of the project site, near the F Street and 53rd Street intersection. Tree No. 2874 (Southern magnolia) is located in the F Street frontage, along the southern project site boundary, near the building. These trees are summarized in Table 3. Refer to Figure 2 in the arborist report in Appendix C for the locations of the trees.

Table 3. Private Protected Trees in the Project Site

Tree No.	Common Name	Scientific Name	DSH	Rating
2868	American sweet gum	Liquidambar styraciflua	24	fair
2869	Camphor	Cinnamomum caphora	26	good
2871	Persimmon	Dopspyros (genus)	28	fair
2874	Southern magnolia	Magnolia grandiflora	35	good

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.3 of the MEIR evaluated the effects of the 2035 General Plan on biological resources within the General Plan policy area. The MEIR 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 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy Environmental Resources 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 2.1.11 requires the City to coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

The MEIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 4.3-1), reduction of habitat for special-status invertebrates (Impact 4.3-2), loss of habitat for special-status birds (Impact 4.3-3), loss of habitat for special-status amphibians and reptiles (Impact 4.3-4), loss of habitat for special-status mammals (Impact 4.3-5), special-status fish (Impact 4.3-6) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 4.3-7 through 4.3-9).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy ER 2.1.10 (Habitat Assessments and Impact Compensation)
- Policy ER 2.1.111 (Agency Coordination)

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;
- affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or

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 CDFW Code (Section 1901);
- designated as fully protected, pursuant to CDFW Code (Section 3511, 4700, or 5050);
- designated as species of concern by USFWS, or as species of special concern to CDFW; and
- plants or animals that meet the definition of rare or endangered under CEQA.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant with Mitigation

No special status species have the potential to occur in the project site; however, common wildlife have been observed using the site. As described in Section 6, Hazards, asbestos-containing waste was removed from the property in 2005; however, a record documenting this removal was not observed in SCEMD records. Suspect asbestos-containing materials identified on the project site included vinyl floor tiles, sheetrock walls, sprayed on fire proofing, thermal system insulation, and sprayed on acoustical ceiling texture and appeared to be in good condition. Based on the age of structures located at the subject property, lead-based paint is likely present. If present, asbestos and lead-based paint could adversely affect common wildlife species using the site. This would be a **potentially significant** impact.

Mitigation Measures HAZ-01 would be implemented to ensure the structure on the project site is investigated for hazardous materials, including lead-based paint and asbestos, and the appropriate remediation actions are implemented prior to construction of the proposed project. Implementation of Mitigation Measure HAZ-01 would reduce the impact to **less than significant**.

Question B: Less than Significant

Because the project site is developed with structures and impervious surfaces, and has been improved with landscaping with little or no natural vegetation, the project site provides limited value to threatened and endangered species.

CNPS, USFWS, and CDFW lists of regionally occurring special status species were reviewed, and no regionally occurring species have the potential to occur in the project site or be affected by the proposed project. The project would have **no impact** on threatened or endangered species and no mitigation is necessary.

Question C: Less than Significant with Mitigation

The project site provides limited value to wildlife species since it is already developed. Redevelopment of the site would not eliminate any habitat important to the long-term survival of any species or community and would not substantially reduce the number or restrict the range of any species.

No wetland, riparian, aquatic, or other sensitive habitat occur in the project site or adjacent to the project site. The proposed project would not affect potential wetlands or other waters of the U.S. or other sensitive habitat.

There are no native wildlife nursery sites or established migratory routes through the project site that are vital for the movement of any resident or migratory fish or wildlife species or population. Project implementation would not interfere substantially with the movement of native resident or migratory wildlife species because the site is currently developed, is surrounded by urban development, and does not provide an important connection between any areas of natural habitat that would otherwise be isolated.

Several species of common birds were observed in the project site. Tree and vegetation removal along with ground disturbances associated with construction of the project site could result in direct destruction of bird nests protected under the Migratory Bird Treaty Act (MBTA) and CDFW 3503.5 code. Project construction noise could also result in disturbance of raptors and migratory birds causing nest abandonment by the adults and mortality of chicks and eggs, which could negatively affect breeding or reproduction of species on or adjacent to the project site. The loss of some nests of common migratory bird species (e.g., mourning dove and scrub jay) would not be considered a substantial impact because it would not result in a substantial effect on their populations locally or regionally. However, the destruction of any active migratory bird nest is a violation of the MBTA and would be considered a significant impact. If the trees were utilized for nesting by raptors at the time of removal, adults or young could be killed. This impact would be in conflict with CDFW 3503.5 code. The loss of an active migratory bird or raptor nest or take of individuals from construction would, therefore, be a **significant** impact. Implementation of Mitigation Measure BIO-01 would reduce these potential impacts to both migratory birds and raptors to a **less than significant level**.

The arborist inventory identified four trees on the project site that qualify as protected trees pursuant to Chapter 12.56 of the Municipal Code (as amended Ord. 2016-0026). Tree Nos. 2868 (American sweet gum) and 2869 (camphor) are within the grading footprint for the proposed project and will be removed. The remaining two trees (Tree Nos. 2871, persimmon; and 2873, Southern magnolia) are outside of the grading footprint, but may be affected by the project (removed, pruned, or removal of limbs). The applicant would be required to obtain the appropriate permit and comply with all the requirements of the tree permit pursuant to Chapter 12.56 of the Municipal Code (as amended Ord. 2016-0026). With compliance of the applicable ordinance, potential impacts related to protected trees would be **less than significant** and no mitigation would be necessary.

MITIGATION MEASURES

BIO-01: Avoid and Minimize Impacts to Nesting Birds

- Vegetation clearing operations, including pruning or removal of the ornamental trees and shrubs shall be completed between September 1 and January 31, if feasible.
- If construction activities occur during the typical bird nesting season (February 1 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. An additional pre-construction survey shall be conducted within 72 hours of ground-disturbing activities.
- If active nests are identified in these areas, the City shall coordinate with CDFW to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Avoidance measures may include establishment of a buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with CDFW and shall be appropriate for the species of bird and nest location.

Hazardous materials Mitigation Measure HAZ-01 will also be implemented to reduce potential impacts to special-status species.

FINDINGS

With implementation of the above project-specific mitigation measure, the proposed project would not result in a significant impact on special-status species and would have a **less than significant** impact on biological resources. All additional significant environmental effects of the project relating to biological resources are **less than significant**.

CULTURAL 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) Adversely affect tribal cultural resources?		X	

ENVIRONMENTAL SETTING

Records Search

To determine the presence of pre-contact and historical resources within the project area and a 0.5-mile radius, HELIX conducted a record search at the North Central Information Center (NCIC) on October 3, 2016. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest list, and the California Historic Property Data file for Sacramento County, were reviewed. Historic maps were also examined to gain insights into past developments and changes within the project area and its surroundings. The project site is not identified as an archaeologically sensitive area on the archaeological sensitivity map contained in the General Plan Environmental Resources Background Report (Figure 6.4-1), nor is it identified as a historic district and landmark parcel (Figures 6-9 and 6-10) in the Background Report.

The NCIC results indicate that nine historic resources have been recorded within the 0.5-mile search radius. The historic resources consist of buildings, the majority of which are located over 2,000 feet south and southwest of the project. No pre-contact resources have been recorded within the 0.5-mile search radius. The building within the project area (5301 F Street) was evaluated in 2012 for eligibility for listing on the NRHP and was considered not eligible for listing. It was not evaluated for listing on the CRHR or the Sacramento Historic Register at that time but was evaluated for this study. Eleven reports have been prepared for areas within the 0.5-mile search radius, but only one of the reports included the project area.

On October 5, 2016, the City received an Assembly Bill (AB) 52 consultation request from the United Auburn Indian Community (UAIC). In accordance with Public Resources Code Section 21080, the City responded to the consultation request and communication is on-going with the UAIC. The City, at the very least, will submit the Initial Study along with information relevant to the cultural resources record search and pedestrian survey to the UAIC for their review and consideration.

Pedestrian Survey

On September 27, 2016, HELIX Senior Archaeologist, Carrie D. Wills, M.A., RPA, conducted a pedestrian survey of the proposed project area. Since the entire project area consists of the building, paved parking lots, adjacent streets and sidewalks with non-native grass and landscape plants, typical 10-15 meter transects were not used. Ground surface visibility was poor to non-existent depending on the density of the landscape elements surrounding the building. Roughly, 3 percent of the project area had fair visibility primarily along the southern building elevation. The project area is flat and is located within an established residential development. Review of historic aerials indicates that some of the

nearby residences were built in the late 1940s and 1950s. However, none of the buildings within a 0.25-mile radius are listed as historical resources on the Historic Property Database listings provided by the Office of Historic Preservation.

According to the Sacramento County Assessor's Office records, the building within the project area was constructed in 1961. It is a three-story, L-shaped, contemporary style medical office building located in an established residential neighborhood. The building rests on a concrete foundation, has painted concrete exterior, and a tar/gravel roof. The main entrance is located on the west elevation; however, the majority of the windows on the ground floor of the west elevation are boarded over so the original window configuration could not be determined. Balconies with metal railings are present on the north elevations. The dominant building feature is regularly spaced window openings set in even rows across the elevations that contain metal, vertical, louver-style grilles over the metal framed, fixed pane windows. The building is in fair condition and has a large parking lot on the north and east ends of the property.

The building was evaluated by architectural historian, Kathleen Crawford, M.A., for listing on the NRHP, the CRHR, and the Sacramento Historic Register and was considered not to meet the criteria for listing on any of these registers. For additional building information and the building evaluation details, refer to the attached Department of Parks and Recreation (DPR) forms (Appendix D).

No pre-contact or historical resources or sites were discovered during the course of the field survey.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Chapter 4.4). The MEIR identified significant and unavoidable effects on historic resources and archaeological resources (see Impacts 4.4-1 and 4.4-2). The MEIR also addressed the potential destruction of paleontological resources, which was found to be mitigated to a less than significant level with implementation of applicable regulations and policies (see Impact 4.5-5).

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, HCR 2.1.8, and HCR 2.1.16), consultation with appropriate agencies (Policy HCR 2.1.3), incentives for and enforcements of protection of historic and cultural resources (Policy HCR 2.1.4), 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).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None available.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy HCR 2.1.1 (Identification)
- Policy HCR 2.1.2 (Applicable Laws and Regulations)
- Policy HCR 2.1.3 (Consultation)
- Policy HCR 2.1.4 (Incentive and Enforcement)
- Policy HCR 2.1.5 (National, California, and Sacramento Registers)
- Policy HCR 2.1.8 (Historic Preservation Enforcement)
- Policy HCR 2.1.10 (Early Project Consultation)
- Policy HCR 2.1.16 (Archaeological and Cultural Resources)
- Policy HCR 2.1.17 (Preservation Project Review)

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if 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 State CEQA Guidelines Section 15064.5 or,
- directly or indirectly destroy a unique paleontological resource.

ANSWERS TO CHECKLIST QUESTIONS

Question A and C: Less than Significant with Mitigation

A cultural resource assessment consisting of a record search at the NCIC, a request for a search of the NAHC Sacred Lands file, a pedestrian survey and evaluations of the seven buildings slated for demolition was conducted for the project area. The field survey was negative for historic or pre-contact artifacts, features, resources, or sites. The extant buildings slated for demolition were evaluated and are considered not eligible for listing on the NR, the CRHR, the City of Sacramento or any other local listings. Therefore, demolition of the seven buildings would not result in a significant impact to a historical resource as defined by CEQA Guidelines Section 15064.5.

However, although the project area does not contain any historical resources and implementation of the proposed project would not be expected to impact any historical resources, construction of the proposed project could result in the inadvertent discovery of undocumented archaeological materials, human remains, or tribal cultural resources and the disturbance or destruction of a known historical, archaeological, or tribal resource. Therefore, the project could result in **potentially significant** impacts related to cultural resources. Implementation of Mitigation Measures CUL-1 through CUL-3 described below would reduce the impacts to a less than significant level.

Question B: Less than Significant with Mitigation

As discussed in Section 6.5, Geology, of the General Plan MEIR, the City of Sacramento is not considered sensitive for paleontological resources, and the likelihood for finding something paleontologically significant is very low (page 6.5-25). The General Plan Policy HCR 2.1.15 requires compliance with protocols that protect or mitigate impacts to archeological, historic, and cultural resources, including prehistoric resources, should anything be discovered during excavation or construction. The City also interprets this policy to address paleontological resources (MEIR, page 6.5-25).

Although the project area is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is considered very low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological resource, resulting in a substantial change in the significance of the resource. Therefore, project development could result in **potentially significant** impacts to paleontological resources. Implementation of Mitigation Measures CUL-3 and CUL-4 described below would reduce the impacts to less than significant.

MITIGATION MEASURES

CUL-1: Discovery of Historic, Pre-contact Archaeological Features

- In the event that subsurface historic or pre-contact archaeological or Tribal Cultural Resources ~~features~~ or deposits are discovered during construction-related ground disturbing activities, all work within 100 feet of the resource shall be halted, and the applicant ~~City~~ shall notify the City and consult with a qualified archaeologist and/or Native American tribal representative, who is culturally affiliated to the project area, meets the Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants, and whose qualifications are confirmed by the City, to assess the significance of the find. If warranted, archaeological test excavations shall be conducted by a qualified archaeologist, along with monitoring by a Native American tribal representative, as described above, to aid in determining the nature and

integrity of the find. If the find is determined to be significant by the archaeologist and/or the Native American tribal representative, ~~representatives of~~ the City, ~~and~~ the archaeologist, and the Native American tribal representative shall coordinate to determine the appropriate course of action. ~~All~~ The treatment of all significant cultural materials recovered shall be subject to approval by the City following consultation with the archaeologist (if any) and tribal monitor. ~~scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards.~~

CUL-2: Coordination with Native Americans Regarding Discovered Resources

- If a Native American site is discovered, the evaluation and treatment process shall include consultation with the appropriate Native American representative(s) assigned by the Native American Heritage Commission (NAHC). If Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists, who are listed in the Register of Professional Archaeologists (RPA) and/or meet the Secretary of Interior Standards as stated in the Code of Federal Regulations (36 CFR 61), in consultation with the Native American representative(s).The applicant may grant access by Native American monitors during ground disturbing activities (i.e., excavation).

CUL-3: Discovery of Human Remains

- If human remains are discovered during project development, State CEQA Guidelines 15064.5; Health and Safety Code 7050.5; Public Resources Code 5097.94 and 5097.98 must be followed. If human bone or bone of unknown origin is discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Sacramento County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American(s). The MLD shall make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

CUL-4: Discovery of Paleontological Resources

- Should paleontological resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento, Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

FINDINGS

With implementation of Mitigation Measures CUL-1 through CUL-4, all potentially significant environmental effects of the project relating to cultural resources will be mitigated to a **less than significant** level.

GEOLOGY AND SOILS

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 A) 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

As described in the MEIR, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults within the area. Fault rupture within the City is highly unlikely and, consequently, people or structures within the City would not be exposed to fault rupture. However, the MEIR identifies the entire City as being subject to potential damage from earthquake ground shaking at a maximum intensity of VII on the Modified Mercalli scale. The closest potentially active faults to the project site include the Foothills Fault System, located approximately 23 miles east of the City; the Great Valley fault located 26 miles from the City; and the Hunting Creek-Berryessa Fault located 38 miles from Sacramento. A major earthquake on any of these faults could cause strong ground shaking in the project area. However, no earthquakes with a magnitude of 3.0 or greater have been recorded within or near Sacramento County (USGS 2016).

Topography and Soils

The project site consists of relatively flat terrain. Soils in the project site consist of San Joaquin soils, which are characterized by moderately deep, well-drained soils that are underlain by a cemented hardpan, and have a clay texture (NRCS 2016).

Regional Geology

The project site is located within the Sacramento Valley portion of the Great Valley Geomorphic Province of California. The Great Valley is bordered to the north by the Cascade and Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada, and to the south by the Transverse Ranges. The valley was formed by tilting of the Sierra Block with the western side dropping to form the valley and eastern side uplifting to form the Sierra Nevada. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada to the east and the Coast Ranges to the west. These sedimentary rocks are mainly Cretaceous in age. According to U.S. Geological Survey mapping prepared by Helley and Harwood (1985) the surface and near surface deposits are recognized as undivided Holocene basin deposits, as well as levee and channel deposits. These deposits typically consist of silt, sand and clay deposited by drainages similar to present-day stream and river systems.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.5 of the MEIR evaluated potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2035 General Plan reduced all effects to a less than significant level. Policies EC 1.1.1 and 1.1.2 require regular review of the City's seismic and geologic safety standards, and geotechnical investigations for project sites.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy EC 1.1.1 (Review Standards)
- Policy EC 1.1.2 (Geotechnical Investigations)
- Policy ER 1.1.7 (Construction Site Impacts)
- Policy HCR 2.1.16 (Archaeological and Cultural Resources)

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

As discussed above, the project would not be subject to fault rupture; however, ground shaking may occur periodically in Sacramento as a result of distant earthquakes. The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The CBSC is based on more the federal Uniform Building Code (UBC) but is more detailed and stringent than the federal UBC. Specific minimum seismic safety requirements are set forth in Chapter 23 of the CBSC. The state earth protection law (California Health and Safety Code Section 191000 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2035 General Plan and MEIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

Soil liquefaction is the loss of strength of low- to no-cohesion soils (usually sands) that occurs when pore water pressure exceeds the confining stress (weight) of the soils. Liquefaction normally occurs only under saturated conditions and in soils with a low relative density. Liquefaction can occur during earthquakes as vibrations induce soils to readjust to a more compact state. Experience has shown that earthquake induced liquefaction normally occurs only within the upper 50 to 60 feet of the soil profile. According to the NRCS Web Soil Survey, soils in the project site consist of San Joaquin soils, which are characterized by moderately deep, well-drained soils that are underlain by a cemented hardpan, and have a clay texture (NRCS 2016). Therefore, impacts from liquefaction would be less than significant.

Construction activities would involve demolition, excavating, filling, moving, grading, and temporarily stockpiling soils onsite, which would remove any vegetative cover and expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff.

Because the proposed project would be required to comply with federal, state, and local construction standards, including seismic engineering standards, it would not expose people or structures to the risk of loss, injury, or death to people or structures. In addition, the project site is located in an area

with historically low seismic activity and is unlikely to be affected by strong seismic ground shaking. Therefore, a less than significant seismic impact would occur.

MITIGATION MEASURES

None.

FINDINGS

The project would have no additional project-specific environmental effects relating to geology and soils.

HAZARDS

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

The discussion of hazards is based on a Hazardous Materials Phase I Environmental Site Assessment prepared for APN 004-0010-023 (PM Environmental 2016), which is included as Appendix E.

ENVIRONMENTAL AND REGULATORY SETTING

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 linear feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place. If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

Site Reconnaissance

The regulatory database report identified the following listings for the subject property or its known occupants on the referenced databases:

Sutter Medical Foundation - The subject property is listed on the Facility and Manifest Data (HAZNET) database for the generation of waste manifests associated with the disposal of a non-reported waste category in 2012 and 2013, and laboratory waste chemicals and pharmaceutical waste in 2014. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Radiological Associates of Sacramento - The subject property is listed on the HAZNET database for the generation of waste manifests associated with the disposal of metal sludge and photochemicals/photoprocessing wastes in 1993. Records on file with the SCEMD indicate that this occupant generated less than 200 pounds of medical waste per month, and the waste was removed by a licensed medical waste hauler. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Christopher Carey DDS - The subject property is listed on the HAZNET database for the generation of waste manifests associated with the disposal of photochemicals/photoprocessing wastes in 1993, 1994 and 1995. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Pregnancy Consultation Center - The subject property is listed on the HAZNET database for the generation of a waste manifest associated with the disposal of liquids with a pH less than or equal to 2 in 2002. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

5301 F Street LTD – The subject property is listed on the HAZNET database for the generation of a waste manifest associated with the disposal of asbestos-containing waste in 2005. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

5301 F Street – The subject property is listed on the CHMIRS database. According to the database, an incident occurred in November 1988 involving a single substance, which resulted in 21 people being injured. The incident was closed the same day. No other relevant information was reported in the database listing. Records on file with the SCEMD indicate that one quart of diazinon pesticide liquid was released to air. Based on the nature of this release and the lack of additional listings indicating violations or releases of hazardous substances, PM has not identified this listing as a REC.

Various former occupants of the subject property are also listed on the Sacramento Co. ML database. According to the database report, these occupants are listed as inactive with no reported underground storage tanks or aboveground storage tanks. No records of violation, spills or releases were on file with the SCEMD for the subject property. Based on the nature of this listing and the lack of a reported release, PM has not identified these listings as a REC.

No additional documented hazardous materials on the project site or surrounding parcels were encountered during records searches of the area. The records search included a review of the Environmental Data Resources (EDR) report to assess current regulatory database information compiled by a variety of federal and state regulatory agencies. A pedestrian reconnaissance survey of the project site was conducted in preparation of the Phase I report for signs of undocumented hazardous materials.

Based upon PM's limited visual observations during the site reconnaissance, suspect asbestos containing materials (ACMs) identified included vinyl floor tiles, sheetrock walls, sprayed on fire roofing, thermal system insulation, and sprayed on acoustical ceiling texture. The materials appeared to be in good condition. Buildings constructed prior to, but no later than, 1980 with suspect ACMs are required by Federal regulations to designate those materials as "Presumed Asbestos Containing Materials" in the absence of analytical data. Based on the age of structures located at the subject property, lead-based paint is likely present. However, based on the non-residential nature of the subject property, LBP is considered to represent a low environmental concern.

Findings and Conclusions

A de minimis condition, as defined in the ASTM Standard, is a condition that generally does not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not RECs or CRECs. PM has identified the following de minimis condition in association with the subject property:

> PM observed three air compressors within the mechanical room in the basement of the subject building. PM observed what appeared to be motor oil staining to concrete beneath two of these air compressors. The concrete appeared to be in good condition with no evidence of cracks in the stained areas. Based on this information, PM has identified these stained areas as de minimis.

The Phase I Environmental Site Assessment revealed no evidence of RECs connected with the subject property. Refer to Appendix E for the full report.

PM recommends that a licensed professional be contracted to conduct an ACM survey prior to any significant renovations, demolitions, or excavations.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR 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.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy PHS 3.1.1 (Investigate Sites for Contamination)
- Policy PHS 3.1.2 (Hazardous Materials Contamination Management Plan)
- Policy PHS 3.1.3 (Household Hazardous Waste Collection Programs)
- Policy PHS 3.1.4 (Transportation Routes)

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

Based on records searches of the project area and pedestrian survey of the majority of the project site, the project site is not currently listed as having hazardous materials. Previously documented hazardous conditions on the project site were not identified as RECs.

Implementation of the proposed project includes the demolition and removal of the existing building and associated basement and paved parking lot.

Development of the project site from unoccupied medical offices to a senior living facility would result in an increase in the generation, storage, and disposal of hazardous wastes. During project construction, oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used. If spilled, these substances could pose a risk to the environment and to human health. Following construction, household hazardous materials such as various cleansers, paints, solvents, pesticides, and automobile fluids would be expected to be used. If spilled, these substances could pose a risk to the environment and to human health. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment, and impacts would be less than significant.

Question B: Less than Significant with Mitigation

According to the HAZNET database, 6.74 tons of asbestos-containing waste was removed from the property in 2005. A record documenting this removal was not observed in the records search. Suspect asbestos-containing materials identified on the project site included vinyl floor tiles, sheetrock walls, sprayed on fire proofing, thermal system insulation, and sprayed on acoustical ceiling texture and appeared to be in good condition. Based on the age of structures located at the subject property, lead-based paint is likely present. Exposure pathways by which receptors could be exposed to hazardous materials include: 1) direct contact with hazardous materials; 2) incidental ingestion of hazardous materials (e.g., if workers fail to wash their hands before eating, drinking, or smoking); and 3) inhalation of airborne dust released from dried hazardous materials. This would be a **potentially significant** impact. Mitigation Measure HAZ-01 would be implemented to reduce potential impacts associated with asbestos and lead-based paint to less than significant. The proposed mitigation requires that an asbestos and lead-based paint surveys be completed prior to initiating demolition activities. Hazardous material found during the survey would be removed and disposed of in compliance with all applicable regulations and guidelines, including SMAQMD Rule 902.

Once demolition is complete, the transport, use, or disposal of hazardous materials would be limited to common hazardous materials typical of any residences or place of employment (e.g., cleaning agents, paints and thinners, fuels, insecticides, herbicides, etc.). Although limited quantities of hazardous materials can be found in most buildings, the use of such substances would not occur in quantities that would present a significant hazard to the environment or the public at large. Accidents or spills involving small quantities of the materials typical of any residences or place of employment would not create a significant hazard to the public or the environment. Additionally, any potentially hazardous materials utilized as a part of the project would be contained, stored and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations.

Question C: Less than Significant

Groundwater in the vicinity of the project site is between 13 and 22 feet below ground surface with a flow direction to the west. The nearest well is located approximately 950 feet east of the project site located at 5631 Elvas Avenue, Sacramento, Ca. Although the proposed project includes the construction of an underground parking garage, the planned parking garage would tie into the existing basement, and there is no evidence to suggest that this construction action would require dewatering efforts or the introduction of contaminated groundwater to the surface. Therefore, impacts would be less than significant.

MITIGATION MEASURES

HAZ-01: Conduct Asbestos and Lead-Based Paint Surveys and Testing

- Prior to initiating construction activities, the project applicant shall retain a qualified inspector to survey the remnant building pads for hazardous materials. If hazardous materials are found to be present, the project applicant shall have a licensed contractor properly remove and dispose of these hazardous materials in accordance with federal, state, and local laws.

FINDINGS

With implementation of Mitigation Measure HAZ-01, construction and operation of the project would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; this impact would be mitigated to a less than significant level.

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
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 project site is developed and reflects a history of past hydrologic manipulation. Precipitation is the only source of surface water for the project site, and no natural drainage features are present on the project site. Impervious surfaces on the project site include a medical office building and an asphalt-paved parking lot.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is designated as flood zone “X – Area with Reduced Risk Due to Levee” which is outside the special flood hazard area and higher than the elevation of the 0.2-percent-annual-chance flood (Map No. 06067C0183H, August 16, 2012). FEMA does not have building regulations for development in areas outside the special flood hazard areas.

The City of Sacramento provides stormwater collection services for the project site. The proposed project would drain to the 48-inch storm drain along the eastern property line. The proposed project would treat stormwater runoff with a series of BMPs including but not limited to underground treatment vaults.

The existing landscape on the project site covers approximately 23,000 square feet, and the proposed project would landscape approximately 35,000 square feet. The proposed project would reduce the area of impervious surface which would result in a net decrease in stormwater runoff. The Stormwater Quality Improvement Plan (SQIP) (July 2007) outlines the priorities, key elements, strategies, and evaluation methods of the City’s Stormwater Management program for 2007-2011. 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. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program (http://www.sacstormwater.org/).

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all storm water 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 there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures,

infrastructure, or property. These requirements will be included as conditions of project approval and development not allowed to proceed without compliance.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.7 of the MEIR 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, EC 2.1.1), conservation of open space areas (Policy ER 1.1.1), control sources of stormwater pollution (Policies ER 1.1.3, 1.1.4, and 1.1.7), comprehensive flood management (Policy EC 2.1.2 through 2.1.16), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy ER 1.1.3 (Stormwater Quality)
- Policy ER 1.1.4 (New Development)
- Policy ER 1.1.5 (Limit Stormwater Peak Flows)
- Policy ER 1.1.6 (Post-Development Runoff)
- Policy ER 1.1.7 (Construction Site Impacts)
- Policy EC 2.1.11 (New Development)

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 SWRCB, due to increases in sediments and other contaminants generated by construction and/or operational activities; 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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

<u>Construction-Related Impacts</u>

Storm water runoff from the project site is either absorbed onsite or flows to the City's storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of

Storm Water Associated with Construction Activity Construction General Permit Order 2009- 0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMP) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the CWA Section 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff also inspects and enforce the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of best management practices, construction activities under the proposed project would result in a less than significant impact related to storm water absorption rates, discharges, flows, and water quality.

Operation-Related Impacts

Development of the project site would not introduce additional impervious surfaces to the site or increase storm water runoff. The surrounding storm water drainage systems are designed to accommodate storm water from the project site and connect to the City's drainage systems. Storm water from the project site would be collected by the project's storm drain system and directed to the existing 48-inch storm drain along the eastern boundary of the project site.

The County of Sacramento and the cities of Sacramento, Folsom, Citrus Heights, Elk Grove, Rancho Cordova, and Galt have a joint NPDES permit (No. CAS082597) that was granted in December 2002. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. The permit is intended to implement the Basin Plan through the effective implementation of BMPs to reduce pollutants in storm water discharges to the maximum extent practicable.

The proposed project would conform with City regulations and permit requirements as well as implement effective BMPs that reduce stormwater discharges that would result in a less than significant impact related to storm water absorption rates, discharges, flows, and water quality.

Question B: Less than Significant

As described above, the project site is not located within a 100-year flood hazard area. As such, the proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or structures to risks associated with flooding. Therefore, impacts related to flooding would be less than significant and no mitigation would be required.

MITIGATION MEASURES

None.

FINDINGS

The project would have no additional project-specific environmental effects relating to hydrology and water quality.

NOISE

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 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

The predominant existing noise sources in the vicinity of the project site are vehicles on F Street and 53rd Street. No commercial or private airports are located within two miles of the project site, though occasional overflights and associated noise occur from aircraft using the public McClellan Airfield (located approximately 6.0 miles north of the project site) or the public Sacramento Executive Airport (located approximately 5.1 miles southwest of the project site).

Existing Noise Receptors

Some land uses are considered more sensitive to ambient noise levels than others. Noise-sensitive land uses (NSLU) generally include residences, schools, libraries and hospitals. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. The primary NSLUs near the project site are the single-family residences adjacent to the east and across F Street to the south and the future Sutter Park Neighborhood development to the west.

Existing Ambient Daytime Noise Levels

A site visit was performed on September 27, 2016 to survey the existing ambient noise environment in the project vicinity. An ambient noise measurement of the typical noise environment for the area was not possible due to the loud and frequent demolition construction noise being generated at the nearby former hospital site for the future Sutter Park project. Two 15-minute traffic counts at F Street and 53rd Street were performed, with 15 total vehicles observed on F Street and 2 vehicles observed on 53rd Street. Very low traffic volumes such as those observed are indicative of low noise levels. Additional observations were made that, outside of the temporary construction noise, the noise environment was of a typical quiet suburban area, with occasional low noise sources such as distant aircraft or residents talking outside of their houses.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR 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. General Plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1), interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found in the MEIR to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None available.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy EC 3.1.1 (Exterior Noise Standards)
- Policy EC 3.1.2 (Exterior Incremental Noise Standards)
- Policy EC 3.1.3 (Interior Noise Standards)
- Policy EC 3.1.4 (Interior Noise Review for Multiple, Loud Short-Term Events)
- Policy EC 3.1.5 (Interior Vibration Standards)
- Policy EC 3.1.6 (Effects of Vibration)
- Policy EC 3.1.7 (Vibration)
- Policy EC 3.1.8 (Operational Noise)
- Policy EC 3.1.10 (Construction Noise)
- Policy EC 3.1.11 (Alternatives to Sound Walls)
- Policy EC 3.2.1 (Land Use Compatibility)
- Policy EC 3.2.2 (Hazardous Noise Protection)

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 or mitigation from the General Plan MEIR:

- exterior noise levels that are above the upper value of the normally acceptable category for nursing homes of 70 dBA L_{DN};
- residential interior noise levels of 45 dBA L_{DN} or greater caused by noise level increases due to the project;
- construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;

- existing and/or planned residential and commercial areas to be exposed to vibration greater than 0.5 inches per second (in./sec) peak particle velocity (PPV) due to project construction;
- adjacent residential and commercial areas to be exposed to vibration greater than 0.5 in./sec PPV due to highway traffic and rail operations; or
- historic buildings and archaeological sites to be exposed to vibration greater than 0.2 in./sec PPV due to project construction and highway traffic.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

Noise Exposure in Excess of Standards

Potential noise impacts as a result of the proposed project are those resulting from project demolition, construction and operational activities. Demolition and construction noise would be temporary and are discussed further under Question C; operational noise would continue throughout the lifetime of the project and is discussed below.

Noise modeling for on-site transportation noise was conducted with Traffic Noise Model (TNM) version 2.5 and used average daily trip (ADT) numbers from the project's Traffic Assessment (City of Sacramento 2016). The assessment showed 336 ADT for the project and referenced the Sutter Park Environmental Impact Report's Near Term Cumulative Plus Project ADT values of 1,711 ADT for F Street. Therefore, it was conservatively assumed that the ADT for the nearby streets with the project would be 2,047 ADT for F Street. The model was performed as a straight-line analysis and conservatively assumed no topographical attenuation.

The noise environment in the area of the project site consists of traffic noise from vehicles on F Street and 53rd Street. The speed limit of 25 miles per hour (mph) along with the stop sign-controlled intersection near the project would keep noise levels from traffic relatively low. The City's exterior noise standards apply to the outdoor use recreational areas of the facility, which includes two internal courtyard areas, a residents' garden and bocce patio/court adjacent to F Street, and small patio areas on the western and eastern sides of the building. These areas would be subject to the nursing home exterior noise standards of 70 dBA L_{DN}. As shown in Table 5, measured noise levels at the outdoor use areas of the project would not exceed 70 dBA L_{DN}. Impacts would be at a **less than significant level**.

Table 5
Future Exterior On-site Noise Levels

Exterior Use Area	Distance from F Street Centerline (feet)	Noise Levels (dBA L_{DN})
Bocce Patio/Court	40	67.0
Residents Garden	40	67.0
Southern Internal Courtyard	140	60.8
Northern Internal Courtyard	450	54.0
Western Patio	175	59.6
Eastern Patio	460	53.9

Source: TNM
Noise levels are modeled for F Street, using the Traffic Assessment's project ADT added to the Sutter Park Environmental Impact Report's Near Term Cumulative Plus Project's ADT value, and assumes no topographical or building attenuation.

Off-site Transportation Noise

Noise modeling for off-site transportation noise was also conducted with TNM version 2.5 and used ADT numbers from the Traffic Assessment described above. The assessment showed 336 ADT for the project. The assessment used the Sutter Park Environmental Impact Report's Near Term Cumulative Plus Project ADT values of 1,711 ADT for F Street from 53rd Street to the east, 1,674 for F Street from 53rd Street to 52nd Street, and 939 ADT for 53rd Street. Therefore, it was conservatively

assumed that the total project ADT would be added to all three segments, for 2,047 ADT for F Street from 53rd Street to the east, 2,010 ADT for F Street from 53rd Street to 52nd Street, and 1,275 ADT for 53rd Street. The nearest NSLUs from each roadway are approximately 40 feet from the roadway centerline (single-family residences).

According to 2035 General Plan Policy EC 3.1.2 (Exterior Incremental Noise Standards), mitigation shall be required for development that increases existing noise levels to residences (NSLUs) by more than 3 dBA in areas with noise levels between 55 dBA L_{DN} and 60 dBA L_{DN}, 2 dBA in areas with noise levels between 60 dBA L_{DN} and 65 dBA L_{DN}, and 1 dBA in areas with noise levels between 65 dBA L_{DN} and 75 dBA L_{DN}. As presented in Table 6, noise levels without the project for the nearest NSLUs range from 63.7 to 66.2. The greatest increase from the noise levels without the project to the noise levels with the project would be on 53rd Street, with a 1.3 dBA L_{DN} increase from 63.7 dBA L_{DN} to 65.0 dBA L_{DN}. This would be below the 2 dBA increase threshold for noise levels between 60 and 65 dBA L_{DN}.

In addition, as stated in the project's Traffic Assessment, the project would result in a net reduction in trips compared to the former medical office use, and implementation of the project may reduce traffic noise levels compared to the former use. This traffic noise analysis conservatively assumed that the project trips were new trips for the area. Therefore, project traffic would not cause an increase above 2035 General Plan standards and impacts to off-site NSLUs would be a **less than significant level**.

Table 6
Off-Site Traffic Noise Levels

Roadway/ Segment	Distance to Nearest NSLU (feet)	Sutter Park's Near Term Cumulative Plus Project ADT				Sutter Park's Near Term Cumulative Plus Project ADT + Oakmont Project				Project Noise Level Increase (dBA L_{DN})	Significant Impact?
		dBA L_{DN} at nearest NSLU	70 dBA L_{DN} (ft)	65 dBA L_{DN} (ft)	60 dBA L_{DN} (ft)	dBA L_{DN} at nearest NSLU	70 dBA L_{DN} (ft)	65 dBA L_{DN} (ft)	60 dBA L_{DN} (ft)		
F Street											
53rd Street to East	40	66.2	16	52	140	67.0	21	60	165	0.8	No
53rd Street to 52nd Street	40	66.1	16	52	140	66.9	20	59	160	0.8	No
53rd Street											
F Street to South	40	63.7	IRW	30	85	65.0	12	40	110	1.3	No

NSLU = noise sensitive land use
IRW = In road right-of-way

HVAC

Stationary noise sources are regulated by the exterior noise limits contained within the City municipal code. Section 8.68.060 of the code states that the exterior noise limit at the property boundary for residential property is 55 dBA during the daytime period (7:00 a.m. to 10:00 p.m.) and 50 dBA during the nighttime period (10:00 p.m. to 7:00 a.m.) at the property line of NSLUs. The main stationary noise source from the project would be the outdoor heating, ventilation, and air conditioning (HVAC) units on the roofs of the proposed building. According to the project's site plans, condenser units would be placed throughout the rooftops and each unit would have an associated condenser for approximately 138 condenser units. Specific planning information for the type of HVAC units at this time; modeling assumed the use of a Carrier 38HDR060 split system, which is typical for residential units and generates a noise level of 56 dBA at a distance of 7 feet. Detailed Carrier 38HDR060 noise data are provided in Appendix F. A 4-foot parapet wall on the rooftops was assumed in modeling to screen the mechanical equipment and provide noise attenuation. HVAC units were modeled in Computer Aided Noise Abatement (CadnaA) version 4.5.

As shown in Table 7, the highest modeled noise levels from HVAC units would occur at the residences adjacent to the east, with a noise level of 31.5 dBA L_{EQ}. Noise levels at future potential residences of Sutter Park would reach as high as 27.7 dBA L_{EQ}, and noise levels at residences across F Street to the south would reach 23.7 dBA L_{EQ}. Therefore, noise levels from HVAC units would not exceed the City's day (55 dBA) and night (50 dBA) maximum acceptable noise levels and impacts would be at a **less than significant level**.

Table 7
HVAC Noise Levels at Nearby Residences

Receiver	Receiver Description[1]	Noise Level (dBA L_{EQ})
R1	Adjacent eastern residence, #1	25.3
R2	Adjacent eastern residence, #2	25.9
R3	Adjacent eastern residence, #3	25.7
R4	Adjacent eastern residence, #4	27.5
R5	Adjacent eastern residence, #5	28.9
R6	Adjacent eastern residence, #6	29.2
R7	Adjacent eastern residence, #7	29.7
R8	Adjacent eastern residence, #8	31.0
R9	Adjacent eastern residence, #9	31.5
R10	Adjacent eastern residence, #10	31.4
R11	Adjacent eastern residence, #11	30.5
R12	Adjacent eastern residence, #12	29.5
R13	Adjacent eastern residence, #13	28.3
R14	Future Sutter Park, potential residence #1	26.8
R15	Future Sutter Park, potential residence #2	27.4
R16	Future Sutter Park, potential residence #3	27.7
R17	Future Sutter Park, potential residence #4	27.6
R18	Future Sutter Park, potential residence #5	27.2
R19	Future Sutter Park, potential residence #6	27.3
R20	Future Sutter Park, potential residence #7	27.3
R21	Future Sutter Park, potential residence #8	27.0
R22	Residences across F Street #1	24.5
R23	Residences across F Street #2	24.9
R24	Residences across F Street #3	23.7
R25	Residences across F Street #4	24.6

[1] The adjacent eastern residence and Future Sutter Park numbering begins with #1 adjacent to F Street, with the number increasing moving north; Residences across F Street #1 occurs adjacent to the F Street and 53rd Street intersection, with the numbering increasing moving east.

Question B: Less than Significant

Interior noise levels at the buildings were modeled using TNM and the same traffic information described under the Noise Exposure in Excess of Standards section of Question A. The nearest building façade is approximately 60 feet from the F Street centerline. Noise levels at this location would be approximately 65.0 dBA L_{DN}. Traditional architectural materials are normally able to reduce exterior to interior noise by up to 20 dBA. Based on these exterior noise levels, traditional architectural materials would be expected to attenuate interior noise to a level of 45 dBA L_{DN} and impacts would be at a **less than significant level**.

Question C: Less than Significant

Construction of the project would generate elevated noise levels that may disrupt nearby NSLUs including the nearby single-family residences adjacent to the east and south and the future residences

adjacent to the west. Construction noise would be generated from construction traffic and construction equipment.

Project demolition and construction could follow three scenarios. The first scenario assumes the hauling of demolition materials off the project site to the nearby Sutter Park development to the west, where the material would be used as fill. This scenario may include rock crushing on the project site. The second scenario assumes the separation and crushing of demolition materials on-site, and the hauling of materials to an offsite location approximately seven miles away. The third scenario assumes the hauling of unseparated demolition material offsite, and material separation and crushing would not be done on-site.

Construction Traffic

In all three construction scenarios, construction traffic would be generated from the hauling of materials off the project site in the demolition and excavation phases. The estimated number of truck trips during the demolition phase, if a rock crusher is used, would be 78 trips. If a rock crusher is not used, the total number of trips would be 458. These trips would occur over a two-month period, for approximately one trip per day if a rock crusher is used or approximately ten trips per day if a rock crusher is not used. Assuming the first scenario, these trips would travel a short distance to the adjacent Sutter Park development to the west, where the material would be used as fill. The second and third scenarios assume that 78 and 458 trips, respectively, would be taken on local streets to U.S. Route 50.

For excavation, approximately 8,050 cubic yards would also be exported to the adjacent Sutter Park development to be used as fill in the first scenario. The second and third scenarios assume the export of fill offsite using local streets. All scenarios would equate to approximately 503 trips. These trips would occur over a five-month period for approximately four trips per day.

Scenario One

The first scenario that assumes the movement of material from the project site to the adjacent Sutter Park development would generate negligible noise. Each trip would be short and be taken at a low speed, given the distance of a few hundred feet to be traveled. In addition, the potential for an extra ten vehicles per day on F Street, which currently handles over 1,600 vehicles, would have a minor impact on existing traffic noise levels. Impacts from construction traffic noise in this scenario would be at a **less than significant level.**

Scenario Two

The second scenario assumes the movement of separated and crushed material from the project site to an offsite landfill using local streets. F Street currently handles over 1,600 vehicles, Elvas Avenue currently handles over 5,000 vehicles, and 65th Street currently handles over 8,000 vehicles. This scenario would add one vehicle per day for demolition trips and four per day for excavation trips on these streets. Noise from this number of trucks would have a minor impact on existing noise levels. Impacts from construction traffic noise in this scenario would be at a **less than significant level.**

Scenario Three

The third scenario assumes the movement of unseparated material from the project site to an offsite landfill using local streets. F Street currently handles over 1,600 vehicles, Elvas Avenue currently handles over 5,000 vehicles, and 65th Street currently handles over 8,000 vehicles. This scenario would add up to ten vehicles per day on F Street, Elvas Avenue, and 65th Street. Noise from this number of trucks on the aforementioned streets would have a minor impact on existing traffic noise levels. Impacts from construction traffic noise in this scenario would be at a **less than significant level.**

Construction Equipment

The magnitude of the impact from construction equipment would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Grading and demolition are typically significantly louder than other construction activities and have the greatest potential to create impacts to off-site NSLUs.

The first and second scenarios assume the potential separation and crushing of materials on site. The third scenario assumes that no crushing or separating would be conducted on site, and that material would be removed offsite.

Scenarios One and Two

Demolition under the first and second scenarios would involve the use of a breaker, loader, and dump truck to demolish the existing medical office building and then a rock crusher to further break down the remains of the existing on-site building. The crusher would be powered by a diesel engine, mounted directly to the crusher frame, and a loader would be used to carry the materials to the crusher.

Demolition activities for the breaker, loader, and dump truck were assumed to occur approximately 35 feet from the nearest single-family residence to the east, 75 feet to the nearest single-family residence south of F Street, and 110 feet from the nearest future residence to the west. The rock crusher is assumed to be located in the middle of the project site. This would be approximately 120 feet west of the nearest adjacent single-family residence to the east, 425 feet from the nearest single-family residence south of F Street, and 144 feet from the potential future residences at Sutter Park.

Modeling for building demolition with a breaker, loader and dump truck was performed in the Roadway Construction Noise Model (RCNM). The breaker was assumed to be in operation for 10 percent of an 8-hour construction day; the rest of the equipment was assumed to be in operation for 40 percent of an 8-hour construction day. Modeling for the rock crusher and loader to bring materials to the crusher was performed in CadnaA. These pieces of equipment were assumed to be in continuous operation.

For building demolition, based on these assumptions, the noise levels for a breaker, loader, and dump truck would be 84.9 dBA L_{EQ} at 35 feet, 78.2 dBA L_{EQ} at 75 feet, and 74.9 dBA L_{EQ} at 110 feet. The noise levels for the rock crusher and loader would be at 76.6 dBA L_{EQ} at 120 feet, 74.2 dBA L_{EQ} at 425 feet, and 65.5 dBA L_{EQ} at 144 feet. If the rock crusher is not placed in the middle of the site and is located closer than 120 feet to the nearest residence, noise levels at those residences would be higher.

Grading would involve the use of an excavator, loader, and dump truck, which were modeled in RCNM. For grading, the equipment was assumed to operate at an average distance of 100 feet from the nearest NSLUs. Over the course of a day, the equipment may be closer or farther than 100 feet from the nearest residence; however, a reasonable average is 100 feet. These pieces of equipment during grading would generate a noise level of 73.9 dBA L_{EQ}. Detailed construction period noise level analysis and results are provided in Appendix F.

Scenario Three

Demolition activities for the third scenario would also require the use of a breaker, loader, and dump truck for building demolition and movement of materials. Grading assumptions would be the same as the first and second scenarios. No rock crushing would be required.

Demolition activities for the breaker, loader, and dump truck were assumed to occur approximately 35 feet from the nearest single-family residence to the east, 75 feet to the nearest single-family residence south of F Street, and 110 feet from the nearest future residence to the west. For building demolition, based on these assumptions, the noise levels for a breaker, loader, and dump truck would be 84.9 dBA L_{EQ} at 35 feet, 78.2 dBA L_{EQ} at 75 feet, and 74.9 dBA L_{EQ} at 110 feet.

For grading, the equipment was assumed to operate at an average distance of 100 feet from the nearest NSLUs. Over the course of a day, the equipment may be closer or farther than 100 feet from the nearest residence; however, a reasonable average is 100 feet. These pieces of equipment during grading would generate a noise level of 73.9 dBA L_{EQ}.

Construction noise would be regulated by Title 8 – Health and Safety, Chapter 8.68 of the City's Noise Ordinance. The ordinance exempts certain activities from Chapter 8.68, including "noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure," as long as these activities are limited to between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday. Project construction would only occur during these exempted hours and would be temporary in nature.

The 2035 General Plan's policy EC 3.1.10, Construction Noise, states that "the City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible." While the project's noise levels are exempt from noise levels in the City's Noise Ordinance, due to the proximity of heavy construction activity near single-family residences during demolition involving a breaker, loader, and dump truck for all three scenarios, and use of rock crusher and loader for scenarios one and two, the construction contractor would position the heavy equipment to minimize noise impacts to the nearby sensitive receptors. With the implementation of BMPs, demolition and construction noise impacts would be less than significant.

Question D: Less than Significant

Generation of construction-related ground-borne vibration would primarily occur from a vibratory roller during foundation compaction. A vibratory roller creates approximately 0.210 inches per second PPV at 25 feet, according to Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2013). The nearest NSLUs (the single-family residences to the east) would be approximately 25 feet from the use of a vibratory roller. Therefore, vibration levels would be approximately 0.210 in./sec PPV, which is below the City's 0.5 in./sec PPV threshold, and impacts related to ground-borne vibration would be at a **less than significant level**.

Question E: Less than Significant

According to the Federal Transit Administration's Transit Noise and Vibration Impact Assessment guidance, vibration impacts related to railroads must be assessed if a project is located within 200 feet of a conventional commuter railroad or rail rapid transit, or 150 feet of a light rail transit (FTA 2006). No rail lines or transit stations of any type are located within these distances of the proposed project boundary. Traffic along SR 51, the nearest freeway, is approximately one mile from the project and would not cause perceptible vibration at this distance. Impacts related to vibration from rail operations or highway traffic are assessed as being at **less than significant levels**.

Question F: Less than Significant

If a vibratory roller is utilized during project construction, then it would generate a maximum vibration level of approximately 0.210 in/sec PPV at a distance of 25 feet. As there are no historic buildings or archaeological sites within close proximity to the project site, project-related construction would not expose any historic buildings or known archaeological sites to vibration levels that exceed 0.20 in/sec PPV; this impact would be at a **less than significant level.**

MITIGATION MEASURES

None.

FINDINGS

Project related impacts related to noise would be **less than significant**.

PUBLIC SERVICES

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES A) 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 within the East Sacramento Subarea of the East Sacramento Community Plan area. Public services are discussed individually below.

Fire

The City of Sacramento provides fire protection services to the project area. The City Fire Department operates approximately 21 stations. Fire stations are strategically located to provide a maximum efficiency service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City. Typical response time to fire calls is four minutes (SGPU DEIR, M-1).

The project site is located within the response zone for Fire Station 8, located at 5990 H Street, approximately 0.5 mile southeast of the project site.

Police

The City of Sacramento provides police protection service to the project area. The project site is located in District 6, Beat 6D of the East Sacramento service area and would be served by the Richards Police Facility located at 300 Richards Boulevard.

Schools and Libraries

The project site is located within the Sacramento City Unified School District and less than a mile northwest of California State University, Sacramento. The project site is located in an area served by urban levels of library services.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR evaluated the potential effects of the 2035 General Plan on various public services. These include parks (Chapter 4.9) and 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 MEIR concluded that effects 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) reduced impacts on schools to a less than significant level. Impacts on library facilities were also considered less than significant (Impact 4.10-5).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- ERC 2.1.1 (Complete System)
- ERC 2.2.1 (Parks and Recreation Master Plan)
- ERC 2.2.2 (Timing of Service)
- ERC 2.2.3 (Service Level Radius)
- ERC 2.2.4 ((Park Acreage Service Level)
- ERC 2.2.5 (Meeting Service Level Goal)
- ERC 2.2.6 (Urban Park Facility Improvements)
- PHS 1.1.1 (Police Master Plan)
- PHS 1.1.2 (Response Time Standards)
- PHS 1.1.3 (Staffing Standards)
- PHS 1.1.4 (Timing of Services)
- PHS 1.1.7 (Development Review)
- PHS 1.1.8 (Development Fees for Facilities and Services)
- PHS 2.1.1 (Fire Department Strategic Plan)
- PHS 2.1.2 (Response Time Standards)
- PHS 2.1.3 (Staffing Standards)
- PHS 2.1.4 (Response Units and Facilities)
- PHS 2.1.5 (Timing of Services)
- PHS 2.1.11 (Development Fees for Facilities and Services)
- PHS 2.2.2 (Development Review)
- PHS 2.2.4 (Water Supply for Fire Suppression)
- PHS 2.2.9 (Development Review for Emergency Response)

The following policy applies specifically to the South Area Community Plan:

- Policy ERC 3.1.3 (Under-Served Areas)
- Policy SA.PHS 1.1 (Emergency Service Coverage)

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

The proposed project would construct a senior living facility to replace a previously occupied medical office building. While redevelopment of the project site would result in an increase in public service needs, the project would not result in increased demand for fire protection, police protection, or school facilities beyond that which was analyzed in the City's General Plan MEIR.

Fire and Police

The project site is served by the City of Sacramento Police Department and Fire Department. The Police Department participates in project site design, and the project would be consistent with the principles of Crime prevention through environmental design (CPTED) which is a multi-disciplinary approach to deterring criminal behavior through the design of project sites. CPTED principles relate to multiple aspects of site design, including lighting and visibility. These actions will ensure that the site design minimizes enforcement activity and the resulting burden on police services. Consistent

with the MEIR's conclusions, implementation of the proposed project would result in a less than significant impact related to fire and police protection services.

Schools and Libraries

Public schools in the vicinity of the project site are operated by the Sacramento City Unified School District. The proposed project would construct a senior living center and would not affect the enrollment capacity of local schools.

Consistent with the MEIR's conclusions, implementation of the proposed project would result in a less than significant impact related to school facilities.

MITIGATION MEASURES

None.

FINDINGS

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

RECREATION

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 provides and maintains a full range or recreational activities and park facilities for the community. East Sacramento hosts several park facilities including Crescent Park, East Lawn Children's Park, East Portal Park, Glenbrook Park, Hall Park, Henschel Park, Oki Park, and River Park. The 32-acre McKinley Park is also located within the East Sacramento Community Plan area (City of Sacramento 2009).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.9 of the MEIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. Impacts on parks and recreation were found to be less than significant (see Impacts 4.9-1 and 4.9-2) due to Quimby Act and City Code requirements that new development offset its demand for those facilities, and General Plan Policies ERC 2.2.1 (maintaining the Parks and Recreation Master Plan), Policies ERC 2.1 through 2.2.8, 2.211, 2.216 through 2.218 (ensuring planning for and provision of parks and related facilities), ERC 2.4.1 (service levels for trails), and ERC 2.4.2, 2.5.1 and 2.5.4 (access, planning and maintenance of waterways and parkways).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None required.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy ERC 2.1.1 (Complete System)
- Policy ERC 2.2.1 (Parks and Recreation Master Plan)
- Policy ERC 2.2.2 (Timing of Service)
- Policy ERC 2.2.3 (Service Level Radius)
- Policy ERC 2.2.4 (Park Acreage Service Level). The City shall develop and maintain 1.75 acres of neighborhood and community parks and recreational facilities per 1,000 population in the Central City, and 3.5 acres of neighborhood and community parks and recreational facilities per 1,000 population in the remainder of the City.
- Policy ERC 2.2.5 (Meeting Service Level Goal). The City shall require new residential development to either dedicate land for new parks, pay a fair share of the costs for new parks

and recreation facilities, and/or pay a fair share for rehabilitation or renovation of existing parks and recreation facilities.

- Policy ERC 2.2.6 (Urban Park Facility Improvements)
- Policy ERC 2.2.17 (Joint Use Facilities Co-Located)
- Policy ERC 2.4.1 (Service Levels). The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population.
- Policy LU 9.1.2 (New Parks and Open Spaces)
- Policy LU 9.1.3 (Connected Open Space System)
- Policy LU 9.1.4 (Open Space Buffers)

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B: Less than Significant

The proposed project would provide housing for an estimated 150 seniors. While the proposed project would result in an increase in the population of the area and demand for recreational facilities, the site plan for the proposed project incorporates three open space/recreation areas. The proposed planned open space areas would include: 1) a courtyard in the southern wing; 2) a garden in the northern wing (Memory Care Garden); and, 3) an enclosed outdoor area along the southern boundary of the facility. The courtyard would include a dining patio, fountain, lawn space, and tree landscaping. The Memory Care garden would host a garden bed, wall fountain, outdoor seating, turf, and landscaping. The enclosed outdoor area along the southern boundary of the project site features a bocce ball court and patio, resident's garden, tool shed, shaded pavilion, turf, and landscaping. These amenities would lessen the impacts on recreational facilities in the City from the proposed project and would not result in impacts in addition to those identified in the General Plan MEIR. Therefore, impacts related to recreational facilities would be less than significant.

MITIGATION MEASURES

None.

FINDINGS

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

TRANSPORTATION AND CIRCULATION

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project:			
A) Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more?		X	
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?		X	
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?		X	
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?		X	
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?		X	

The discussion of transportation and circulation is based on a Traffic Assessment prepared for the project by Crane Transportation Group and is included as Appendix G.

ENVIRONMENTAL SETTING

Roadway System

The project site is bordered by F Street to the south and 53rd Street to the west. Existing developments are located to the east and south, and a planned mixed-use, residential development would be located to the north and west.

Brief descriptions of the roadways serving the project site are provided below:

- F Street is an east-west, two lane roadway that extends from 41st Street to Elvas Avenue.
- 53rd Street is a two-lane, north-south roadway that extends from K Street to F Street.
- The intersection of F and 53rd Street is all-way stop controlled.

In 2014, an Environmental Impact Report was prepared for Sutter Park Neighborhood Project, located west of the project site. The analysis indicated that with or without Sutter Park Neighborhood Project, the level of service (LOS) on F Street and at F and 53rd Street would remain LOS A.

Pedestrian System

Sidewalks exist along both sides of F Street from 41st Street to Elvas Avenue. There are crosswalks at the intersection of F and 53rd Street and F Street and Lagomarsino Way to provide pedestrian access to the project site.

Along 53rd Street, there is a sidewalk along the eastern side of the street. Demolition of the former Sutter Hospital is underway west of 53rd Street, and there is currently no pedestrian access along the western side of the street. The adjacent residential neighborhoods to the south and east of the project site include a complete sidewalk system on both sides of each street.

Bicycle System

On-street bike lanes are located along both sides of Elvas Avenue, east of the project site. There are no other designated bike lanes in the immediate vicinity of the project site.

Transit System

The Sacramento Regional Transit (RT) provides one fixed service bus Route 34 between California State University, Sacramento and Downtown Sacramento connecting to multiple light rail stations.

A shuttle bus service is provided for Mercy General Hospital employees and is transporting employees from the project site parking lot to the Mercy General Hospital campus in Midtown Sacramento (Dignity Health 2016a). The parking lot has been leased to Mercy General Hospital on a month-to-month basis since the medical office building became vacant over a year ago. The shuttle makes 92 trips daily from the 5301 F Street parking lot to Mercy General Hospital between 4 AM and midnight. The shuttle runs every 20 minutes during non-peak hours and approximately every 10 minutes during AM and PM peak hours, with extended PM peak hours (Dignity Health 2016b). See Appendix G for observed parking lot traffic counts during AM and PM peak hours.

TRIP GENERATION

Table 8 shows the trip generation of the proposed project based on trip rates published in Trip Generation, 9th Edition (Institute of Transportation Engineers 2012). The proposed project is expected to generate approximately 336 new daily vehicle trips with 19 trips during the AM peak hour and 30 trips during the PM peak hour.

Table 8 – Project Trip Generation

Land Use	Quantity	ITE Land Use Code	Trips*						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total

Assisted Living	135 beds	254	336	12	7	19	13	17	30

Note: *No credit is given for the existing building as it has been vacant and not in operation.

The proposed project would generate fewer trips than the existing medical office building when it was occupied. Table 9 shows that the proposed land use results in a net decrease in trips when compared to the trip generation of the medical office building.

Table 9 – Trip Generation Comparison

Scenario	Daily	AM Peak Hour	PM Peak Hour
Proposed Project	336	19	30
Existing Medical Office	2,422	154	196
Difference	-2,086	-135	-168

Note: These values include both inbound and outbound trips.

According to Table 9, the proposed project would generate 135 fewer trips in the AM peak hour and 166 fewer trips in the PM peak hour when compared to the former land use. On a daily basis, there would be 2,086 fewer trips. See Appendix G for the full Traffic Assessment.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the MEIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for expansion of Caltrans facilities consistent with the SACOG MTP/SCS (Policy M 1.5.6), requirement to work with Caltrans and adjacent jurisdictions to identify funding for improvements (Policy M 1.5.7); and development of streets (Goal M 4.2).

The MEIR concluded that most traffic impacts would be less than significant with implementation of General Plan policies; however, impacts on freeway segments (Impact 4.12-4) and impacts on roadway segments (Impact 4.12-3) in adjacent jurisdictions were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy M 1.1.2 (Transportation System). The City shall manage to travel system to ensure safe operating conditions.
- Policy M 1.1.4 (Facilities and Infrastructure). The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.
- Policy M 1.2.2 (LOS Standard). The City shall implement a flexible, context-sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined

based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on [2035 General Plan] Figure M-1:

A. Core Area (Central City Community Plan Area) - LOS F allowed.

B. Priority Investment Areas - LOS F allowed.

C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 65th Street: Elvas Avenue to 14th Avenue
- Arden Way: Royal Oaks Drive to I-80 Business
- Broadway: Stockton Boulevard to 65th Street
- College Town Drive: Hornet Drive to La Rivera Drive
- El Camino Avenue: I-80 Business to Howe Avenue
- Elder Creek Road: Stockton Boulevard to Florin Perkins Road
- Elder Creek Road: South Watt Avenue to Hedge Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Fruitridge Road: SR 99 to 44th Street
- Howe Avenue: El Camino Avenue to Auburn Boulevard
- Sutterville Road: Riverside Boulevard to Freeport Boulevard

LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.

D. Other LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.

- 47th Avenue: SR 99 to Stockton Boulevard
- Arcade Boulevard: Marysville Boulevard to Roseville Road
- Carlson Drive: Moddison Avenue to H Street
- El Camino Avenue: Grove Avenue to Del Paso Boulevard
- Elvas Avenue: J Street to Folsom Boulevard
- Elvas Avenue/56th Street: 52nd Street to H Street
- Florin Road: Havenside Drive to Interstate 5
- Florin Road: Interstate 5 to Freeport Boulevard
- Folsom Boulevard: 47th Street to 65th Street
- Folsom Boulevard: Howe Avenue to Jackson Highway
- Folsom Boulevard: US 50 to Howe Avenue
- Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South)
- Freeport Boulevard: 21st Street to Sutterville Road (North)
- Freeport Boulevard: Broadway to 21st Street
- Garden Highway: Truxel Road to Northgate Boulevard
- H Street: Alhambra Boulevard to 45th Street
- H Street 45th: Street to Carlson Drive
- Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard
- Howe Avenue: US 50 to Fair Oaks Boulevard
- Howe Avenue: US 50 to 14th Avenue
- Raley Boulevard: Bell Avenue to Interstate 80
- South Watt Avenue: US 50 to Kiefer Boulevard

- West El Camino Avenue: Northgate Boulevard to Grove Avenue

E. If maintaining the above LOS standards would, in the City's judgement be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally, the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in [2035 General Plan] Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

- Policy M 1.2.3 (Transportation Evaluation). The city shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

Roadway Segments

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

Intersections

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

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B: Less than Significant with Mitigation

An Environmental Impact Report was prepared for the planned Sutter Park Neighborhood project west of the project site. The traffic analysis indicated that with or without the planned Sutter Park Neighborhood project, segments of F Street and the F and 53rd Street intersection would remain at LOS A. The proposed senior living facility would generate approximately 336 trips daily, and the slight increase would not result in changes in the LOS. Therefore, impacts would be less than significant impact, and no mitigation would be necessary.

While project operation would not result in potentially significant impacts to LOS at the study intersection, construction activities may result in temporary disruptions to the transportation network near the project site, including temporary lane and/or street closures. Heavy vehicles will access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions, which would be a **potentially significant** impact. Mitigation Measure TRA-01 would be implemented to avoid and minimize construction-related impacts on transportation and circulation, and impacts would be reduced to less than significant with mitigation incorporated.

Question C: Less than Significant

The proposed project is not near a freeway or freeway ramp, and the associated traffic would not result in significant impacts to a freeway ramp queue. The project would not degrade the LOS of the freeway ramps exceeding the level of significance threshold defined in the Caltrans Route Concept Report. Impacts related to freeway facilities would be at a **less than significant level**.

Questions D, E, and F: Less than Significant with Mitigation

Implementation of the proposed project would not result in any modification of, or interference with, any existing or planned pedestrian, bicycle, or transit facility in the City of Sacramento. The project would add pedestrian, bicycle, and transit demands, but existing facilities in the vicinity were determined to adequately meet the needs of the project along with current needs. The proposed project would enhance the existing pedestrian facilities by incorporating walkways into the design. Impacts related to pedestrian, bicycle, and transit facilities from operation of the proposed project would be less than significant.

While project operation would not result in potentially significant impacts to pedestrian, bicycle, and transit facilities, construction activities may result in temporary disruptions to the transportation network near the project site, including temporary lane and/or street closures and sidewalk closures. Pedestrian, bicycle, and transit access may be disrupted, which would result in a **potentially significant** impact. Mitigation Measure TRA-01 would be implemented to avoid and minimize construction-related impacts on transportation and circulation, and impacts would be reduced to less than significant with mitigation incorporated.

MITIGATION MEASURES

TRA-01: Prepare a Construction Traffic and Parking Management Plan

- Consistent with City Code 12.20.030, the project applicant shall prepare a construction traffic and parking management plan prior to the beginning of construction to the satisfaction of the City Traffic Engineer. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:
    - The number of truck trips, time, and day of street closures.
    - Time of day of arrival and departure of trucks.

  - Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting.
  - Provision of a truck circulation pattern
  - Provision of driveway access plan so that save vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).
  - Maintain safe and efficient access routes for emergency vehicles.
  - Manual traffic control when necessary.
  - Proper advance warning and posted signage concerning street closures.
  - Provisions for pedestrian safety.
- A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

FINDINGS

With implementation of Mitigation Measure TRA-01, potential impacts to transportation and circulation during construction of the proposed project would be mitigated to a **less than significant** level.

UTILITIES

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. 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

Wastewater and Stormwater

Wastewater would be collected by the City's combined sewer system (CSS) that conveys wastewater and stormwater runoff in a single pipe. Wastewater generated in the vicinity of the project is collected by the wastewater system pipes and conveyed to a treatment plant in Elk Grove to be treated and released back to local rivers. The treatment is performed by the Sacramento Regional County Sanitation District (City of Sacramento 2016c).

Water Supply

Water service for the proposed project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources: the American River, Sacramento River, and groundwater wells (pumped from the North and South American Subbasins). Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (SRWTP), located at the southern end of Bercut Drive approximately 3.8 miles northwest of the project site, and the E.A. Fairbairn Water Treatment Plant (FWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 1.3 miles southeast of the project site. The FWTP and SRWTP divert water from the American and Sacramento rivers, respectively. Water diverted from the Sacramento and American rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMP) every five years. The most recent UWMP was adopted in 2010, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development under the 2030 General Plan. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035. It is important to note that this assumes that wells and surface water treatment capacity will be rehabilitated and expanded as needed (City of Sacramento 2011). The 2015 UWMPs are underway but have not yet been adopted.

Solid Waste Disposal

Commercial solid waste materials collected by the Solid Waste Division of the City Department of Public Works are sorted at either the Sacramento Recycling and Transfer Station (owned by BLT Enterprise) or the North Area Transfer Station, owned by the County of Sacramento Public Works Department; City waste transported from the City's transfer stations is then transported to Lockwood Landfill in Lockwood, Nevada. The City of Sacramento General Plan MEIR indicates that the City landfills have sufficient capacity for full buildout of the 2035 General Plan.

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR 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 MEIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would lessen the impacts on water supply, but the increased demand and need for new water facilities would remain significant and unavoidable impacts (Impacts 4.11-1 and 4.11-2). The potential need for expansion of wastewater and stormwater drainage conveyance facilities was found to be less than significant (Impacts 4.11-3), as was the need to expand wastewater treatment facilities (Impact 4.1-4). 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 and General Plan Policies U 6.1.1 through 6.1.17 would reduce effects for energy to a less than significant level (Impact 4.11-6).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None available.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the MEIR, and are applicable to the proposed project:

- Policy U 1.1.1 (Provision of Adequate Utilities)
- Policy U 1.1.4 (Timing of Urban Expansion)
- Policy U 1.1.5 (Growth and Level of Service)
- Policy U 2.1.2 (Increase Water Supply Sustainability)
- Policy U 2.1.3 (Water Treatment Capacity and Infrastructure)
- Policy U 2.1.5 (Comprehensive Water Supply Plans)
- Policy U 2.1.9 (New Development)
- Policy U 2.1.10 (Water Conservation Standards)
- Policy U 2.1.11 (Water Conservation Programs)
- Policy U 2.1.15 (Landscaping)
- Policy U 2.1.18 (Future Water Supply)
- Policy U 3.1.1 (Sufficient Service)
- Policy U 3.1.2 (New Developing Areas)
- Policy U 4.1.1 (Adequate Drainage Facilities)
- Policy U 4.1.6 (New Development)
- Policy U 5.1.2 (Landfill Capacity)
- Policy U 5.1.3 (Transfer Station)
- Policy ER 1.1.5 (Limit Stormwater Peak Flows)
- Policy ER 1.1.6 (Post-Development Runoff)

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Less than Significant

Water

The proposed project would provide housing for an estimated 150 residents. Given that the 2010 UWMP for the City projects the annual water per capita demand for year 2015 to be 256 gallons per capita per day (gpcd) (City of Sacramento 2011), the project could require a maximum 38,400 gallons of water per day.

The proposed project is consistent with the General Plan land use designation. The 2010 UWMP considered these projections during normal, dry, and multiple dry years. Thus, the project's water demand would be met by the City's existing water right permits and U.S. Bureau of Reclamation contract. In addition, according to the 2010 UWMP, the City's water supply would be within the City's water demand and treatment capability during a multi-dry year in 2015, 2020, 2025, 2030, and 2035. Thus, the project would have a **less than significant** impact related to water supply.

Wastewater

As described above, under the proposed project a total of approximately 150 residents would be present in a 24-hour period. The project area is located in the City's CSS service area. Based on the population flow factor identified in Section 4.11, Public Utilities, of the MEIR, the proposed project would result in a wastewater flow of 19,860 gallons per day (132.4 gallons per capita per day x 150 residents). The proposed project would generate less wastewater than the previous use.

The City is responsible for managing and maintaining its wastewater collection system and ensuring adequate facilities in accordance with the 2035 General Plan. While the proposed project would result in an increase in the population of the area, which would increase demand on the wastewater facilities, the site is consistent with the land use envisioned in the General Plan, and the project's impacts on wastewater facilities were contemplated in the General Plan MEIR. The project would result in a **less than significant** impact on wastewater facilities.

Stormwater

The project site is developed and the proposed project would not introduce additional impervious surfaces to the site. The project includes the installation of an underground storm drain system with inlets throughout the project site. Storm water from the project site would be collected by the project's storm drain system and directed to the existing 48-inch storm drain along the eastern property line, south of the project site. A single stormwater water quality device would be constructed underground to treat stormwater runoff prior to entering the city's public storm drain system. In the event the stormdrain gets plugged or capacity is exceeded, overflow release routes would be provided to street frontages.

During construction of the project, the project applicant would be required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant would need to file a Notice of Intent with the State Water Resources Control Board and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would be reviewed by the Department of Utilities prior to the

issuance of a grading permit or approval of improvement plans to assure the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP, and 6) signed certification page by property owner or authorized representative. Post-construction stormwater quality control measures would be required to minimize the increase of urban runoff pollution caused by development of the area. Source control and onsite treatment measures would be required (refer to "Stormwater Quality Design Manual" May 2007 for appropriate source control measures).

The City is responsible for maintaining its stormwater system and ensuring adequate capacity for build out of the 2035 General Plan. As previously described, the proposed project is consistent with the land use envisioned in the General Plan, and the potential impacts to stormwater facilities were contemplated in the General Plan MEIR. The project would result in a **less than significant** impact on stormwater facilities.

Solid Waste

The City's 2035 General Plan MEIR provides solid waste generation rates for residential and employment (retail, office, industrial uses). For residential, the solid waste generation rate is 1.1 tons per unit per year. As a result, the proposed project could produce 148.5 tons of solid waste per year (135 units x 1.1 tons per unit). Because the project is consistent with the General Plan land use designation, this increase in solid waste production would not exhaust the remaining landfill capacity, and this impact would be **less than significant**.

Electricity and Natural Gas

Implementation of the proposed project would result in an increase in electricity and natural gas consumption. The project site is served by SMUD (electricity) and PG&E (natural gas). Both utility providers would install new distribution facilities, as needed, according to California Public Utilities Commission rules. Because the increased demand in energy is evaluated in the 2035 General Plan MEIR, and because PG&E and SMUD would ensure their capability of providing an adequate level of service to the project site, this impact would be **less than significant.**

Question B: Less than Significant

The project site contains existing underground water, sanitary sewer, and storm drain facilities that tie in to the City's utility systems. As part of the proposed project, the existing on-site underground utilities would be removed and replaced with a project-specific utility design. New underground utilities would be installed and would tie-in to the existing facilities in the utility easement along the eastern project site boundary and along F Street. New water and sanitary sewer lines would be installed in 53rd Street, west of the project site.

Potential environmental effects associated with the construction of these facilities are generally discussed throughout this Initial Study in various sections including: Air Quality (during construction), Cultural Resources, Hazards, Noise, and Traffic. With implementation of the applicable mitigation measures listed in this document, impacts related to the construction of new utilities would be **less than significant.**

MITIGATION MEASURES

None.

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
13. 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: Less than Significant with Mitigation

As discussed in the Biological Resources, Cultural Resources, Hazards, and Transportation and Circulation sections of this Initial Study, the proposed project would result in potentially significant impacts with the potential to degrade the quality of the environment. However, adoption and implementation of the mitigation measures described in this Initial Study, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

Biological Resources

There is the potential for significant impacts to special status species from previously undocumented and undiscovered hazardous materials to be present in the project site. Mitigation Measures HAZ-01 requires that the project applicant conduct asbestos and lead-based paint surveys prior to demolition activities. If hazards are present, the project applicant would have a licensed contractor dispose of these hazardous materials in accordance with federal, state, and local laws. Implementation of this mitigation measure would reduce potential impacts associated with hazardous materials to less than significant levels.

Various species of birds protected under the MBTA and/or Fish and Game Code may use the project site and/or project area for nesting. If active nests are present in trees that would be removed during the raptor breeding season (February1 –August 31), mortality of eggs and chicks could result. In addition, project demolition and construction could disturb active nests by increased activity and higher than ambient noise levels near the site or in trees not yet removed from the site, potentially resulting

in nest abandonment by the adults and mortality of chicks and eggs. This would be a significant impact. Implementation of Mitigation Measures BIO-01 would reduce the impact to a less than significant level.

With implementation of the mitigation measure described above, the project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of an endangered, rare, or threatened species.

Cultural Resources

Although no documented cultural or paleontological resources are located at the project site, the potential exists to encounter previously undiscovered cultural material or paleontological resources during construction-related ground disturbing activities. However, adoption and implementation of Mitigation Measure CUL-1, CUL-2, and CUL-4 would reduce these potential impacts to less than significant levels.

No evidence suggests that any prehistoric or historic-era marked or unmarked interments are present within or in the immediate vicinity of the project site. However, there is a possibility that unmarked previously unknown graves could be present within the project site. Potential disturbance of previously undiscovered human remains during project construction would be a potentially significant impact. Implementation of Mitigation Measure CUL-3 would reduce the project's potential for disturbance of human remains to a less than significant level.

Hazards

The Hazardous Materials Environmental Site Assessment/Phase I prepared for the proposed project identified suspect asbestos-containing materials and lead-based paint. The Hazardous Mitigation Measure HAZ-01 requires that the project applicant conduct asbestos and lead-based paint surveys prior to demolition activities. If hazards are present, the project applicant would have a licensed contractor dispose of these hazardous materials in accordance with federal, state, and local laws. Implementation of this mitigation measure would reduce potential impacts associated with hazardous materials to less than significant levels.

Transportation and Circulation

Construction activities may result in temporary disruptions to the transportation network near the project site, including temporary lane and/or street closures, and sidewalk closures. Traffic, and pedestrian, bicycle, and transit access may be disrupted. MEIR Mitigation Measure TRA-01 would be implemented to avoid and minimize construction-related impacts on transportation and circulation, and impacts would be reduced to less than significant with mitigation incorporated.

Question B: Less than Significant with Mitigation

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the General Plan. The proposed project is consistent with the land uses envisioned in the General Plan for the project site, and the potential cumulative effects of developing the project site have been considered in the MEIR. Implementation of the MEIR and project-specific mitigation measures proposed in this Initial Study would reduce the project's impacts to a less than significant level, further reducing the project's contribution to environmental impacts to less than cumulatively considerable.

Question C: Less than Significant with Mitigation

With implementation of MEIR and project-specific mitigation measures for potential impacts associated with Biological Resources, Cultural Resources, Hazards, and/or Transportation and

Circulation identified in this Initial Study, the project would not have a substantial adverse effect on human beings, either directly or indirectly.

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

____ Aesthetics
____ Air Quality/Greenhouse Gas
_X_ Biological Resources
_X_ Cultural Resources
____ Geology and Soils
_X_ Hazards
____ Hydrology and Water Quality
____ Noise
____ Public Services
____ Recreation
_X_ Transportation/Circulation
____ Utilities and Service Systems

____ None Identified

SECTION V – DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan MEIR; (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 MEIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the MEIR. Mitigation measures from the MEIR will be applied to the project as appropriate, and additional feasible mitigation measures will be incorporated to avoid or mitigate the identified effects to a level of insignificance (State CEQA Guidelines Section 15178(b). A Mitigated Negative Declaration will be prepared and circulated for public review.

Scott Johnson
Signature

12-12-16
Revised Date

Scott Johnson
Printed Name

SECTION VI – REFERENCES CITED

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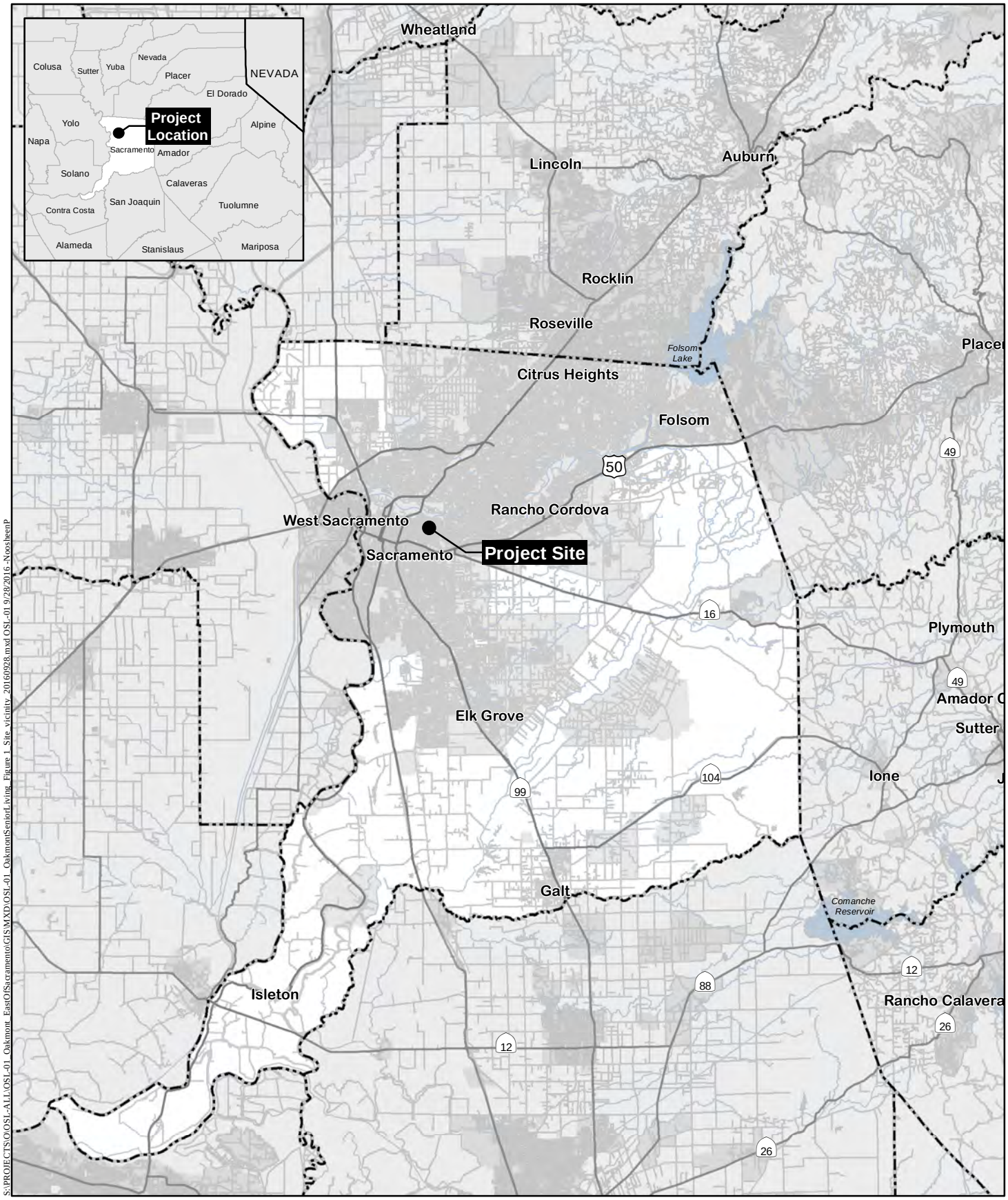
Appendix A

Figures1-4



Source: Terrain: Multi-Directional Hillshade
Map Date: September 2016

Site & Vicinity Map

OAKMONT OF EAST SACRAMENTO PROJECT

HELIX Environmental Planning

N 0 3 Miles

Figure 1

S:\PROJECTS\O\OSL-ALL\OSL-01_Oakmont_EastOfSacramento\GIS\MXD\OSL-01_OakmontSeniorLiving_Figure_1_Site_vicinity_20160928.mxd OSL-01 9/28/2016 -NoosheenP

S:\PROJECTS\O\OSL-ALL\OSL-01_Oakmont_EastOfSacramento\GIS\MXD\Figure2AerialMap_OSL-01_20160928.mxd COF-20 10/3/2016 - NoosheenP

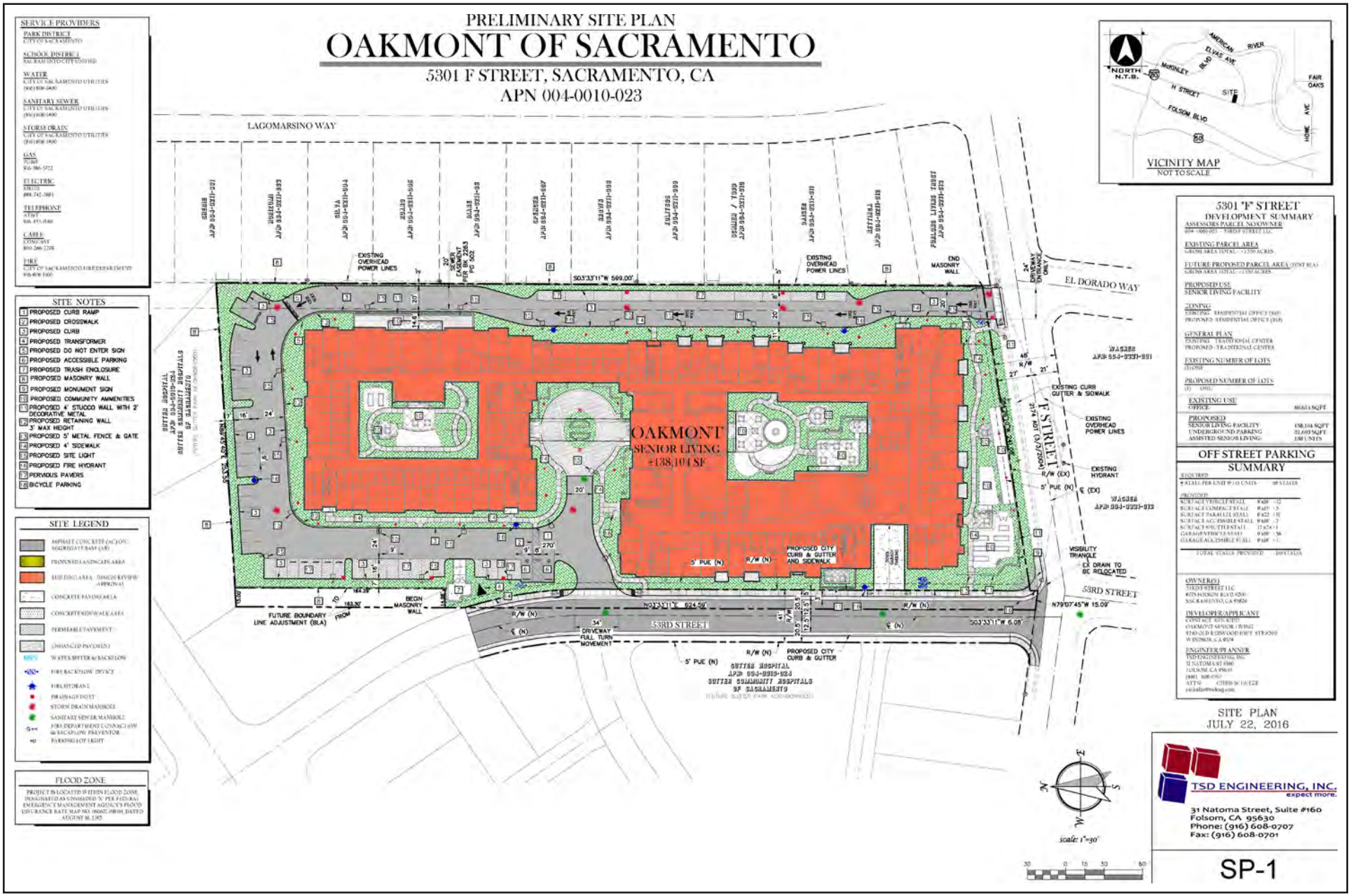
Aerial Imagery Map

OAKMONT OF EAST SACRAMENTO PROJECT

HELIX Environmental Planning

N 0 200 Feet

Figure 2



S:\PROJECTS\O\OSL-ALL\OSL-01_Oakmont_EastOfSacramento\GIS\id OSL-01 10/03/2016 -NP

Source: TSD Engineering, Inc. July 2016

Site Plan

OAKMONT OF EAST SACRAMENTO PROJECT

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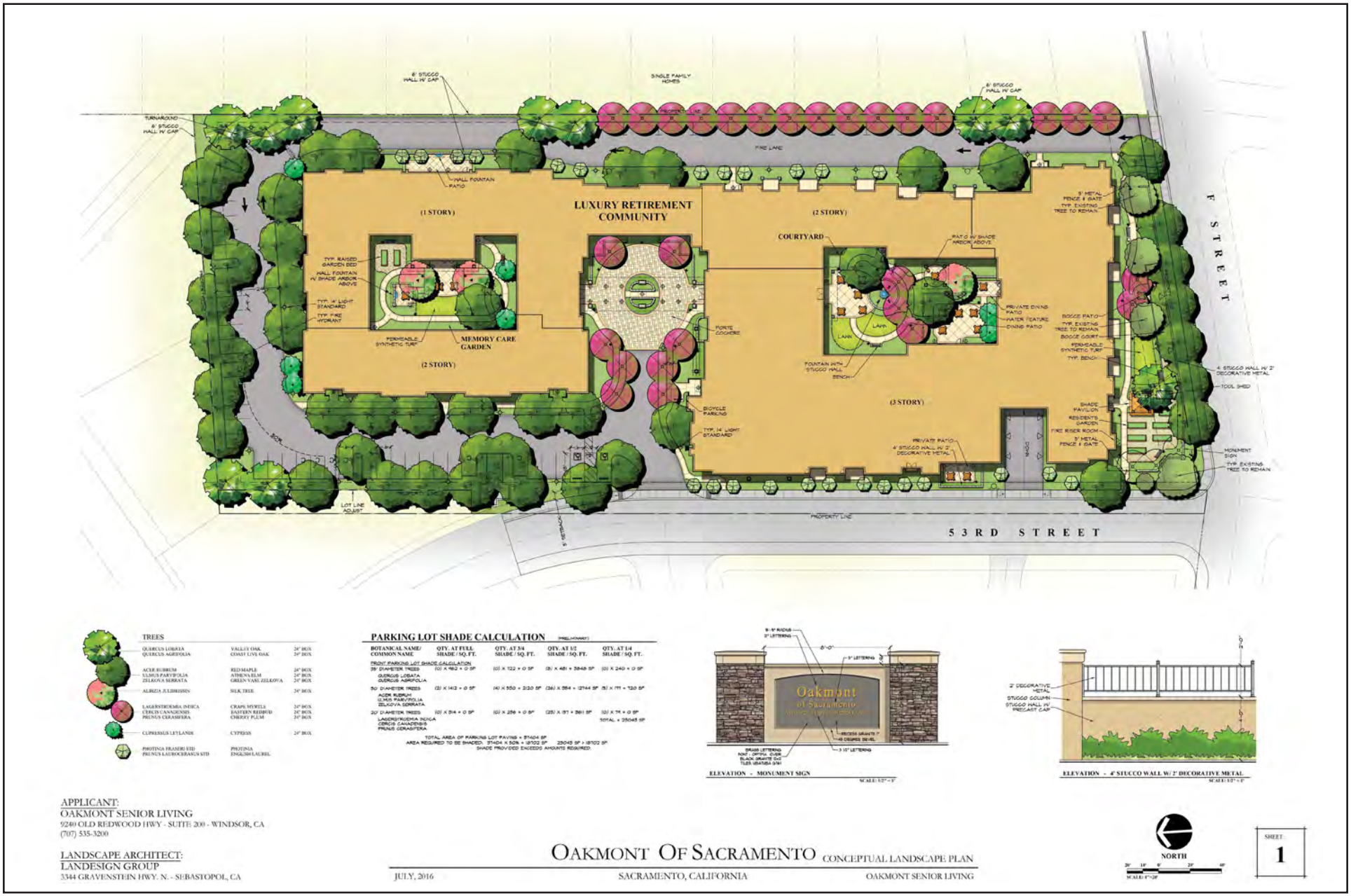
Figure 3



S:\PROJECTS\O\OSL-ALL\OSL-01_Oakmont_EastOfSacramento\GIS\id OSL-01 10/03/2016 -NP

Source: Landesign Group July 2016

Preliminary Landscape Design

OAKMONT OF EAST SACRAMENTO PROJECT

Figure 4

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Appendix B

Climate Action Plan Consistency Checklist and CalEEMod Results

City of SACRAMENTO
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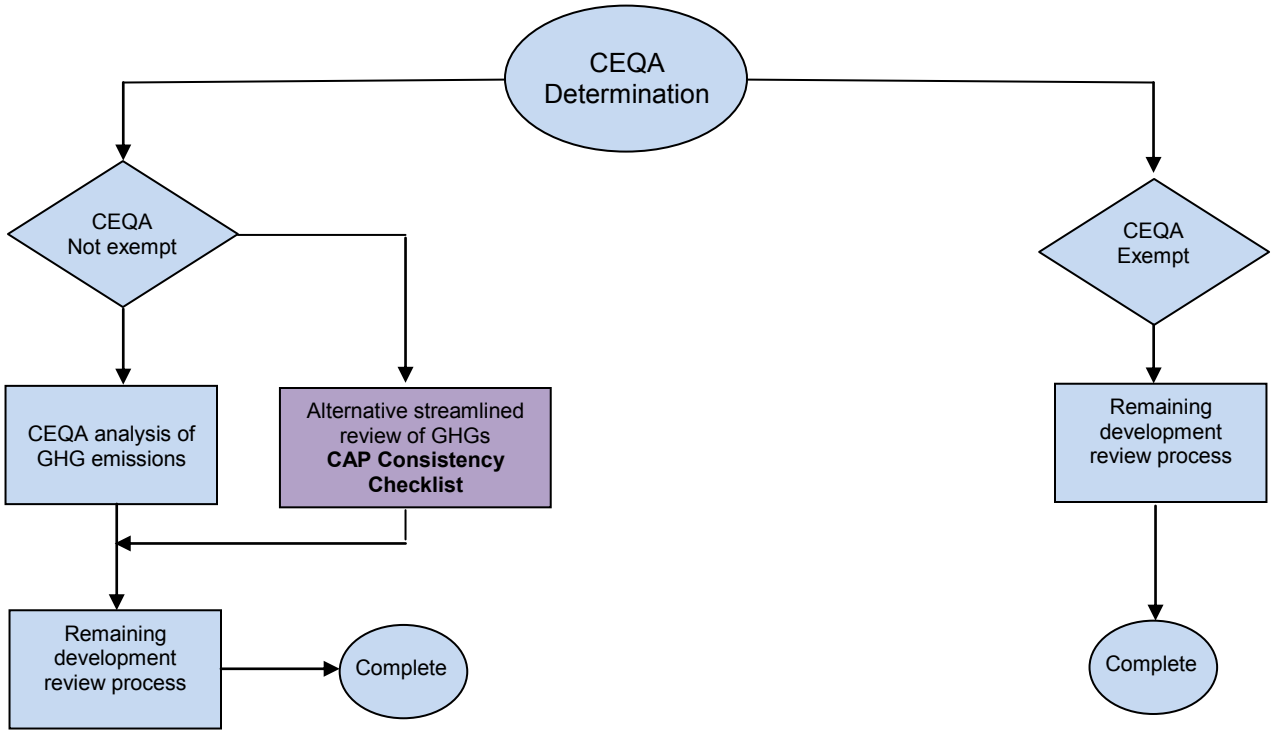
CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

The purpose of the Climate Action Plan Consistency Review Checklist (CAP Consistency Review Checklist) is to provide a streamlined review process for proposed new development projects which are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA)..

CEQA Guidelines require the analysis of greenhouse gas (GHG) emissions and potential climate change impacts from new development. The Sacramento Climate Action Plan qualifies under section 15183.5 of the CEQA Guidelines as a plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This allows projects that demonstrate consistency with the CAP to be eligible for this streamlining procedure. Projects that demonstrate consistency with the CAP and the Sacramento 2030 General Plan may be able to answer "No additional significant environmental effect" in the City's initial study checklist. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements. (See FAQ about the CAP Consistency Review Checklist for more details.)

The diagram below shows the context for the CAP Consistency Review Checklist within the planning review process framework.

Streamlined Review of GHG Emissions in Development Projects



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CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: PN-16-040

Address of Property: 5301 F Street

Was a special consultant retained to complete this checklist? ☒ Yes ☐ No. If yes, complete following

Consultant Name*: Victor Ortiz

Company: HELIX Environmental Planning Inc.

Phone: 619-462-1515 E-Mail: victoro@helixepi.com

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CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*
1. Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan, as it currently exists?		X

Please explain how proposed project compares to 2035 General Plan with respect to density standards, FAR, land use and urban form. (See directions for filling out CAP Checklist)

The project site has been designated as Traditional Center (density 15-36 units per acre) in the 2035 General Plan. The proposed project would result in a net density of approximately 40.3 units per acre, which is above the allowable density for the land use designation.

Based on the City's Zoning Map Book, APN 004-0010-023 is Residential Office (RO), 36 units per acre. Chapter 17.212 of the Planning and Development Code (Title 17) defines RO as a maximum density of 36 units per acre and maximum height of 35 feet. The maximum lot coverage is 60 percent if the project is outside the central city.

While the proposed land use is consistent with the current land use and zoning designations, the project includes a boundary line adjustment in the northeast corner of the project site, reducing the parcel from 3.55 acres to 3.35 acres. NEED TO COORDINATE WITH CITY. SEE DIRECTIONS ON PAGE 7.

	Yes	NA
2. Would the project incorporate traffic calming measures? *(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)*		X

Please explain how the proposed project meets this requirement (list traffic calming measures). If "not applicable" (NA), explain why traffic calming measures were not required.

The proposed project does not include any roadway or facility improvements, traffic calming measures do not apply.

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

	Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	NA
3.	Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?	X	
	Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. Implementation of the proposed project would not result in any modification of, or interference with, any existing or planned pedestrian, bicycle, or transit facility in the City of Sacramento. The project would add pedestrian, bicycle, and transit demands, but existing facilities in the vicinity were determined to adequately meet the needs of the project along with current needs. The proposed project would enhance the existing pedestrian facilities by incorporating walkways into the design.		

		Yes	NA
4.	Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?	X	
	Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. Bicycle parking would be provided near the facility entrance off 53rd Street		

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

	Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*	NA
5.	For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)	X		

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.

See Additional Pages.

Attach a copy of the CalEEMod input and output. Record the model and version here CalEEMod.2013.2.2.
Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.

		Yes	NA
6.	Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

The project shall comply with the adopted CAP by meeting the Tier 1 Voluntary Standards in the 2013 California Green Building Standards Code (CALGreen).

*If "No", equivalent or better GHG reduction must be demonstrated as part and incorporated into the conditions of approval.
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: _____ Date: 10/11/2016

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DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST

General Plan Consistency & Sustainable Land Use

1. **Is the proposed project substantially consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan?**

   Consistency with the General Plan land use and urban form designation, FAR and/or density standards is a key determining factor in whether or not the CAP Consistency Review procedure can be used. This is because future growth and development consistent with the General Plan was used to estimate business as usual emission forecasts, as well as emission reductions from actions that would be applicable to new development.

   Refer to the 2035 General Plan, Land Use and Urban Form Designations and Development Standards starting on page 2-29. If a project is not fully consistent with the General Plan, the project still may qualify for consistency with the CAP, but this determination will need to be closely coordinated with the City. The City will determine whether the proposed land uses under consideration could be found consistent with the growth projections and assumptions used to develop the GHG emissions inventory and projections in the CAP.

Mobility

2. **Would the project incorporate traffic calming measures? (Applicable CAP Action: 2.1.1)**

   List the traffic calming measures that have been incorporated into the project. These may include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.

   The project proponent and City staff should consult with staff in the Department of Public Works-Transportation Division to verify that traffic calming measures are adequate and in compliance with the City's Street Design Standards.

   If the proposed project does not include any roadway or facility improvements, traffic calming measures may not apply. For example, certain infill projects may not result in on-street or transportation facility improvements because sufficient infrastructure already exists.

3. **Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Applicable CAP Action: 2.2.1)**

   List the pedestrian facilities and connections to public transportation that have been included in the proposed project on the Checklist. These may include, but are not limited to: sidewalks on both sides of streets, marked crosswalks, count-down signal timers, curb extensions, median islands, transit shelters, street lighting.

   The project proponent and City staff should consult with Department of Public Works-Transportation Division staff to verify that pedestrian facilities are consistent with the Pedestrian Master Plan. As in the previous example, if "not applicable", an explanation shall be documented in the Checklist. For example, certain infill projects may not require on-street or transportation facility improvements because sufficient infrastructure already exists.

The "Pedestrian Review Process Guide" (Appendix A to the Master Plan) will be used to determine consistency, as follows:

- For typical infill development projects where existing streets will serve the site (no new streets are proposed): the level of pedestrian improvements necessary to determine Pedestrian Master Plan consistency will be measured according to the "Basic, Upgrade or Premium" categories defined in Appendix A to the Pedestrian Master Plan, which are based on project location, surrounding land uses, proximity to transit, etc. If the proposed project does not include the minimum level of improvements per the assigned category for the project's location, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.

- For new "greenfield" projects and/or larger infill development projects where new streets are proposed as part of the project, the following will apply:
    - "Basic, Upgrade or Premium" levels of improvement will be required based on the proposed project's location and context, where applicable, consistent with the criteria defined in the Master Plan. If the proposed project does not include the minimum level of improvements per the assigned category, the

      project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.
    - The "Pedestrian Smart Growth Scorecard" (Appendix A to the Master Plan) will be required to be completed for the project, and a minimum score of 3 or better will need to be achieved. If the proposed project cannot achieve the minimum score, changes to the proposed project may be required, and/or the project may be required as a condition of approval to include certain improvements such that the average score will meet 3 or better. (Note: an Excel version of the Pedestrian Smart Growth Scorecard is available, to assist in automating the rating & scoring process)

4. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Applicable CAP Action: 2.3.1)

List the bicycle facilities that are incorporated into the proposed project on the Checklist. These include, but are not limited to: Class I bike trails and Class II bike lanes connecting the project site to an existing bike network and transit stations, bike parking [bike racks, indoor secure bike parking, bike lockers], end-of-trip facilities at non-residential land uses [showers, lockers]).

The project proponent and City staff should consult with staff in the Transportation Division of the Department of Public Works to verify that such facilities are consistent with the Bikeway Master Plan and meet or exceed Zoning Code and CALGreen standards. Generally, the following guidelines will be used:

- If existing on-street and off-street bikeways are already present and determined to be consistent with the Bikeway Master Plan, no additional on-street bikeways will be required. Check the "not applicable" box if appropriate. However, on-site facilities shall still be required to meet or exceed minimum Zoning and CALGreen requirements.
- If not applicable, fully document the reasons why using the Checklist.

- If on-street bicycle facilities are not present or are only partially consistent with the Master Plan, the project will be required as a condition of approval to construct or pay for its fair-share of on-street and/or off-street bikeways described in the Master Plan, in addition to meeting or exceeding minimum on-site facilities.
- In some cases, a combination of new or upgraded on-street and off-street bikeways may be used to determine consistency with the Master Plan, at the discretion of the Department of Public Works-Transportation Division staff.

Energy Efficiency and Renewable Energy

5. **For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., solar photovoltaic, solar water heating etc.) that would generate at least 15% of the project's total energy demand? (CAP Actions: 3.4.1 and 3.4.2)**

For projects of the minimum size specified in this measure, a commitment in the project description or in a mitigation measure that the project shall generate a minimum of 15% of the project's energy demand on-site is sufficient to demonstrate consistency with this measure. However, the project conditions of approval or mitigation measures should specify the intended renewable energy technology to be used (e.g. solar photovoltaic, solar water heating, wind, etc.) and estimated size of the systems to meet project demand based on the project description.

"Total energy demand" refers to the energy (electricity and natural gas) consumed by the built environment (including HVAC systems, water heating systems, and lighting systems) as well as uses that are independent of the construction of buildings, such as office equipment and other plug-ins.

Applicants may estimate the total energy demand of their projects using California Emissions Estimator Model (CalEEMod 2013.2), the same software used to estimate greenhouse gas emissions. ***For CalEEMod estimates of energy demand to meet this specific requirement, the user should NOT select the "use historical" box, otherwise they will be "double-counting" emissions reductions that have already been counted***. CalEEMod outputs for electricity demand are provided in annual kWh, and natural gas demand is provided in annual kBTU.

The energy demand estimate by CalEEMod is based on two datasets:

- The California Commercial End Use Survey (CEUS);
- The Residential Appliance Saturation Survey (RASS

CalEEMod takes energy use intensity data (above) and forecasts energy demand based on climate zone, land use subtype (such as "hospital", "arena", or "apartments, mid rise"), building area, and the number of buildings or units. This is an appropriate level of analysis for use at the planning submittal stage, but it may not provide an accurate picture of actual project energy demand because it does not factor project specifics such as building design.

Therefore, the applicant is advised (but not required) to run a more comprehensive energy simulation once project-specific details are known: basic building design, square-footage, building envelope, lighting design (at least rudimentary), and the mechanical system (at least minimally zoned). Some of the energy simulation programs that are appropriate for this level of analysis include: DOE 2.2, Trace 700, and Energy Pro.

The U.S. DOE maintains a list of energy simulation programs that are available.
http://apps1.eere.energy.gov/buildings/tools_directory/subjects.cfm/pagename=subjects/pagename_menu=whole_building_analysis/pagename_submenu=energy_simulation

The applicant may then revise the estimate and make a final determination regarding the size of the PV system that is required.

Substitutions: Projects may substitute a quantity of energy efficiency for renewable energy, as long as the substituted GHG reduction does not "double count" GHG reductions already taken by the CAP. In other words, substitutions must reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

- Additional mitigation may include equivalent or better GHG reduction from individual measures or a combination of:
- In lieu of installing PV systems that would generate 15% of the projects total energy, the project may exceed energy efficiency standards of Title 24, part 6 of the California Building Code, such as building to CALGreen Tier 1 energy standards. (Residential projects shall exceed the 2013 Title 24 energy efficiency by a minimum of 10% and commercial projects shall exceed 2013 Title 24 energy efficiency by a minimum of 5%).

6. Would the project comply with minimum CALGreen Tier I water efficiency standards? (CAP Action: 5.1.1)

The California Green Building Standards Code (CALGreen) includes mandatory green building measures, as well as voluntary measures that local jurisdictions may choose to adopt to achieve higher performance tiers, at either Tier 1 or Tier 2 compliance levels. Sacramento has adopted Tier 1 Water Efficiency Standards to be required on or after January 1, 2014 Currently, in order to meet the Tier 1 Water Efficiency Standards, buildings are required to implement all mandatory water efficiency and conservation measures as well as certain Tier 1 specific measures that exceed minimum mandatory measures (e.g. 30% increase in indoor water efficiency). Specific Tier 1 provisions can be found in the CALGreen Code at http://www.bsc.ca.gov/Home/CALGreen.aspx.

The City recognizes that project construction details are often not known at the environmental review stage, and it may be premature for a project proponent to identify compliance with precise requirements of CALGreen. A condition of approval requiring the project to comply with minimum CALGreen Tier 1 water efficiency and conservation standards is sufficient to demonstrate consistency with this criterion.

Planning approval of your project will include the following condition:
Project must meet CALGreen Tier 1 water efficiency and conservation standards. Copies of the appropriate CalGreen checklist (see FAQ) shall be included on the full-size sheets for building plan check submittals.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

Checklist Item #5. Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. If the project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.

Prior to issuance of building permits, the applicant shall comply with the alternative CAP requirement to exceed the minimum energy efficiency standards under California Administrative Code Title 24 by 10% for residential land uses and 5% for commercial land uses. Measures to increase the energy efficiency of the project buildings shall include, but are not limited to:

- Increased wall insulation, smart meters, above-standard ventilation systems or other energy efficiency lighting fixtures.
- Enrollment in Greenergy (SMUD) or other program achieving programmatic reductions in GHG emissions
- Purchase of energy efficiency credits (SMAQMD) or other program achieving programmatic improvements in building efficiency.

The applicant shall submit energy calculations with building plans and certification of any required professional to demonstrate compliance with this condition, including specific reference to the percentage improvements required under the CAP.

Oakmont Senior Living

Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	59.00	Space	0.53	23,600.00	0
Parking Lot	51.00	Space	0.46	20,400.00	0
Congregate Care (Assisted Living)	135.00	Dwelling Unit	2.50	138,104.00	360

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2019
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3.49 acre site; 138,104 sqft building

Construction Phase - Schedule provided by Applicant

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Added Crushing equipment to process onsite waste

Off-road Equipment - Equipment provided by applicant

Off-road Equipment -

Demolition -

Grading -

Vehicle Trips - CRANE2016

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	261.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	8.00	120.00
tblConstructionPhase	PhaseEndDate	11/30/2018	12/1/2018
tblConstructionPhase	PhaseEndDate	12/26/2018	11/13/2018
tblConstructionPhase	PhaseStartDate	12/2/2018	10/19/2018
tblGrading	MaterialExported	0.00	8,050.00
tblLandUse	LandUseSquareFeet	135,000.00	138,104.00
tblLandUse	LotAcreage	8.44	2.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	2.20	2.49
tblVehicleTrips	SU_TR	2.44	2.49
tblVehicleTrips	WD_TR	2.74	2.49

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					
2017	6.2526	74.1974	46.9679	0.0761	8.4773	2.9702	11.4475	3.6275	2.7334	6.3609	0.0000	7,704.9071	7,704.9071	2.1357	0.0000	7,749.7577
2018	118.3127	39.5793	38.3687	0.0616	1.1866	2.3515	3.5153	0.3173	2.1952	2.5064	0.0000	5,776.4372	5,776.4372	1.2449	0.0000	5,802.5791
Total	**124.5653**	**113.7767**	**85.3366**	**0.1377**	**9.6639**	**5.3217**	**14.9628**	**3.9448**	**4.9285**	**8.8673**	**0.0000**	**13,481.3443**	**13,481.3443**	**3.3806**	**0.0000**	**13,552.3368**

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					
2017	6.2526	74.1974	46.9679	0.0761	3.9909	2.9702	6.9612	1.6798	2.7334	4.4132	0.0000	7,704.9071	7,704.9071	2.1357	0.0000	7,749.7577
2018	118.3127	39.5793	38.3687	0.0616	1.1866	2.3515	3.5153	0.3173	2.1952	2.5064	0.0000	5,776.4372	5,776.4372	1.2449	0.0000	5,802.5791
Total	**124.5653**	**113.7767**	**85.3366**	**0.1377**	**5.1775**	**5.3217**	**10.4764**	**1.9971**	**4.9285**	**6.9195**	**0.0000**	**13,481.3443**	**13,481.3443**	**3.3806**	**0.0000**	**13,552.3368**

	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**	**46.42**	**0.00**	**29.98**	**49.37**	**0.00**	**21.97**	**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	4.8065	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614	0.0000	20.0786	20.0786	0.0198	0.0000	20.4934
Energy	0.0398	0.3401	0.1447	2.1700e-003		0.0275	0.0275		0.0275	0.0275		434.1526	434.1526	8.3200e-003	7.9600e-003	436.7948
Mobile	1.0137	2.3015	11.2152	0.0246	1.8266	0.0313	1.8579	0.4880	0.0289	0.5168		1,944.3192	1,944.3192	0.0774		1,945.9450
Total	**5.8599**	**2.7713**	**22.5641**	**0.0274**	**1.8266**	**0.1202**	**1.9467**	**0.4880**	**0.1177**	**0.6057**	**0.0000**	**2,398.5505**	**2,398.5505**	**0.1055**	**7.9600e-003**	**2,403.2332**

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	4.8065	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614	0.0000	20.0786	20.0786	0.0198	0.0000	20.4934
Energy	0.0246	0.2106	0.0896	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.7945	268.7945	5.1500e-003	4.9300e-003	270.4303
Mobile	1.0137	2.3015	11.2152	0.0246	1.8266	0.0313	1.8579	0.4880	0.0289	0.5168		1,944.3192	1,944.3192	0.0774		1,945.9450
Total	**5.8448**	**2.6418**	**22.5090**	**0.0266**	**1.8266**	**0.1097**	**1.9363**	**0.4880**	**0.1072**	**0.5952**	**0.0000**	**2,233.1923**	**2,233.1923**	**0.1023**	**4.9300e-003**	**2,236.8687**

	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	**0.26**	**4.67**	**0.24**	**3.03**	**0.00**	**8.72**	**0.54**	**0.00**	**8.90**	**1.73**	**0.00**	**6.89**	**6.89**	**3.01**	**38.07**	**6.92**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/16/2017	6/15/2017	5	44	
2	Grading	Grading	6/16/2017	11/30/2017	5	120	
3	Building Construction	Building Construction	12/1/2017	12/1/2018	5	261	
4	Paving	Paving	10/19/2018	11/13/2018	5	18	
5	Architectural Coating	Architectural Coating	11/14/2018	12/7/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 240

Acres of Paving: 0

Residential Indoor: 279,661; Residential Outdoor: 93,220; Non-Residential Indoor: 36,318; Non-Residential Outdoor: 12,106 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Loaders	3	8.00	199	0.36
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Demolition	7	18.00	0.00	915.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	1,006.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	116.00	22.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

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					4.6897	0.0000	4.6897	0.7101	0.0000	0.7101			0.0000			0.0000
Off-Road	4.8048	47.6597	38.3263	0.0469		2.5111	2.5111		2.3656	2.3656		4,700.9975	4,700.9975	1.1751		4,725.6754
Total	**4.8048**	**47.6597**	**38.3263**	**0.0469**	**4.6897**	**2.5111**	**7.2007**	**0.7101**	**2.3656**	**3.0757**		**4,700.9975**	**4,700.9975**	**1.1751**		**4,725.6754**

3.2 Demolition - 2017

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	0.5355	4.8826	7.9451	0.0150	0.3605	0.0681	0.4286	0.0986	0.0626	0.1612		1,478.9899	1,478.9899	0.0100		1,479.2006
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
Worker	0.0556	0.0719	0.6965	1.5400e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372		121.3376	121.3376	6.3400e-003		121.4708
Total	**0.5911**	**4.9545**	**8.6416**	**0.0165**	**0.4975**	**0.0691**	**0.5665**	**0.1350**	**0.0635**	**0.1985**		**1,600.3275**	**1,600.3275**	**0.0164**		**1,600.6714**

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					2.1104	0.0000	2.1104	0.3195	0.0000	0.3195			0.0000			0.0000
Off-Road	4.8048	47.6597	38.3263	0.0469		2.5111	2.5111		2.3656	2.3656	0.0000	4,700.9975	4,700.9975	1.1751		4,725.6754
Total	**4.8048**	**47.6597**	**38.3263**	**0.0469**	**2.1104**	**2.5111**	**4.6214**	**0.3195**	**2.3656**	**2.6851**	**0.0000**	**4,700.9975**	**4,700.9975**	**1.1751**		**4,725.6754**

3.2 Demolition - 2017

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	0.5355	4.8826	7.9451	0.0150	0.3605	0.0681	0.4286	0.0986	0.0626	0.1612		1,478.9899	1,478.9899	0.0100		1,479.2006
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
Worker	0.0556	0.0719	0.6965	1.5400e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372		121.3376	121.3376	6.3400e-003		121.4708
Total	**0.5911**	**4.9545**	**8.6416**	**0.0165**	**0.4975**	**0.0691**	**0.5665**	**0.1350**	**0.0635**	**0.1985**		**1,600.3275**	**1,600.3275**	**0.0164**		**1,600.6714**

3.3 Grading - 2017

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					8.1570	0.0000	8.1570	3.5414	0.0000	3.5414			0.0000			0.0000
Off-Road	5.9658	72.1372	42.7617	0.0681		2.9415	2.9415		2.7070	2.7070		6,953.6350	6,953.6350	2.1236		6,998.2305
Total	**5.9658**	**72.1372**	**42.7617**	**0.0681**	**8.1570**	**2.9415**	**11.0985**	**3.5414**	**2.7070**	**6.2483**		**6,953.6350**	**6,953.6350**	**2.1236**		**6,998.2305**

3.3 Grading - 2017

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	0.2159	1.9683	3.2029	6.0400e-003	0.1454	0.0275	0.1728	0.0398	0.0252	0.0650		596.2296	596.2296	4.0400e-003		596.3145
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
Worker	0.0710	0.0919	0.8900	1.9600e-003	0.1750	1.2400e-003	0.1762	0.0464	1.1500e-003	0.0476		155.0425	155.0425	8.1000e-003		155.2127
Total	**0.2869**	**2.0602**	**4.0929**	**8.0000e-003**	**0.3203**	**0.0287**	**0.3490**	**0.0862**	**0.0264**	**0.1126**		**751.2721**	**751.2721**	**0.0121**		**751.5272**

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					3.6706	0.0000	3.6706	1.5936	0.0000	1.5936			0.0000			0.0000
Off-Road	5.9658	72.1372	42.7617	0.0681		2.9415	2.9415		2.7070	2.7070	0.0000	6,953.6350	6,953.6350	2.1236		6,998.2305
Total	**5.9658**	**72.1372**	**42.7617**	**0.0681**	**3.6706**	**2.9415**	**6.6122**	**1.5936**	**2.7070**	**4.3006**	**0.0000**	**6,953.6350**	**6,953.6350**	**2.1236**		**6,998.2305**

3.3 Grading - 2017

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	0.2159	1.9683	3.2029	6.0400e-003	0.1454	0.0275	0.1728	0.0398	0.0252	0.0650		596.2296	596.2296	4.0400e-003		596.3145
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
Worker	0.0710	0.0919	0.8900	1.9600e-003	0.1750	1.2400e-003	0.1762	0.0464	1.1500e-003	0.0476		155.0425	155.0425	8.1000e-003		155.2127
Total	**0.2869**	**2.0602**	**4.0929**	**8.0000e-003**	**0.3203**	**0.0287**	**0.3490**	**0.0862**	**0.0264**	**0.1126**		**751.2721**	**751.2721**	**0.0121**		**751.5272**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	0.2989	1.6765	4.1961	4.5700e-003	0.1293	0.0248	0.1540	0.0368	0.0228	0.0596		447.6436	447.6436	3.4800e-003		447.7166
Worker	0.3581	0.4634	4.4885	9.9000e-003	0.8824	6.2700e-003	0.8887	0.2341	5.7800e-003	0.2399		781.9537	781.9537	0.0409		782.8119
Total	**0.6570**	**2.1399**	**8.6846**	**0.0145**	**1.0117**	**0.0310**	**1.0427**	**0.2709**	**0.0285**	**0.2994**		**1,229.5972**	**1,229.5972**	**0.0444**		**1,230.5285**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	0.2989	1.6765	4.1961	4.5700e-003	0.1293	0.0248	0.1540	0.0368	0.0228	0.0596		447.6436	447.6436	3.4800e-003		447.7166
Worker	0.3581	0.4634	4.4885	9.9000e-003	0.8824	6.2700e-003	0.8887	0.2341	5.7800e-003	0.2399		781.9537	781.9537	0.0409		782.8119
Total	**0.6570**	**2.1399**	**8.6846**	**0.0145**	**1.0117**	**0.0310**	**1.0427**	**0.2709**	**0.0285**	**0.2994**		**1,229.5972**	**1,229.5972**	**0.0444**		**1,230.5285**

3.4 Building Construction - 2018

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.4 Building Construction - 2018

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
Vendor	0.2435	1.5103	3.8647	4.5600e-003	0.1292	0.0228	0.1520	0.0368	0.0209	0.0577		439.3658	439.3658	3.3900e-003		439.4371
Worker	0.3182	0.4170	4.0159	9.8900e-003	0.8824	6.1400e-003	0.8886	0.2341	5.6800e-003	0.2398		752.3774	752.3774	0.0376		753.1672
Total	**0.5617**	**1.9273**	**7.8806**	**0.0145**	**1.0116**	**0.0289**	**1.0405**	**0.2709**	**0.0266**	**0.2975**		**1,191.7432**	**1,191.7432**	**0.0410**		**1,192.6043**

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.4 Building Construction - 2018

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
Vendor	0.2435	1.5103	3.8647	4.5600e-003	0.1292	0.0228	0.1520	0.0368	0.0209	0.0577		439.3658	439.3658	3.3900e-003		439.4371
Worker	0.3182	0.4170	4.0159	9.8900e-003	0.8824	6.1400e-003	0.8886	0.2341	5.6800e-003	0.2398		752.3774	752.3774	0.0376		753.1672
Total	**0.5617**	**1.9273**	**7.8806**	**0.0145**	**1.0116**	**0.0289**	**1.0405**	**0.2709**	**0.0266**	**0.2975**		**1,191.7432**	**1,191.7432**	**0.0410**		**1,192.6043**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628		1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4729**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**		**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.5 Paving - 2018

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
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
Worker	0.0549	0.0719	0.6924	1.7100e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		129.7203	129.7203	6.4800e-003		129.8564
Total	**0.0549**	**0.0719**	**0.6924**	**1.7100e-003**	**0.1521**	**1.0600e-003**	**0.1532**	**0.0404**	**9.8000e-004**	**0.0413**		**129.7203**	**129.7203**	**6.4800e-003**		**129.8564**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628	0.0000	1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4729**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**	**0.0000**	**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.5 Paving - 2018

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
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
Worker	0.0549	0.0719	0.6924	1.7100e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		129.7203	129.7203	6.4800e-003		129.8564
Total	**0.0549**	**0.0719**	**0.6924**	**1.7100e-003**	**0.1521**	**1.0600e-003**	**0.1532**	**0.0404**	**9.8000e-004**	**0.0413**		**129.7203**	**129.7203**	**6.4800e-003**		**129.8564**

3.6 Architectural Coating - 2018

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	114.7206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**115.0193**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.6 Architectural Coating - 2018

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
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
Worker	0.0631	0.0827	0.7963	1.9600e-003	0.1750	1.2200e-003	0.1762	0.0464	1.1300e-003	0.0475		149.1783	149.1783	7.4600e-003		149.3349
Total	**0.0631**	**0.0827**	**0.7963**	**1.9600e-003**	**0.1750**	**1.2200e-003**	**0.1762**	**0.0464**	**1.1300e-003**	**0.0475**		**149.1783**	**149.1783**	**7.4600e-003**		**149.3349**

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	114.7206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**115.0193**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.6 Architectural Coating - 2018

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
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
Worker	0.0631	0.0827	0.7963	1.9600e-003	0.1750	1.2200e-003	0.1762	0.0464	1.1300e-003	0.0475		149.1783	149.1783	7.4600e-003		149.3349
Total	**0.0631**	**0.0827**	**0.7963**	**1.9600e-003**	**0.1750**	**1.2200e-003**	**0.1762**	**0.0464**	**1.1300e-003**	**0.0475**		**149.1783**	**149.1783**	**7.4600e-003**		**149.3349**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0137	2.3015	11.2152	0.0246	1.8266	0.0313	1.8579	0.4880	0.0289	0.5168		1,944.3192	1,944.3192	0.0774		1,945.9450
Unmitigated	1.0137	2.3015	11.2152	0.0246	1.8266	0.0313	1.8579	0.4880	0.0289	0.5168		1,944.3192	1,944.3192	0.0774		1,945.9450

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	336.15	336.15	336.15	862,598	862,598
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	336.15	336.15	336.15	862,598	862,598

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
Congregate Care (Assisted	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Enclosed Parking Structure	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504051	0.067969	0.178847	0.146822	0.044632	0.006327	0.021095	0.016719	0.002306	0.002274	0.006223	0.000559	0.002177

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0246	0.2106	0.0896	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.7945	268.7945	5.1500e-003	4.9300e-003	270.4303
NaturalGas Unmitigated	0.0398	0.3401	0.1447	2.1700e-003		0.0275	0.0275		0.0275	0.0275		434.1526	434.1526	8.3200e-003	7.9600e-003	436.7948

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					
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
Congregate Care (Assisted Living)	3690.3	0.0398	0.3401	0.1447	2.1700e-003		0.0275	0.0275		0.0275	0.0275		434.1526	434.1526	8.3200e-003	7.9600e-003	436.7948
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0398**	**0.3401**	**0.1447**	**2.1700e-003**		**0.0275**	**0.0275**		**0.0275**	**0.0275**		**434.1526**	**434.1526**	**8.3200e-003**	**7.9600e-003**	**436.7948**

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					
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
Congregate Care (Assisted Living)	2.28475	0.0246	0.2106	0.0896	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.7945	268.7945	5.1500e-003	4.9300e-003	270.4303
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0246**	**0.2106**	**0.0896**	**1.3400e-003**		**0.0170**	**0.0170**		**0.0170**	**0.0170**		**268.7945**	**268.7945**	**5.1500e-003**	**4.9300e-003**	**270.4303**

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	4.8065	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614	0.0000	20.0786	20.0786	0.0198	0.0000	20.4934
Unmitigated	4.8065	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614	0.0000	20.0786	20.0786	0.0198	0.0000	20.4934

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	0.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.8970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3437	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614		20.0786	20.0786	0.0198		20.4934
Total	**4.8065**	**0.1298**	**11.2042**	**5.9000e-004**		**0.0614**	**0.0614**		**0.0614**	**0.0614**	**0.0000**	**20.0786**	**20.0786**	**0.0198**	**0.0000**	**20.4934**

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	0.5658					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.8970					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3437	0.1298	11.2042	5.9000e-004		0.0614	0.0614		0.0614	0.0614		20.0786	20.0786	0.0198		20.4934
Total	**4.8065**	**0.1298**	**11.2042**	**5.9000e-004**		**0.0614**	**0.0614**		**0.0614**	**0.0614**	**0.0000**	**20.0786**	**20.0786**	**0.0198**	**0.0000**	**20.4934**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

Oakmont Senior Living

Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	59.00	Space	0.53	23,600.00	0
Parking Lot	51.00	Space	0.46	20,400.00	0
Congregate Care (Assisted Living)	135.00	Dwelling Unit	2.50	138,104.00	360

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2019
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3.49 acre site; 138,104 sqft building

Construction Phase - Schedule provided by Applicant

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Added Crushing equipment to process onsite waste

Off-road Equipment - Equipment provided by applicant

Off-road Equipment -

Demolition -

Grading -

Vehicle Trips - CRANE2016

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	261.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	8.00	120.00
tblConstructionPhase	PhaseEndDate	11/30/2018	12/1/2018
tblConstructionPhase	PhaseEndDate	12/26/2018	11/13/2018
tblConstructionPhase	PhaseStartDate	12/2/2018	10/19/2018
tblGrading	MaterialExported	0.00	8,050.00
tblLandUse	LandUseSquareFeet	135,000.00	138,104.00
tblLandUse	LotAcreage	8.44	2.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	2.20	2.49
tblVehicleTrips	SU_TR	2.44	2.49
tblVehicleTrips	WD_TR	2.74	2.49

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					
2017	0.5295	5.9025	4.0544	6.4000e-003	0.6321	0.2540	0.8860	0.2388	0.2353	0.4741	0.0000	582.6549	582.6549	0.1466	0.0000	585.7343
2018	1.4317	3.1624	3.0706	5.2100e-003	0.1201	0.1916	0.3117	0.0323	0.1800	0.2122	0.0000	436.2233	436.2233	0.0789	0.0000	437.8798
Total	**1.9612**	**9.0650**	**7.1250**	**0.0116**	**0.7522**	**0.4456**	**1.1978**	**0.2710**	**0.4153**	**0.6863**	**0.0000**	**1,018.8782**	**1,018.8782**	**0.2255**	**0.0000**	**1,023.6140**

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					
2017	0.5295	5.9025	4.0544	6.4000e-003	0.3061	0.2540	0.5601	0.1133	0.2353	0.3486	0.0000	582.6543	582.6543	0.1466	0.0000	585.7337
2018	1.4317	3.1624	3.0706	5.2100e-003	0.1201	0.1916	0.3117	0.0323	0.1800	0.2122	0.0000	436.2229	436.2229	0.0789	0.0000	437.8794
Total	**1.9612**	**9.0650**	**7.1250**	**0.0116**	**0.4263**	**0.4456**	**0.8718**	**0.1456**	**0.4153**	**0.5608**	**0.0000**	**1,018.8772**	**1,018.8772**	**0.2255**	**0.0000**	**1,023.6131**

	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**	**43.33**	**0.00**	**27.21**	**46.29**	**0.00**	**18.28**	**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	tons/yr										MT/yr					
Area	0.8574	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239
Energy	7.2600e-003	0.0621	0.0264	4.0000e-004		5.0200e-003	5.0200e-003		5.0200e-003	5.0200e-003	0.0000	248.8722	248.8722	0.0101	3.1200e-003	250.0499
Mobile	0.1761	0.3963	1.8585	4.5800e-003	0.3211	5.6700e-003	0.3268	0.0860	5.2300e-003	0.0913	0.0000	327.7967	327.7967	0.0128	0.0000	328.0646
Waste						0.0000	0.0000		0.0000	0.0000	25.0065	0.0000	25.0065	1.4778	0.0000	56.0411
Water						0.0000	0.0000		0.0000	0.0000	3.1120	16.9316	20.0435	0.0115	6.9400e-003	22.4372
Total	**1.0408**	**0.4746**	**3.2854**	**5.0500e-003**	**0.3211**	**0.0184**	**0.3395**	**0.0860**	**0.0179**	**0.1039**	**28.1184**	**595.8773**	**623.9957**	**1.5145**	**0.0101**	**658.9167**

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	0.8574	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239
Energy	4.5000e-003	0.0384	0.0164	2.5000e-004		3.1100e-003	3.1100e-003		3.1100e-003	3.1100e-003	0.0000	204.7385	204.7385	8.7200e-003	2.4400e-003	205.6795
Mobile	0.1761	0.3963	1.8585	4.5800e-003	0.3211	5.6700e-003	0.3268	0.0860	5.2300e-003	0.0913	0.0000	327.7967	327.7967	0.0128	0.0000	328.0646
Waste						0.0000	0.0000		0.0000	0.0000	25.0065	0.0000	25.0065	1.4778	0.0000	56.0411
Water						0.0000	0.0000		0.0000	0.0000	2.4896	14.2100	16.6995	9.2700e-003	5.5600e-003	18.6173
Total	**1.0381**	**0.4509**	**3.2753**	**4.9000e-003**	**0.3211**	**0.0165**	**0.3376**	**0.0860**	**0.0160**	**0.1020**	**27.4960**	**549.0220**	**576.5180**	**1.5108**	**8.0000e-003**	**610.7264**

	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	**0.27**	**4.98**	**0.31**	**2.97**	**0.00**	**10.40**	**0.56**	**0.00**	**10.66**	**1.84**	**2.21**	**7.86**	**7.61**	**0.24**	**20.48**	**7.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/16/2017	6/15/2017	5	44	
2	Grading	Grading	6/16/2017	11/30/2017	5	120	
3	Building Construction	Building Construction	12/1/2017	12/1/2018	5	261	
4	Paving	Paving	10/19/2018	11/13/2018	5	18	
5	Architectural Coating	Architectural Coating	11/14/2018	12/7/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 240

Acres of Paving: 0

Residential Indoor: 279,661; Residential Outdoor: 93,220; Non-Residential Indoor: 36,318; Non-Residential Outdoor: 12,106 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Crushing/Proc. Equipment	1	8.00	85	0.78
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Loaders	3	8.00	199	0.36
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Demolition	7	18.00	0.00	915.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	23.00	0.00	1,006.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	116.00	22.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1032	0.0000	0.1032	0.0156	0.0000	0.0156	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1057	1.0485	0.8432	1.0300e-003		0.0552	0.0552		0.0520	0.0520	0.0000	93.8228	93.8228	0.0235	0.0000	94.3153
Total	**0.1057**	**1.0485**	**0.8432**	**1.0300e-003**	**0.1032**	**0.0552**	**0.1584**	**0.0156**	**0.0520**	**0.0677**	**0.0000**	**93.8228**	**93.8228**	**0.0235**	**0.0000**	**94.3153**

3.2 Demolition - 2017

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	0.0104	0.1050	0.1469	3.3000e-004	7.6900e-003	1.5000e-003	9.1900e-003	2.1100e-003	1.3700e-003	3.4900e-003	0.0000	29.5596	29.5596	2.0000e-004	0.0000	29.5638
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	1.1800e-003	1.4100e-003	0.0148	3.0000e-005	2.9100e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.4929	2.4929	1.3000e-004	0.0000	2.4956
Total	**0.0115**	**0.1064**	**0.1617**	**3.6000e-004**	**0.0106**	**1.5200e-003**	**0.0121**	**2.8800e-003**	**1.3900e-003**	**4.2800e-003**	**0.0000**	**32.0525**	**32.0525**	**3.3000e-004**	**0.0000**	**32.0594**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0464	0.0000	0.0464	7.0300e-003	0.0000	7.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1057	1.0485	0.8432	1.0300e-003		0.0552	0.0552		0.0520	0.0520	0.0000	93.8227	93.8227	0.0235	0.0000	94.3152
Total	**0.1057**	**1.0485**	**0.8432**	**1.0300e-003**	**0.0464**	**0.0552**	**0.1017**	**7.0300e-003**	**0.0520**	**0.0591**	**0.0000**	**93.8227**	**93.8227**	**0.0235**	**0.0000**	**94.3152**

3.2 Demolition - 2017

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	0.0104	0.1050	0.1469	3.3000e-004	7.6900e-003	1.5000e-003	9.1900e-003	2.1100e-003	1.3700e-003	3.4900e-003	0.0000	29.5596	29.5596	2.0000e-004	0.0000	29.5638
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	1.1800e-003	1.4100e-003	0.0148	3.0000e-005	2.9100e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.4929	2.4929	1.3000e-004	0.0000	2.4956
Total	**0.0115**	**0.1064**	**0.1617**	**3.6000e-004**	**0.0106**	**1.5200e-003**	**0.0121**	**2.8800e-003**	**1.3900e-003**	**4.2800e-003**	**0.0000**	**32.0525**	**32.0525**	**3.3000e-004**	**0.0000**	**32.0594**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4894	0.0000	0.4894	0.2125	0.0000	0.2125	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3580	4.3282	2.5657	4.0900e-003		0.1765	0.1765		0.1624	0.1624	0.0000	378.4939	378.4939	0.1156	0.0000	380.9213
Total	**0.3580**	**4.3282**	**2.5657**	**4.0900e-003**	**0.4894**	**0.1765**	**0.6659**	**0.2125**	**0.1624**	**0.3749**	**0.0000**	**378.4939**	**378.4939**	**0.1156**	**0.0000**	**380.9213**

3.3 Grading - 2017

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	0.0114	0.1155	0.1615	3.6000e-004	8.4600e-003	1.6400e-003	0.0101	2.3200e-003	1.5100e-003	3.8300e-003	0.0000	32.4994	32.4994	2.2000e-004	0.0000	32.5040
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-003	4.9300e-003	0.0516	1.2000e-004	0.0101	7.0000e-005	0.0102	2.7000e-003	7.0000e-005	2.7600e-003	0.0000	8.6875	8.6875	4.4000e-004	0.0000	8.6967
Total	**0.0155**	**0.1204**	**0.2131**	**4.8000e-004**	**0.0186**	**1.7100e-003**	**0.0203**	**5.0200e-003**	**1.5800e-003**	**6.5900e-003**	**0.0000**	**41.1869**	**41.1869**	**6.6000e-004**	**0.0000**	**41.2007**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2202	0.0000	0.2202	0.0956	0.0000	0.0956	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3580	4.3282	2.5657	4.0900e-003		0.1765	0.1765		0.1624	0.1624	0.0000	378.4934	378.4934	0.1156	0.0000	380.9208
Total	**0.3580**	**4.3282**	**2.5657**	**4.0900e-003**	**0.2202**	**0.1765**	**0.3967**	**0.0956**	**0.1624**	**0.2580**	**0.0000**	**378.4934**	**378.4934**	**0.1156**	**0.0000**	**380.9208**

3.3 Grading - 2017

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	0.0114	0.1155	0.1615	3.6000e-004	8.4600e-003	1.6400e-003	0.0101	2.3200e-003	1.5100e-003	3.8300e-003	0.0000	32.4994	32.4994	2.2000e-004	0.0000	32.5040
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-003	4.9300e-003	0.0516	1.2000e-004	0.0101	7.0000e-005	0.0102	2.7000e-003	7.0000e-005	2.7600e-003	0.0000	8.6875	8.6875	4.4000e-004	0.0000	8.6967
Total	**0.0155**	**0.1204**	**0.2131**	**4.8000e-004**	**0.0186**	**1.7100e-003**	**0.0203**	**5.0200e-003**	**1.5800e-003**	**6.5900e-003**	**0.0000**	**41.1869**	**41.1869**	**6.6000e-004**	**0.0000**	**41.2007**

3.4 Building Construction - 2017

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	0.0326	0.2773	0.1904	2.8000e-004		0.0187	0.0187		0.0176	0.0176	0.0000	25.1453	25.1453	6.1900e-003	0.0000	25.2753
Total	**0.0326**	**0.2773**	**0.1904**	**2.8000e-004**		**0.0187**	**0.0187**		**0.0176**	**0.0176**	**0.0000**	**25.1453**	**25.1453**	**6.1900e-003**	**0.0000**	**25.2753**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0173	0.0348	5.0000e-005	1.3200e-003	2.6000e-004	1.5800e-003	3.8000e-004	2.4000e-004	6.1000e-004	0.0000	4.2858	4.2858	3.0000e-005	0.0000	4.2865
Worker	3.6200e-003	4.3500e-003	0.0456	1.1000e-004	8.9500e-003	7.0000e-005	9.0100e-003	2.3800e-003	6.0000e-005	2.4400e-003	0.0000	7.6676	7.6676	3.9000e-004	0.0000	7.6758
Total	**6.2700e-003**	**0.0217**	**0.0804**	**1.6000e-004**	**0.0103**	**3.3000e-004**	**0.0106**	**2.7600e-003**	**3.0000e-004**	**3.0500e-003**	**0.0000**	**11.9535**	**11.9535**	**4.2000e-004**	**0.0000**	**11.9623**

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	0.0326	0.2773	0.1904	2.8000e-004		0.0187	0.0187		0.0176	0.0176	0.0000	25.1453	25.1453	6.1900e-003	0.0000	25.2752
Total	**0.0326**	**0.2773**	**0.1904**	**2.8000e-004**		**0.0187**	**0.0187**		**0.0176**	**0.0176**	**0.0000**	**25.1453**	**25.1453**	**6.1900e-003**	**0.0000**	**25.2752**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0173	0.0348	5.0000e-005	1.3200e-003	2.6000e-004	1.5800e-003	3.8000e-004	2.4000e-004	6.1000e-004	0.0000	4.2858	4.2858	3.0000e-005	0.0000	4.2865
Worker	3.6200e-003	4.3500e-003	0.0456	1.1000e-004	8.9500e-003	7.0000e-005	9.0100e-003	2.3800e-003	6.0000e-005	2.4400e-003	0.0000	7.6676	7.6676	3.9000e-004	0.0000	7.6758
Total	**6.2700e-003**	**0.0217**	**0.0804**	**1.6000e-004**	**0.0103**	**3.3000e-004**	**0.0106**	**2.7600e-003**	**3.0000e-004**	**3.0500e-003**	**0.0000**	**11.9535**	**11.9535**	**4.2000e-004**	**0.0000**	**11.9623**

3.4 Building Construction - 2018

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	0.3202	2.7913	2.1039	3.2200e-003		0.1793	0.1793		0.1686	0.1686	0.0000	284.1236	284.1236	0.0695	0.0000	285.5838
Total	**0.3202**	**2.7913**	**2.1039**	**3.2200e-003**		**0.1793**	**0.1793**		**0.1686**	**0.1686**	**0.0000**	**284.1236**	**284.1236**	**0.0695**	**0.0000**	**285.5838**

3.4 Building Construction - 2018

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	0.0251	0.1782	0.3588	5.5000e-004	0.0151	2.7100e-003	0.0178	4.3000e-003	2.4900e-003	6.7900e-003	0.0000	48.0761	48.0761	3.6000e-004	0.0000	48.0837
Worker	0.0369	0.0447	0.4678	1.2200e-003	0.1022	7.4000e-004	0.1030	0.0272	6.8000e-004	0.0279	0.0000	84.3174	84.3174	4.0900e-003	0.0000	84.4034
Total	**0.0620**	**0.2230**	**0.8266**	**1.7700e-003**	**0.1173**	**3.4500e-003**	**0.1207**	**0.0315**	**3.1700e-003**	**0.0347**	**0.0000**	**132.3935**	**132.3935**	**4.4500e-003**	**0.0000**	**132.4871**

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	0.3202	2.7913	2.1039	3.2200e-003		0.1793	0.1793		0.1686	0.1686	0.0000	284.1233	284.1233	0.0695	0.0000	285.5834
Total	**0.3202**	**2.7913**	**2.1039**	**3.2200e-003**		**0.1793**	**0.1793**		**0.1686**	**0.1686**	**0.0000**	**284.1233**	**284.1233**	**0.0695**	**0.0000**	**285.5834**

3.4 Building Construction - 2018

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	0.0251	0.1782	0.3588	5.5000e-004	0.0151	2.7100e-003	0.0178	4.3000e-003	2.4900e-003	6.7900e-003	0.0000	48.0761	48.0761	3.6000e-004	0.0000	48.0837
Worker	0.0369	0.0447	0.4678	1.2200e-003	0.1022	7.4000e-004	0.1030	0.0272	6.8000e-004	0.0279	0.0000	84.3174	84.3174	4.0900e-003	0.0000	84.4034
Total	**0.0620**	**0.2230**	**0.8266**	**1.7700e-003**	**0.1173**	**3.4500e-003**	**0.1207**	**0.0315**	**3.1700e-003**	**0.0347**	**0.0000**	**132.3935**	**132.3935**	**4.4500e-003**	**0.0000**	**132.4871**

3.5 Paving - 2018

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	0.0127	0.1289	0.1104	1.7000e-004		7.4500e-003	7.4500e-003		6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	6.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0133**	**0.1289**	**0.1104**	**1.7000e-004**		**7.4500e-003**	**7.4500e-003**		**6.8700e-003**	**6.8700e-003**	**0.0000**	**15.0641**	**15.0641**	**4.5600e-003**	**0.0000**	**15.1599**

3.5 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.8000e-004	6.0500e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0903	1.0903	5.0000e-005	0.0000	1.0914
Total	**4.8000e-004**	**5.8000e-004**	**6.0500e-003**	**2.0000e-005**	**1.3200e-003**	**1.0000e-005**	**1.3300e-003**	**3.5000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.0903**	**1.0903**	**5.0000e-005**	**0.0000**	**1.0914**

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	0.0127	0.1289	0.1104	1.7000e-004		7.4500e-003	7.4500e-003		6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	6.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0133**	**0.1289**	**0.1104**	**1.7000e-004**		**7.4500e-003**	**7.4500e-003**		**6.8700e-003**	**6.8700e-003**	**0.0000**	**15.0641**	**15.0641**	**4.5600e-003**	**0.0000**	**15.1599**

3.5 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.8000e-004	6.0500e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0903	1.0903	5.0000e-005	0.0000	1.0914
Total	**4.8000e-004**	**5.8000e-004**	**6.0500e-003**	**2.0000e-005**	**1.3200e-003**	**1.0000e-005**	**1.3300e-003**	**3.5000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.0903**	**1.0903**	**5.0000e-005**	**0.0000**	**1.0914**

3.6 Architectural Coating - 2018

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	1.0325					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005		1.3500e-003	1.3500e-003		1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
Total	**1.0352**	**0.0181**	**0.0167**	**3.0000e-005**		**1.3500e-003**	**1.3500e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3025**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	6.7000e-004	6.9600e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2539	1.2539	6.0000e-005	0.0000	1.2551
Total	**5.5000e-004**	**6.7000e-004**	**6.9600e-003**	**2.0000e-005**	**1.5200e-003**	**1.0000e-005**	**1.5300e-003**	**4.0000e-004**	**1.0000e-005**	**4.1000e-004**	**0.0000**	**1.2539**	**1.2539**	**6.0000e-005**	**0.0000**	**1.2551**

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	1.0325					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005		1.3500e-003	1.3500e-003		1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
Total	**1.0352**	**0.0181**	**0.0167**	**3.0000e-005**		**1.3500e-003**	**1.3500e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3025**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	6.7000e-004	6.9600e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2539	1.2539	6.0000e-005	0.0000	1.2551
Total	**5.5000e-004**	**6.7000e-004**	**6.9600e-003**	**2.0000e-005**	**1.5200e-003**	**1.0000e-005**	**1.5300e-003**	**4.0000e-004**	**1.0000e-005**	**4.1000e-004**	**0.0000**	**1.2539**	**1.2539**	**6.0000e-005**	**0.0000**	**1.2551**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1761	0.3963	1.8585	4.5800e-003	0.3211	5.6700e-003	0.3268	0.0860	5.2300e-003	0.0913	0.0000	327.7967	327.7967	0.0128	0.0000	328.0646
Unmitigated	0.1761	0.3963	1.8585	4.5800e-003	0.3211	5.6700e-003	0.3268	0.0860	5.2300e-003	0.0913	0.0000	327.7967	327.7967	0.0128	0.0000	328.0646

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	336.15	336.15	336.15	862,598	862,598
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	336.15	336.15	336.15	862,598	862,598

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
Congregate Care (Assisted	10.00	5.00	6.50	46.50	12.50	41.00	86	11	3
Enclosed Parking Structure	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504051	0.067969	0.178847	0.146822	0.044632	0.006327	0.021095	0.016719	0.002306	0.002274	0.006223	0.000559	0.002177

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	160.2365	160.2365	7.8700e-003	1.6300e-003	160.9067
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	176.9934	176.9934	8.7000e-003	1.8000e-003	177.7336
NaturalGas Mitigated	4.5000e-003	0.0384	0.0164	2.5000e-004		3.1100e-003	3.1100e-003		3.1100e-003	3.1100e-003	0.0000	44.5019	44.5019	8.5000e-004	8.2000e-004	44.7728
NaturalGas Unmitigated	7.2600e-003	0.0621	0.0264	4.0000e-004		5.0200e-003	5.0200e-003		5.0200e-003	5.0200e-003	0.0000	71.8788	71.8788	1.3800e-003	1.3200e-003	72.3163

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					
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
Congregate Care (Assisted Living)	1.34696e+006	7.2600e-003	0.0621	0.0264	4.0000e-004		5.0200e-003	5.0200e-003		5.0200e-003	5.0200e-003	0.0000	71.8788	71.8788	1.3800e-003	1.3200e-003	72.3163
Enclosed Parking Structure	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		**7.2600e-003**	**0.0621**	**0.0264**	**4.0000e-004**		**5.0200e-003**	**5.0200e-003**		**5.0200e-003**	**5.0200e-003**	**0.0000**	**71.8788**	**71.8788**	**1.3800e-003**	**1.3200e-003**	**72.3163**

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	tons/yr										MT/yr					
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
Congregate Care (Assisted Living)	833935	4.5000e-003	0.0384	0.0164	2.5000e-004		3.1100e-003	3.1100e-003		3.1100e-003	3.1100e-003	0.0000	44.5019	44.5019	8.5000e-004	8.2000e-004	44.7728
Enclosed Parking Structure	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		**4.5000e-003**	**0.0384**	**0.0164**	**2.5000e-004**		**3.1100e-003**	**3.1100e-003**		**3.1100e-003**	**3.1100e-003**	**0.0000**	**44.5019**	**44.5019**	**8.5000e-004**	**8.2000e-004**	**44.7728**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	488483	130.7962	6.4300e-003	1.3300e-003	131.3432
Enclosed Parking Structure	154580	41.3904	2.0300e-003	4.2000e-004	41.5635
Parking Lot	17952	4.8068	2.4000e-004	5.0000e-005	4.8269
Total		**176.9934**	**8.7000e-003**	**1.8000e-003**	**177.7336**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	468457	125.4340	6.1600e-003	1.2700e-003	125.9586
Enclosed Parking Structure	112024	29.9957	1.4700e-003	3.0000e-004	30.1212
Parking Lot	17952	4.8068	2.4000e-004	5.0000e-005	4.8269
Total		**160.2365**	**7.8700e-003**	**1.6200e-003**	**160.9067**

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	tons/yr										MT/yr					
Mitigated	0.8574	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239
Unmitigated	0.8574	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1033					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7112					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0430	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239
Total	**0.8574**	**0.0162**	**1.4005**	**7.0000e-005**		**7.6700e-003**	**7.6700e-003**		**7.6700e-003**	**7.6700e-003**	**0.0000**	**2.2769**	**2.2769**	**2.2400e-003**	**0.0000**	**2.3239**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1033					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7112					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0430	0.0162	1.4005	7.0000e-005		7.6700e-003	7.6700e-003		7.6700e-003	7.6700e-003	0.0000	2.2769	2.2769	2.2400e-003	0.0000	2.3239
Total	**0.8574**	**0.0162**	**1.4005**	**7.0000e-005**		**7.6700e-003**	**7.6700e-003**		**7.6700e-003**	**7.6700e-003**	**0.0000**	**2.2769**	**2.2769**	**2.2400e-003**	**0.0000**	**2.3239**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	16.6995	9.2700e-003	5.5600e-003	18.6173
Unmitigated	20.0435	0.0115	6.9400e-003	22.4372

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	8.79579 / 5.54517	20.0435	0.0115	6.9400e-003	22.4372
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**20.0435**	**0.0115**	**6.9400e-003**	**22.4372**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.03663 / 4.43614	16.6995	9.2700e-003	5.5600e-003	18.6173
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**16.6995**	**9.2700e-003**	**5.5600e-003**	**18.6173**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.0065	1.4778	0.0000	56.0411
Unmitigated	25.0065	1.4778	0.0000	56.0411

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	123.19	25.0065	1.4778	0.0000	56.0411
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**25.0065**	**1.4778**	**0.0000**	**56.0411**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	123.19	25.0065	1.4778	0.0000	56.0411
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**25.0065**	**1.4778**	**0.0000**	**56.0411**

9.0 Operational Offroad

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

10.0 Vegetation

Appendix C

Supplemental Biological Reports

LSA ASSOCIATES, INC.
4200 ROCKLIN ROAD, SUITE 11B
ROCKLIN, CALIFORNIA 95677
916.630.4600 TEL
916.630.4603 FAX
BERKELEY
CARLSBAD
FRESNO
IRVINE
PALM SPRINGS
PT. RICHMOND
RIVERSIDE
SAN LUIS OBISPO

October 3, 2016

Ken Kidd
Site Acquisition & Development
Oakmont Senior Living
9240 Old Redwood Hwy, Suite 200
Windsor, California 95492

Subject: Tree Inventory for APN #004-0010-023, 5301 F Street, Sacramento, California.

Dear Mr. Kidd:

At your request, LSA conducted a tree inventory and evaluation on parcel APN #004-0010-023, located at 5301 F Street, Sacramento, California. See Regional Location – Attachment A, Figure 1.

METHODS

Personnel

LSA arborist Joey Bena, ISA Certified Arborist #WE-10409A, conducted the fieldwork and prepared this letter report. Writing review and modifications were by Nicole Harrison, ISA Certified Arborist #WE-6500AM.

Survey and Evaluation

LSA inventoried and evaluated all trees on the property on July 13, 2016. The primary objective of the survey was to provide an inventory of the trees on the property and identify if there are "protected trees" as defined by the City of Sacramento Tree Preservation Ordinance.

All trees identified on the site were marked with a green anodized aluminum, "acorn" shaped numbered tag (see image to left). Each tag was labeled: **ABACUS**, Auburn, CA, and a pre-stamped number. Tags were attached with a natural colored aluminum 10d nail, at 6 feet above ground level on the north side of the tree. See Protected Trees – Attachment A, Figure 2.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible from the ground. No laboratory or chemical testing or analysis was performed.

Data collected included species identification, number of trunks, measurements of diameter at breast height[1] (DBH) and canopy; each tree was also evaluated for overall health (including a rating) and recommendations and actions were noted to improve condition.

RESULTS

A total of 62 trees were inventoried and evaluated, as summarized below in Table A. Of the 62 trees, 52 are on the property and 10 are on neighboring lots but are included in the inventory for preservation purposes. One (1) tree qualifies as a "protected trees" by the standards of the City of Sacramento Ordinance No. 2016-0026[2]. All trees identified on the property are shown on the Tree Location Map in Attachment A.

Table A: Summary of Trees Observed on the Property

Species	Count	Protected by Ordinance	Off – Site
Fruitless White Mulberry	39		1
Southern Magnolia	3	1	
Tulip Tree	2		
American Sweet Gum	1	1	
Camphor	2	1	
Crape Myrtle	4		2
Raywood Ash	2		
Moraine Ash	1		1
Persimmon	1	1	
Purple Leaf Plum	1		1
English Walnut	1		1
Coast Live Oak	1		1
Japanese Maple	1		1
Paper Birch	1		1
Evergreen Ash	1		
Unidentified	1		1
Total	62	4	10

1 Diameter at breast height or DBH is normally measured at 54 inches above the ground height. Exceptions include leaning trees, trees on sloped terrain, and trees with low branches or multiple stems. Note Diameter at Standard Height (required by City of Sacramento) is the same as DBH on single trunk trees, but is a calculation on multi-stem trees.

2 Protected trees are Native oaks, buckeye, and sycamore with a DSH of 12" or greater, on undeveloped land, or developed land with commercial, industrial, or apartments any tree with a TSD of 24" or greater, and on residential (single family or duplex) developed land any tree with a DSH of 32" or greater.

The complete tree inventory is shown in Table B. To review the comprehensive tree evaluation data, see Attachment B.

Table B: Tree Inventory Table

Tree #	Common Name	Botanical Name	Largest Stem DBH (Inches)	Other Stems DBH (Inches)	DSH[1]	Canopy Radius (Feet)	Tree Protection Zone Diameter (Feet)	Rating	Protected Yes (Y) or No (N)
2823	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	19	38	1	N
2824	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14		14	16	32	1	N
2825	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14		14	17	34	1	N
2826	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18		18	19	38	1	N
2827	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18		18	21	42	1	N
2828	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14		14	14	28	1	N
2829	Fruitless White Mulberry	*Morus alba* 'Fruitless'	6		6	12	24	3	N
2830	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	17	34	1	N
2831	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12		12	17	34	1	N
2832	Fruitless White Mulberry	*Morus alba* 'Fruitless'	7		7	14	28	1	N

[1] Pursuant to the City of Sacramento Ordinance 2016-0026, Diameter at Standard Height is measured at 54" above grade. Trees with more than one trunk at 54" above grade shall have a DSH of the DBH of the largest stem plus one half the cumulative DBH of the other stems.

Tree #	Common Name	Botanical Name	Largest Stem DBH (Inches)	Other Stems DBH (Inches)	DSH[1]	Canopy Radius (Feet)	Tree Protection Zone Diameter (Feet)	Rating	Protected Yes (Y) or No (N)
2833	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18		18	20	40	1	N
2834	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	18	36	1	N
2835	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16		16	17	34	1	N
2836	Moraine Ash	*Fraxinus holotricha* 'Moraine'	10	9	14.5	10	20	0	N
2837	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	13	26	1	N
2838	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	17	34	1	N
2839	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11		11	15	30	1	N
2840	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	15	30	1	N
2841	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11		11	15	30	1	N
2842	Fruitless White Mulberry	*Morus alba* 'Fruitless'	6		6	13	26	3	N
2843	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14		14	17	34	2	N
2844	Fruitless White Mulberry	*Morus alba* 'Fruitless'	9		9	14	28	2	N
2845	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11		11	16	32	1	N

Tree #	Common Name	Botanical Name	Largest Stem DBH (Inches)	Other Stems DBH (Inches)	DSH[1]	Canopy Radius (Feet)	Tree Protection Zone Diameter (Feet)	Rating	Protected Yes (Y) or No (N)
2846	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	22	44	1	N
2847	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12		12	16	32	1	N
2848	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12		12	18	36	1	N
2849	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	17	34	1	N
2850	Fruitless White Mulberry	*Morus alba* 'Fruitless'	10		10	17	34	1	N
2851	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16		16	25	50	2	N
2852	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18		18	23	46	1	N
2853	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	16	32	2	N
2854	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	16	32	1	N
2855	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13		13	17	34	1	N
2856	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16		16	14	28	1	N
2857	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	18	36	1	N
2858	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12		12	14	28	1	N

Tree #	Common Name	Botanical Name	Largest Stem DBH (Inches)	Other Stems DBH (Inches)	DSH[1]	Canopy Radius (Feet)	Tree Protection Zone Diameter (Feet)	Rating	Protected Yes (Y) or No (N)
2859	Fruitless White Mulberry	*Morus alba* 'Fruitless'	9		9	10	20	1	N
2860	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15		15	18	36	1	N
2861	Fruitless White Mulberry	*Morus alba* 'Fruitless'	19		19	22	44	1	N
2862	Unidentified		7	7	10.5	13	26	3	N
2863	Camphor	*Cinnamomum camphora*	15		15	24	48	3	N
2864	Tulip Tree	*Liriodendron tulipifera*	21		21	22	44	0	N
2865	Raywood Ash	*Fraxinus angustifolia* 'Raywood'	18		18	22	44	1	N
2866	Raywood Ash	*Fraxinus angustifolia* 'Raywood'	15		15	27	54	2	N
2867	Tulip Tree	*Liriodendron tulipifera*	22		22	22	44	0	N
2868	**American Sweet Gum**	***Liquidambar styraciflua***	**24**		**24**	**26**	**52**	**2**	**Y**
2869	**Camphor**	***Cinnamomum camphora***	**18**	**16**	**26**	**31**	**62**	**3**	**Y**
2870	Unidentified		4	4, 4, 3, 3	11	11	22	4	N
2871	**Persimmon**	***Diospyros* (genus)**	**8**	**7, 7, 7, 7, 6, 6**	**28**	**18**	**36**	**2**	**Y**
2872	Southern Magnolia	*Magnolia grandiflora*	17		17	21	42	3	N
2873	Southern Magnolia	*Magnolia grandiflora*	23		23	25	50	3	N
2874	**Southern Magnolia**	***Magnolia grandiflora***	**35**		**35**	**26**	**52**	**3**	**Y**
2875	Crape Myrtle	*Lagerstroemia indica*	4	4, 3, 1, 2	9	11	22	4	N
2876	Crape Myrtle	*Lagerstroemia indica*	4	4	6	10	20	4	N

Tree #	Common Name	Botanical Name	Largest Stem DBH (Inches)	Other Stems DBH (Inches)	DSH[1]	Canopy Radius (Feet)	Tree Protection Zone Diameter (Feet)	Rating	Protected Yes (Y) or No (N)
2877	Purple Leaf Plum	*Prunus cerasifera* 'Atropurpurea'	11	10, 4, 3	19.5	18	36	3	N
2878	English Walnut	*Juglans regia*	14		14	18	36	3	N
2879	Crape Myrtle	*Lagerstroemia indica*	6	6	9	15	30	4	N
2880	Paper birch	Betula papyrifera	10		10	15	30	3	N
2881	Crape Myrtle	*Lagerstroemia indica*	6	5, 4, 4, 4, 4, 3, 3	19.5	16	32	4	N
2882	Japanese Maple	*Acer palmatum*	8		8	14	28	3	N
2883	Coast Live Oak	*Quercus agrifolia*	6		6	10	20	3	N
2884	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16		16	20	40	2	N

[1]Pursuant to the City of Sacramento Ordinance 2016-0026, Diameter at Standard Height is measured at 54" above grade. Trees with more than one trunk at 54" above grade shall have a DSH of the DBH of the largest stem plus one half the cumulative DBH of the other stems.

Rating Legend
0 – This indicates a tree that has no significant sign of life
1 – The tree has non-correctable structural and/or health problems and is potentially hazardous;
2 – The tree is in poor condition with major structural and/or health problems;
3 – The tree is in fair condition with minor structural and/or health problems;
4 – The tree is in good condition with no apparent structural and/or health problems;
5 – The tree is in excellent condition with no structural and/or health problems.

GENERAL RECOMMENDATIONS

1. All measures in the action column of Attachment B should be implemented immediately.
2. Apply mulch to the tree protection zone prior to grading. Mulch should be applied 4-6 inches deep and redwood or cedar bark should not be used. The trees natural litter layer on the soil surface should not be removed before the installation of mulch.
3. All trees that will remain on site should have an exclusion zone established around them. This zone will fence off the trees root zone and should be constructed using a four-foot high orange or yellow plastic fence. The fence should be constructed using 5-foot steel "T" posts or equivalent, that are spaced a maximum of 10 feet apart. The exclusion zone should include the tree's branched canopy which is measured by the tree's longest dripline radius plus 1 foot – see Table B

for the longest dripline radius and the Tree Protection Zone Diameter. This exclusion zone fencing should be maintained in place and kept in good condition until the completion of construction. The Protected Root Zone should be completely fenced and not comprised of a "U" shaped fence or be open at any point. Whenever possible, exclusion zones should be comprised of multiple trees root zones fenced together.

4. Once concrete is poured and the forms are stripped, the footings and stem walls should be immediately backfilled. If there are protected trees nearby that will remain, they should be watered to the soils field capacity.
5. Where trenching is necessary, the trenches should be located as far as possible away from the roots and branches of the trees that will remain to limit root disturbance as much as possible. If trenching must occur in the tree protection zone, hand digging or pneumatic operated excavation tools should be utilized.
6. Soil compaction in the exclusion zone, or tree protection zone, should be avoided during construction. The tree protection zone fencing should be maintained to prevent material storage, foot traffic, portable outhouses, vehicles, and heavy equipment from entering this area.
7. To prevent soil contamination, no dumping of chemicals or construction wastes should occur on the property that may infiltrate into the tree protection zone. No washing of construction tools and or equipment shall occur that will run off into the tree protection zone. Limestone gravel should be avoided as base material or for drainage rock since it will change the pH to be more alkaline which may in turn harm the native oaks.
8. Nothing should be nailed, tied, screwed, or otherwise fastened to the trees that are to remain.
9. Grading and excavation activities should be limited near the tree protection zones of the trees that are to remain on site. Grading and excavation activities can cause root damage or change the soil ecosystem by leading to drying or wetting of the soil which could have negative impacts on the tree. Fill material that is placed within the tree protection zone can lead to root suffocation. If fill materials will be used in the tree protection zone, properly designed aeration/ventilation systems should be installed to protect the trees.
10. All cutting, pruning, trimming, cabling, guying, bracing, and lightning protection systems should conform to the most current standards of the American National Standards Institute (ANSI) (www.ansi.org) and Best Management Practices (BMPs)", as companion publications to the ANSI Tree Care Standards, printed by the International Society of Arboriculture (www.isa-arbor.com). Pruning of branches less than 3 inches in diameter should be made with sharp hand tools: pruners, loppers, and/or handsaws, not chainsaws.
11. If pruning is required, only live wood 2 inches in diameter or smaller should be cut. Cuts should be made with sharp hand tools: pruners, loppers, and/or handsaws (no chainsaws), any branches that are removed should be chipped and used as mulch under the oaks that are to remain (see Recommendation #2).
12. Pruning should be monitored by a qualified ISA Certified Arborist.

If you have any questions, please contact me at (916) 630-4600 or via email at joey.bena@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.

Joey Bena
ISA Certified Arborist #WE-10409A

Attachments
A – Mapping
B – Comprehensive Tree Evaluation Data
C – Supplemental Information
D – Disclosure, Assumptions and Disclaimer

ATTACHMENT A

Mapping

LSA

LEGEND

Property Boundary

FIGURE 1

N

0 500 1000
FEET

5301 F Street
City of Sacramento,
Sacramento County, California
APN #004-0010-023

Project Location

SOURCE: NAIP Aerial Imagery (6/2014)

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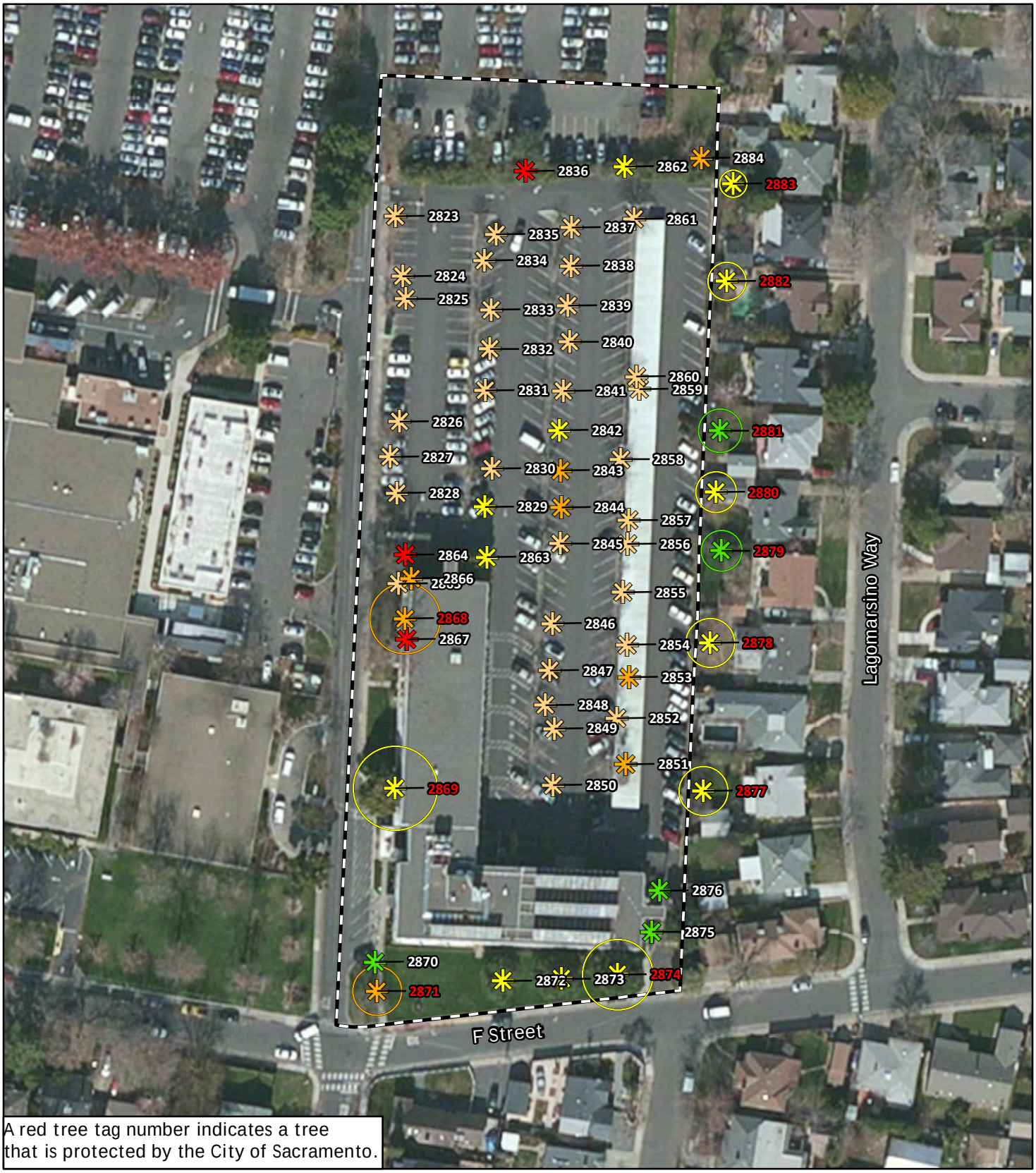

A red tree tag number indicates a tree that is protected by the City of Sacramento.

LSA

LEGEND

Property Boundary

Tree Health/Risk Ratings

0 - Dead

1 - Hazardous, non-correctable

2 - Poor

3 - Fair

4 - Good

5 - Excellent

Tree Canopy and Count - (62)

0 - Dead - (3)

1 - Hazardous, non-correctable - (33)

2 - Poor - (8)

3 - Fair - (13)

4 Good - (5)

N

0 50 100

FEET

FIGURE 2

5301 F Street
City of Sacramento,
Sacramento County, California
APN #004-0010-023

Tree Locations

SOURCE: Basemap - Microsoft Aerial Imagery (8/2011); Mapping - LSA (10/2016)

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ATTACHMENT B

Comprehensive Tree Evaluation Data

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2823	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	19	Severe decay on trunk. Decay at trunk flare. Decay in lateral attachment. Old pollarding cuts.	1	Recommend for removal
2824	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14	16	Too much decay. Decay in trunk and laterals. Old pollarding cuts.	1	Recommend for removal
2825	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14	17	Too much decay. Decay in trunk and laterals. Old 7" cuts with no callus growth.	1	Too much decay. Recommend for removal
2826	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18	19	Exposed roots. Root rot. Trunk rot extending into laterals. 6-10" dead laterals. Unbalanced canopy.	1	Recommend for removal. Too much decay and large dead wood
2827	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18	21	Severe decay in trunk and laterals. Old pollarding cuts. Epicormic growth.	1	Too much decay. Recommend for removal
2828	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14	14	Large cavity at base. Severe decay in trunk and laterals and attachments. Old pollarding cuts	1	Too much decay. Recommend for removal
2829	Fruitless White Mulberry	*Morus alba* 'Fruitless'	6	12	Limited root capacity. Old cuts with callus growth. Codominant leader at 4.5'.	3	Supplemental summer irrigation
2830	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	17	Trunk decay with callus growth. Decay in laterals and attachments. Epicormic growth.	1	Too much decay in critical spots. Recommend for removal

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2831	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12	17	Decay in trunk and laterals. Bark sluffing off. Epicormic growth.	1	Too much decay. Recommend for removal
2832	Fruitless White Mulberry	*Morus alba* 'Fruitless'	7	14	Decay under base. Large open cavity with severe decay. Declining vigor.	1	Too much decay. Recommend for removal
2833	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18	20	Decay at base. Decay in trunk and laterals. Old cuts with no callus growth. Old pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2834	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	18	Decay at base. Decay in trunk and laterals. Old cuts with partial callus growth. Old pollarding cuts.	1	Too much decay. Recommend for removal
2835	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16	17	Severe decay in trunk and laterals. Old pollarding cuts	1	Too much decay in critical spots. Recommend for removal
2836	Moraine Ash	*Fraxinus holotricha* 'Moraine'	19	10	Dead. Codominant leader with a narrow angle of attachment at ground level. Vertical stress fractures. On lot to the north.	0	Recommend for removal
2837	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	13	Severe decay in trunk and laterals and attachments. Old pollarding cuts	1	Too much decay in critical spots. Recommend for removal

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2838	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	17	Severe decay in trunk and laterals and attachments. Old cuts with no callus. Epicormic growth. Od pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2839	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11	15	Severe decay in trunk and laterals and attachments. Epicormic growth. Unbalanced canopy. Bark sluffing off.	1	Too much decay in critical spots. Recommend for removal
2840	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	15	Severe decay in trunk and laterals and attachments. Epicormic growth. Bark sluffing off. Old cuts with no callus growth.	1	Too much decay in critical spots. Recommend for removal
2841	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11	15	Severe decay in trunk and laterals and attachments. Bark sluffing off. Old pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2842	Fruitless White Mulberry	*Morus alba* 'Fruitless'	6	13	Trunk wound with callus growth at 1-3'. Wound on southern lateral with callus growth.	3	Protect and provide supplemental summer irrigation
2843	Fruitless White Mulberry	*Morus alba* 'Fruitless'	14	17	Swollen base. Old cuts with partial callus growth. Old pollarding cuts. Crossing laterals.	2	Prune to correct structure. Pollard annually to prevent establishment of weakly attached laterals from existing cuts.

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2844	Fruitless White Mulberry	*Morus alba* 'Fruitless'	9	14	Trunk wounds with callus growth. Old pollarding cuts with decay. Declining vigor.	2	Pollard tree to remove stubs with decay and to prevent establishment of weakly attached laterals from existing cuts.
2845	Fruitless White Mulberry	*Morus alba* 'Fruitless'	11	16	Wound at ground level. Decay in trunk and laterals and attachments. Old pollarding cuts. Poor lateral attachments.	1	Too much decay in critical spots. Recommend for removal
2846	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	22	Severe decay in trunk and laterals and attachments. Poor structure. Crossing laterals. Bark sluffing off.	1	Too much decay in critical spots. Recommend for removal
2847	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12	16	Severe decay in trunk and laterals and attachments. Vertical stress fractures. Bark sluffing off. Old pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2848	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12	18	Severe decay in trunk and laterals and attachments. Old pollarding cuts. Declining vigor.	1	Too much decay in critical spots. Recommend for removal
2849	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	17	Decay in trunk and laterals and attachments. Bark sluffing off. Old pollarding cuts. Declining vigor.	1	Too much decay in critical spots. Recommend for removal

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2850	Fruitless White Mulberry	*Morus alba* 'Fruitless'	10	17	8" diameter cavity at 1' with heart rot. Decay in attachments. Declining vigor. Old pollarding cuts.	1	Too much decay in cavity at base and decay in attachments. Recommend for removal
2851	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16	25	Trunk wounds with callus growth. Codominant leader with a narrow angle of attachment and included bark. Crossing laterals. Old cuts with no callus growth. Over extended canopy.	2	Remove 8" lateral on north side with included bar at 6'. Prune to balance. Branch tip reduction
2852	Fruitless White Mulberry	*Morus alba* 'Fruitless'	18	23	Severe decay in trunk and below codominant leader attachments. Old pollarding cuts.	1	Too much decay. Recommend for removal
2853	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	16	Old cuts with no callus growth. Old pollarding cuts.	2	Pollard tree to prevent establishment of weakly attached laterals from existing cuts
2854	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	16	Decay in trunk and lateral and attachments. Unbalanced canopy. Old pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2855	Fruitless White Mulberry	*Morus alba* 'Fruitless'	13	17	Severe decay in trunk and under attachments. Root damage. Old pollarding cuts.	1	Too much decay. Recommend for removal

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2856	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16	14	Severe decay in 80% of trunk. Decay in laterals. Old pollarding cuts. Declining vigor.	1	Too much decay in critical spots. Recommend for removal
2857	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	18	Decay in trunk and laterals and attachments. Old pollarding cuts. Declining vigor.	1	Too much decay. Recommend for removal
2858	Fruitless White Mulberry	*Morus alba* 'Fruitless'	12	14	Exposed and damaged roots. Trunk wound with callus growth. Decay in laterals. Old pollarding cuts.	1	Too much decay in laterals below old pollarding cuts. Recommend for removal
2859	Fruitless White Mulberry	*Morus alba* 'Fruitless'	9	10	Severe decay in trunk and laterals and attachments. Declining vigor.	1	Too much decay in critical spots. Recommend for removal
2860	Fruitless White Mulberry	*Morus alba* 'Fruitless'	15	18	Decay completely through trunk. Decay in attachments. Old pollarding cuts.	1	Too much decay. Recommend for removal
2861	Fruitless White Mulberry	*Morus alba* 'Fruitless'	19	22	Decay in trunk and laterals and attachments. Old pollarding cuts.	1	Too much decay in critical spots. Recommend for removal
2862	Evergreen Ash	*Fraxinus uhdei*	14	13	On lot to the north. Codominant leader at ground. 2-3" dead wood in crown. Branch tip dieback.	3	Protect and provide supplemental summer irrigation.

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2863	Camphor	*Cinnamomum camphora*	15	24	Exposed roots. Limited root capacity. Codominant leader with a narrow angle of attachment and included bark at 7'. Unbalanced canopy. Suppressed to the south and west from building.	3	Protect
2864	Tulip Tree	*Liriodendron tulipifera*	21	22	Recently dead. Cracking at trunk flare near buttress roots.	0	Remove-tree is dead
2865	Raywood Ash	*Fraxinus angustifolia* 'Raywood'	18	22	Heavy lean over road. Narrow angle of attachments with included bark. 0ld cuts with partial callus. 10" dead stem. Decay in attachments.	1	large dead wood, weak attachments, declining vigor-Recommend for removal
2866	Raywood Ash	*Fraxinus angustifolia* 'Raywood'	15	27	Small girdling roots. Leans to south. Codominant leader with a narrow angle of attachment and included bark at 8' and 14'. Large dead wood in crown. Old cuts with no callus growth.	2	Remove dead wood. Add cables. Prune to balance.
2867	Tulip Tree	*Liriodendron tulipifera*	22	22	Recently dead. Cracking at trunk flare. Large girdling roots	0	Remove-tree is dead

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2868	American Sweet Gum	*Liquidambar styraciflua*	24	26	Exposed buttress roots. Girdling roots. Codominant leader with a narrow angle of attachment and included bark and bulging at 25'. 4" diameter dead wood in crown. Past failures.	2	Remove dead wood. Cable codominant leader. Prune to balance overextended canopy. Preserve and provide supplemental summer irrigation
2869	Camphor	*Cinnamomum camphora*	34	31	Exposed roots and limited root capacity. Codominant leader with a narrow angle of attachment and severe included bark at 3'. Unbalanced canopy. Suppressed to the east.	3	Remove lowest lateral on the west with wound. Cable codominant leader. Crown clean
2870	Unidentified		18	11	Codominant leader with a narrow angle of attachment and included bark at 1'. Declining from lack of irrigation. Nice structure.	4	Preserve and provide supplemental summer irrigation
2871	Persimmon	*Diospyros* (genus)	48	18	7 stem codominant leader at 1-2'. Epicormic growth. Good structure. Declining from lack of irrigation.	2	Preserve and provide supplemental summer irrigation

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2872	Southern Magnolia	*Magnolia grandiflora*	17	21	Exposed roots. Girdling roots. Narrow angle of attachment with included bark at attachments at 6'. Declining from lack of irrigation.	3	Provide supplemental summer irrigation. Re-inspect in 3 years for possible cable
2873	Southern Magnolia	*Magnolia grandiflora*	23	25	Old cuts with callus growth. Exposed roots. Pleaching. Narrow angle of attachment and included bark at attachments at 8'. Declining from lack of irrigation.	3	Protect and provide supplemental summer irrigation.
2874	Southern Magnolia	*Magnolia grandiflora*	35	26	Exposed roots. Small girdling roots. Declining from lack of irrigation.	3	Protect and provide supplemental summer irrigation
2875	Crape Myrtle	*Lagerstroemia indica*	14	11	Beautiful tree	4	Protect
2876	Crape Myrtle	*Lagerstroemia indica*	8	10	Beautiful tree	4	Protect
2877	Purple Leaf Plum	*Prunus cerasifera* 'Atropurpurea'	28	18	On property to the east. Hanging 8' over fence. No tag.	3	Protect
2878	English Walnut	*Juglans rEpicormic growthia*	14	18	On property to the east. Hangs 9' over fence. No tag.	3	Protect
2879	Crape Myrtle	*Lagerstroemia indica*	12	15	On property to the east. Hangs 13' over fence.	4	Protect
2880	Paper birch	*Betula papyrifera*	10	15	On property to the east. Hangs 12' over fence. No tag.	3	Protect
2881	Crape Myrtle	*Lagerstroemia indica*	33	16	On property to the east. Hangs 14' over fence.	4	Protect

Tree #	Common Name	Botanical Name	DBH (Inches)	Canopy Radius (Feet)	Tree Structure Notes	Rating	Action
2882	Japanese Maple	*Acer palmatum*	8	14	On property to the east. Hangs 10' over fence. No tag.	3	Protect
2883	Coast Live Oak	*Quercus agrifolia*	6	10	On property to the east. Hangs 9' over fence. No tag.	3	Protect
2884	Fruitless White Mulberry	*Morus alba* 'Fruitless'	16	20	On property to the north. Hangs 12' over fence. To tag.	2	Protect

ATTACHMENT C

Supplemental Information

DEFINITIONS

Species of trees is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.

 # Stems refers to the quantity of trunks or stems of a tree that have a significant connection. If one stem or trunk were to be removed, it would cause decay to harm an adjoining stem, making it one tree. All stems must be of the same species. (Also see "Tree SIZE Expressed by Trunk Diameter" at the end of this report)

Diameter (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted here. A Spencer Combination Logger's and Diameter steel tape was used to measure tree DBH.

Canopy is the farthest extent of the crown composed of leaves and small twigs. This measurement further defines the Critical Root Zone (CRZ) or Protection Zone (PZ), which is a circular area around a tree with a radius equal to a tree's largest dripline plus 1'. Our canopy measurement is the longest dripline measurement from the center point of the tree and includes the 1' only on the Tree Site Map.

Rating is subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. Rating is performed in the field at the time of the measuring and inspection. The rating scale is shown below.

Rating #0: This indicates a tree that has no significant sign of life.

Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.

Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken, the tree is considered a liability and should be removed.

Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly, the defect(s) can be minimized or eliminated.

Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are

tended to at this stage, future hazard can be reduced and more serious health problems can be averted.

Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

COMMON TERMS

Broadleaf Mistletoe: Broadleaf mistletoe, *Phoradendron villosum*, is an evergreen parasitic that grows on many hardwood trees and is spread most commonly by birds excreting the living seeds onto woody branches where they germinate. It is important to stop the spread by correctly removing the mistletoe plant by either pruning off the branch it lives on (if small enough) or by removing its light source and killing the parasite. Pruning: remove the branch at least 12" below the point of attachment to the next lateral using an approved thinning-type cut. Light exclusion: remove the mistletoe to flush with limb or trunk where it is attached and wrap the limb/trunk with 2-3 layers 6 mil polyethylene plastic 8" above and below the point of attachment. Tape it with a few wraps of electrical tape to keep all-light out to kill the mistletoe, remove in 2-3 years.

Callus Growth: Plant tissue created to cover/close off a wound. Good callus growth is usually a sign of a healthy tree. If too large of cuts are made on a tree, decay will start to form at the cut wound before callus growth can completely close off the wound.

Co-Dominant Leader: Stems or trunks of the tree that are equal in size and relative importance.

Epicormic Growth: Shoots that arise from latent buds along the trees trunk or mature branches. This growth is usually a sign that the tree has undergone a stressful period.

Included Bark: A sharp "V" crotch, usually less than a 45° angle of attachment, between 2 branches where the bark is kept between two narrowly joined branches and the bark is continually turned inward, rather than being pushed out. It is a common point for potential massive structural failure and this hazard can be minimized with properly installed and maintained cabling, bolting, or bracing.

Lean with Correction: The trunk of these trees developed at an angle as the canopy grew toward sunlight and corrected to an upright shape when it reached a space where direct sunlight could reach the leaves. This type of lean is not normally associated with a higher risk of failure.

Narrow Angle Attachment: A sharp "V" crotch, usually less than a 45° angle of attachment. Included bark is explained above and is common in branches with narrow attachments. In addition, these branches may not be attached to the trunk as well as others with wider angles of attachment, and can fail more frequently depending on the size of the branch.

Pleaching: When tree limbs grow too closely to each other and either partially or completely fuse/graft together.

Pollarding: A pruning technique in which intermodal cuts are made at a chosen height. This keeps the tree at a shorter height and produces shoot formation from the cut locations. Once a tree is pollarded, shoots are typically removed annually and callus knobs form at the cut location. If shoots are not removed annually and are allowed to grow, poor structural attachments of the sprouts at the callus knob are stressed by increased shoot (lateral) weight. This can result in tree failures.

Poor Crown Ratio: Trees which have self-limbed to have foliage only at the top. The weight of the foliage at the tip of a long lever (the trunk) can be a significant factor in analysis of risk of failure.

Poor Structure: These trees have grown with structural imperfections that cannot be corrected and therefore render them hazardous and more likely to fail in the future.
Poor Twig Elongation: The result of a significant stress factor which has limited the tree's ability to grow and elongate. Many will also have reduced leaf sizes.

Sparse Canopy or Poor Leaf Surface: A measure of the opacity of the leaves in the tree associated with reduced growth, reduced energy for disease and pest resistance, and overall poor health.

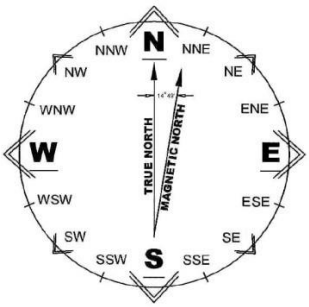
Too Much Decay: A tree which has either been wounded by mechanical damage or pruning, or has been infected with a decay agent which is now causing structural deterioration of the interior wood of the tree.

Too Much Dead Wood: A tree which has dead tissues, either exposed or under the bark, and is unlikely to recover due the large ratio of dead to live tissue.

Unbalanced Canopy: Either the trunk is leaning and/or the canopy is phototropic and overly heavy on one side. This is normally considered a correctible defect.

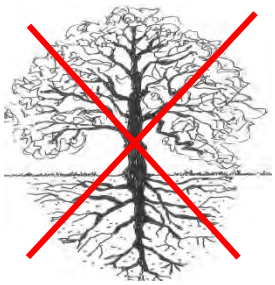
Understory: These trees have grown with structural imperfections associated with development underneath the canopy of a larger tree. Many will have structural imperfections that cannot be corrected and therefore render them hazardous and more likely to fail in the future.

Compass Points: These are the standard 16 points of the compass as aligned with Geographic North or True North. In our area, True North (TN) is adjusted for declination 14°49' to the west of Magnetic North (MN).

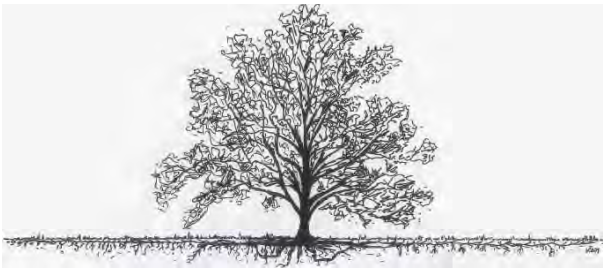


ROOT STRUCTURE

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy (see Drawing A below). The correct root structure of a tree is in Drawing B. All plants' roots need both water and air for survival. Surface roots are a common phenomenon with trees grown in compacted soil. Poor canopy development or canopy decline in mature trees is often the result of inadequate root space and/or soil compaction.



Drawing A
Common misconception of where tree roots are assumed to be located.



Drawing B
The reality of where roots are generally located.

Roots are the method by which a tree receives water and water-soluble nutrients. The water and nutrients are transported through the tree in the cambium layer, which lies just underneath the bark. Photosynthesis, which occurs in the leaves, requires the water from the roots. In return, the leaves produce sugars to feed the roots. There is a balance between the roots and leaves. There must be enough of each to provide for the other. In re-iteration: The "green" part of the tree has an equal and more vigorous portion of roots that are unseen below the ground.

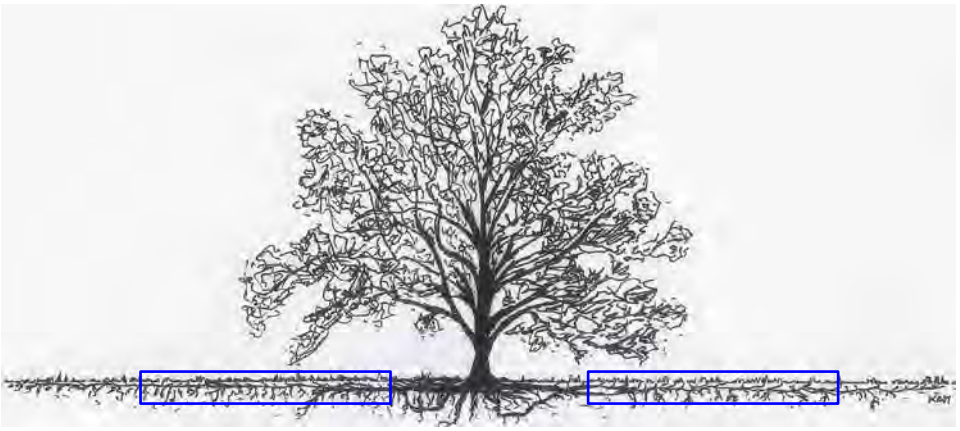
<u>Trees are easily damaged or killed by having the soil within the Critical Root Zone (CRZ) disturbed</u> or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. Don't be fooled into believing that warm season watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

SUMMER IRRIGATION FOR NATIVE OAKS

Irrigation is the single largest environmental condition, which can be altered by man to help or hinder the tree's health. Trees that have root impacts due to development are unlikely to be able to support a full canopy without supplemental water until they can re-grow additional root surfaces that were removed. Accordingly, providing water at critical times during the development process can lessen the impact.

The majority of trees roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil.

Irrigation should be once per month beginning in July and ending in October (unless there is sufficient rain). The soil should be saturated in the collecting root zone of all trees to a minimum depth of 18".



Root Collecting Zone

1/3 of the distance between the trunk and the edge of the canopy and beyond.

ATTACHMENT D

Disclosure, Assumptions and Disclaimer

1. I, Joey Bena, ISA Certified Arborist WE-10409A, with "LSA, Inc.", did personally inspect the site and investigated the tree(s) as mentioned in this report and I performed all aspects of this report unless noted otherwise in the report.
2. I have neither financial interest in the tree work that may or may not be done, nor financial interest in the property where the tree(s) is (are) located unless noted within the report.
3. All opinions and recommendations expressed herein this report are mine solely. We have used our specialized education, knowledge, training, and experience to examine the tree(s) and to make our opinions and recommendations to enhance the beauty, health, and longevity, with an attempt to reduce the risk of who and/or what is near these trees. We cannot guarantee or warranty that a tree will not be healthy or safe under all circumstances, nor for a specific period of time or that problems may not arise in the future.
4. This report with its opinions and recommendations are limited to the tree(s) inspected.
5. I attempt to be cognizant of the whole scope of a project, but many matters are beyond the scope of our professional consulting arborist services such as: exact property boundaries, property ownership, site lines, easements, codes, covenants & restrictions (CC&Rs), disputed between neighbors, and other issues.
6. We rely on the information disclosed to us and assume the information to be complete, true, and accurate.
7. The inspection is limited to visual examination of accessible items of the tree(s), from the ground unless otherwise noted, without excavation, probing, boring, or dissection, unless noted otherwise. Only information covered in this report was examined, and reflects the condition of those inspected items at that specific time.
8. Clients may choose to accept or disregard these opinions and recommendations of the arborist or to seek additional advice.
9. This report is copyrighted. Any modification or partial use shall nullify the whole report. Do not copy without written permission. This report is for the client and the client's assignees.
10. Sketches, diagrams, graphs, drawings, and photographs within this report are intended as visual aids and are not necessarily to scale, and should not be construed as engineering or architectural detail, reports or surveys.
11. I shall not attend or give a deposition and/or attend court by reason of this report unless fees are contracted for in advance, according to our standard fee schedule, adjusted yearly, for such services as described.

Signed: _____

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Sacramento East (3812154))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
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	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Elderberry Savanna Elderberry Savanna	CTT63440CA	None	None	G2	S2.1	
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
Oncorhynchus mykiss irideus steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC

Record Count: 17

CNPS California Native Plant Society Rare and Endangered Plant Inventory

Plant List

1 matches found. Click on scientific name for details

Search Criteria

Found in Quad 38121E4

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3

Suggested Citation

CNPS, Rare Plant Program. 2016. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 26 September 2016].

Search the Inventory
- Simple Search
- Advanced Search
- Glossary

Information
- About the Inventory
- About the Rare Plant Program
- CNPS Home Page
- About CNPS
- Join CNPS

Contributors
- The Calflora Database
- The California Lichen Society

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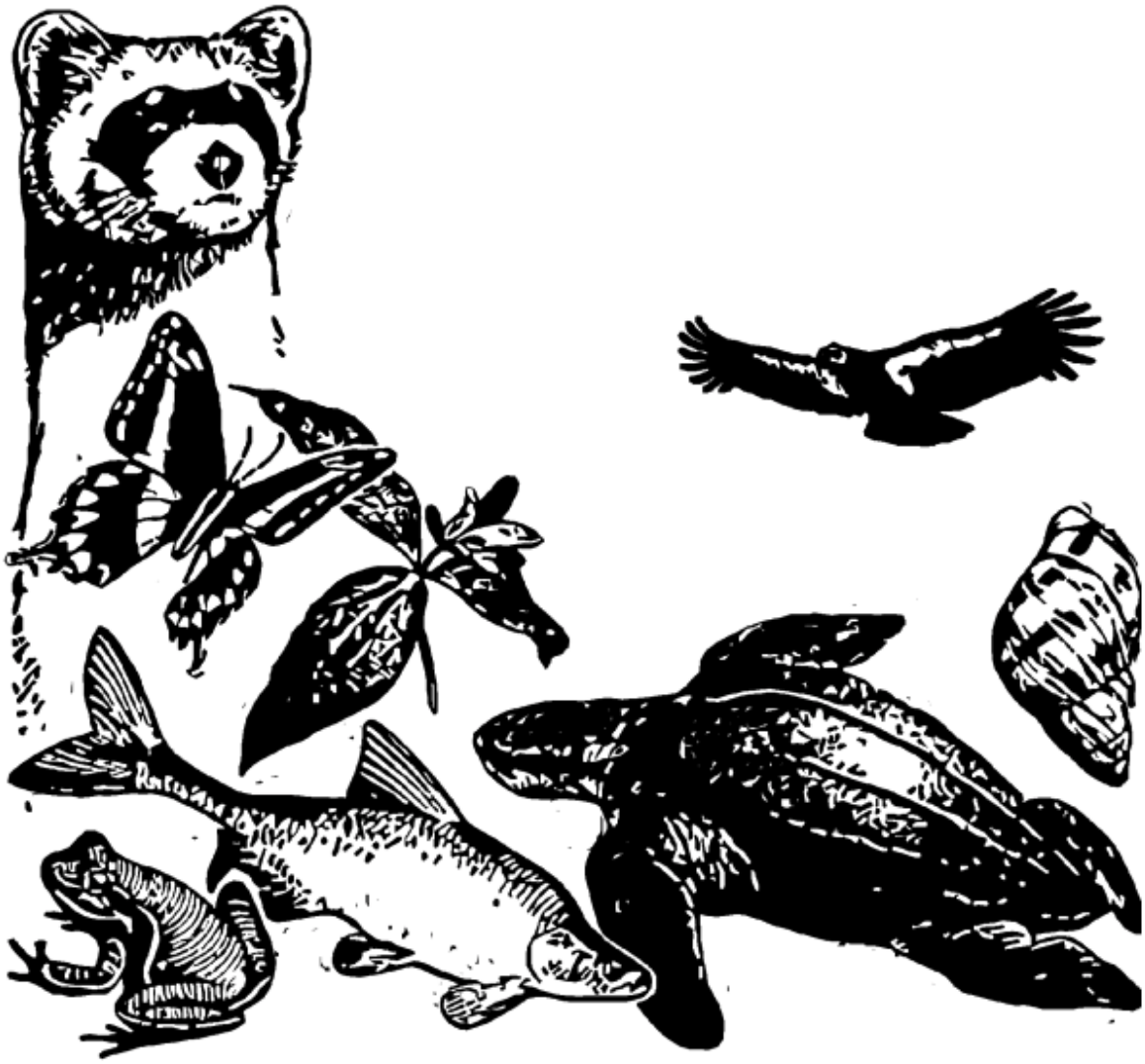
U.S. Fish & Wildlife Service

Oakmont of East Sacramento

IPaC Trust Resources Report

Generated September 26, 2016 04:44 PM MDT, IPaC v3.0.9

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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Wetlands 8

U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

Oakmont of East Sacramento

LOCATION

Sacramento County, California

DESCRIPTION

Oakmont Senior Living development

IPAC LINK

https://ecos.fws.gov/ipac/project/XYPRC-R6QTJ-CAPEG-3K2AO-GMY4FU

U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

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

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Amphibians

California Red-legged Frog Rana draytonii — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D

California Tiger Salamander Ambystoma californiense — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D01T

Crustaceans

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K048

Fishes

Delta Smelt Hypomesus transpacificus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070

Steelhead Oncorhynchus (=Salmo) mykiss — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D

Insects

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=I01L

Reptiles

Giant Garter Snake Thamnophis gigas — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.birdscanada.org/birdmon/default/datasummaries.jsp

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Burrowing Owl Athene cunicularia — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC

Fox Sparrow Passerella iliaca — Bird of conservation concern
Season: Wintering

Least Bittern Ixobrychus exilis
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092

Lewis's Woodpecker Melanerpes lewis — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S

Marbled Godwit Limosa fedoa — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JL

Mountain Plover Charadrius montanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Swainson's Hawk Buteo swainsoni — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070

Tricolored Blackbird Agelaius tricolor — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FX

Yellow-billed Magpie Pica nuttalli

Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0N8

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands in this location

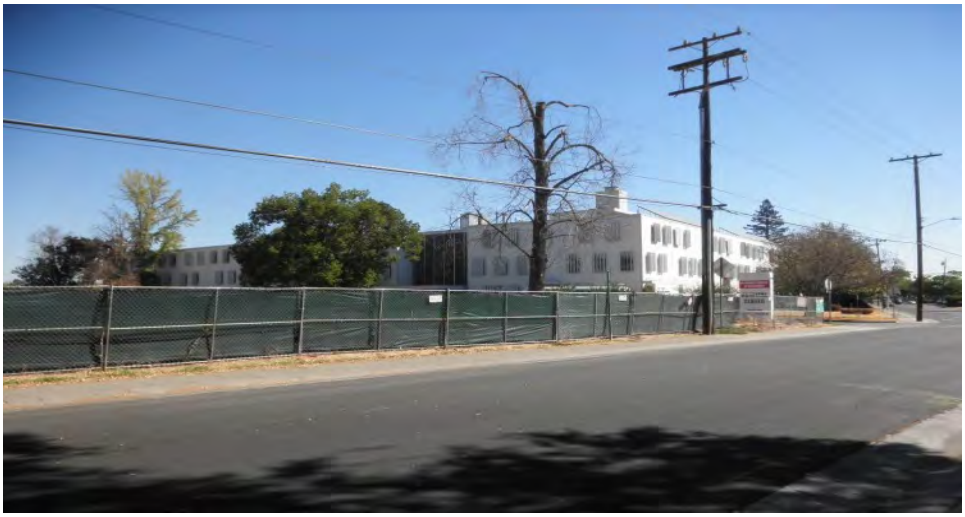
Appendix D

Department of Parks and Recreation Forms

State of California
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code____
Other Listings _____
Review Code_____Reviewer_____Date_____

***Page** 1 of 23 ***Resource Name or #:** Medical Office Building
***P1. Other Identifier**: None
***P2: Location**: Not for publication Unrestricted **X** a. County: Sacramento
And (P2b and P2c or P2d. Attach a location map as necessary.)
***b. USGS Quad** Sacramento East ***Date**: 1975 T; R; ¼ of ¼ of Sec. _____ B.M._____
c. Address: 5301 F Street City: Sacramento Zip: 95819
d. UTM: (Give more than one large or linear resources) Zone: Me/ mN
e. Other Locational Data (e.g. parcel #, directions to resource, elevation, etc. as appropriate);
APN: 004-0010-023-00-00
***P3a. Description** (Describe resource and its major elements, include design, materials, condition, alterations, size, setting and boundaries.)
The subject property is a three-story with basement, asymmetrical, L-shaped, Modern Contemporary style medical office building. The building is located in a primarily residential neighborhood in the city of Sacramento. The building has a concrete foundation, stucco exterior, and a flat roof with HVAC systems on the roof. The main entrance is located on the west elevation and probably contained glass and metal doors. The opening of the main entrance and many of the windows on the ground floors are boarded over so the original configuration could not be determined. The original roof over the entrance is flat and is supported by posts. A large metal grille is present on the wall above the entrance roof. This grille element is also seen on other portions of the building. Balconies with metal railings are also present on the rear elevations. The dominant feature of the elevations are regularly spaced window openings, set in even rows across the elevations. The windows contain vertical, metal, louver-style grilles over the metal framed, fixed pane windows. The building contains exterior metal staircases leading to the upper floors and concrete stairs leading to the basement area. The building is in fair condition. Minimal landscaping surrounds the building. Parking lots extend on the north and east sides of the property.



***P3b. Resource Attributes:** (List attributes and codes) HP 6: 1-3 Story Office Building
P4. Resources Present: **Building X** Structure Object Site District Element of District

P5b. Description of Photo: (View, date Accessions #) View NE/10/01/2016
***P6. Date Constructed/Age and Source** **Historic** **X** c. 1961/Sacramento County Assessor
***P7. Address**: 5301 F Street Sacramento, CA 95819
***P8: Recorded by**: (Name, Affiliation, Address) K.A. Crawford, Crawford Historic Services, P.O. Box 634, La Mesa, CA
***P9. Date Recorded**: 10/01/2016
***P10. Type of Survey:** (Describe) Intensive ***P11: Report Citation** (Cite Survey Report and other sources, or enter "None".) None
***Attachments:** None Location Map Sketch Map
Continuation Sheet X Building, Structure and Object Record X
Archaeological Record District Record Liner Resource Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

***Page** 3 of 23 ***Resource Name or # (Assigned by Recorder**): Medical Office Building
B1. Historic Name: Unknown
B2: Common Name: Medical Office Building
B3. Original Use: Commercial/Medical Offices
B4: Present Use: Commercial/Medical Offices
***B5: Architectural Style**: Modern Contemporary
***B6: Construction History**: (Construction Date, alterations and dates of alterations)
The subject building was constructed in 1961. See Continuation Sheets for additional information.
***B7. Moved?** **X** **No** Yes Unknown Date: Original Location
***B8. Related Features**: Parking lots
B9a. Architect: Unknown **b. Builder:** Unknown
***B10. Significance:** Development of Sacramento/Modern Contemporary Architecture
Area: Sacramento **Period of Significance**: 1961-Present **Property Type:** Commercial
Applicable Criteria: None

See DPR Continuation Sheets for property history and eligibility discussion.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References**: McAlester, *A Guide to American Houses*, 2014; Historicaerials.com; County of Sacramento Assessor's Records; City of Sacramento Building Department Records; various internet sources; Sangree, Hudson, *The Sacramento Bee*, March 8, 2015.
B13. Remarks: None
***B14: Evaluators**: K.A. Crawford
***Date of Evaluation**: October 1, 2016

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

(Continued from page 2)

Subject Property History

The subject building was constructed in 1961, according to the Sacramento County Assessor's Office records. Historic aerial photographs (1947, 1957, 1964, 1966, 1993, 1998, 2002, 2005, 2009, 2010, and 2012) and historic USGS quadrangle maps (1949, 1956, 1957, 1964, 1965, 1969, 1977, 1980, and 1997) were reviewed for information related to the subject property and confirmation of the construction date.

Prior to World War II, the subject property area was undeveloped but residential development in the area began sometime in early 1947. The Sutter Memorial Hospital was located west on the adjacent parcel. The hospital property was built in 1937 and originally named the Sutter Maternity Hospital. During the 1960s, the hospital was renamed the Sutter Memorial Hospital. In 2010, a new Sutter Memorial Hospital was built at a new location and by March 2015, almost all operations had been transferred to the new facility. Hudson Sangree, a reporter for *The Sacramento Bee*, detailed the move to the new facility on March 8, 2015 ("Closing Sacramento's Sutter Memorial Hospital requires a big relocation effort") and the final closing of the 1937 hospital facility. The subject property medical office building located east of the Sutter Memorial Hospital facility was used by local doctors who worked at the hospital. Various medical groups were located in the medical offices building over the decades.

The subject medical offices building has been altered on the interior to accommodate changing occupants. General tenant improvements took place to maintain the building. The building has been used as an office building since its original construction. All these groups have now moved out and the building is slated for demolition. The building has been closed down and many of the ground floor windows and entrances boarded over. The building was altered by the addition of solar panels on the roof at an unknown time.

The surrounding residential buildings in the neighborhood around the hospital and medical offices date to the early 20th century. After the war, during the 1950s and 1960s, the area transitioned to denser commercial and residential use with the blocks gradually infilled with structures. During the 1970s-2000s, many of the earlier structures were replaced with new larger, commercial buildings built on several combined lots. The area is currently mixed-use commercial and residential.

Integrity Statement

In addition to determining the significance of a property under local, state and federal criteria, it is necessary to assess whether the property has integrity. Integrity is the ability of a property to convey and maintain its significance. A property must not only be shown to be significant under the established criteria, it must also have integrity. In order to retain historic integrity, a property must possess several, and usually most, of the seven key aspects of integrity, which are location, design, setting, materials, workmanship, feeling and association.

1. Integrity is the authenticity of a historical resource's physical integrity clearly indicated by the retention of characteristics that existed during the resource's period of significance.

2. Integrity relates to the presence or absence of historic materials and character defining features.

Application of the seven aspects of integrity:

Location*: Location is the place where the historic property was constructed or the place where the historic event occurred.*

The subject building remains at its original location in the Sacramento area. Therefore, the property retains this element of integrity.

Design: *Design is the combination of elements that create the form, plan, space, structure, and style of a property.*

The overall design of the building has basically remained intact. The review of the historic aerial photographs and maps, combined with the visual examination of the property, indicated that the overall original design of the subject property has remained the same. While some modifications have taken place to upgrade the interior of the structure, the overall mass, scale and design of the building has been retained. Therefore, the building has retained this aspect of integrity.

Setting*: Setting is the physical environment of a historic property.*

A review of historic aerial photographs and visual observation indicates that the neighborhood has undergone transitions over the decades, as is common to many urban environments. A review of historic aerial photographs indicates that the area was undergoing continual changes during the 20th century. Over the decades, new buildings have been constructed to replace older buildings, the residential area has been completely infilled with new residential and commercial operations, alterations have taken place to upgrade the buildings to keep them commercially viable or attract new businesses. Therefore, the building has not retained this aspect of integrity.

Materials*: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

The subject building appears to have retained its original materials. Therefore, the building has retained this aspect of its integrity.

Workmanship: *Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

The quality of the original workmanship appears to have been maintained from the original construction. Therefore, this aspect of the building's integrity has been maintained.

Feeling: *Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.*

The property has basically maintained the original feeling of the property. Therefore, this aspect of integrity has been maintained.

Association: *Association is the direct link between an important historic event or person and a historic property.*

The subject property has not been determined to be directly linked to an important historic person or event. Therefore, it does not have an associative element.

Conclusion: Of the seven aspects of integrity, the building has retained many of the seven aspects of integrity. Therefore, the subject building has retained a sufficient amount of integrity for historical significance.

National Register of Historic Places/California Historic Register/Sacramento Historic Register Eligibility Evaluation

Criterion A/1: Event: Properties can be eligible for the National Register, California Register or Sacramento Historic Register if they are associated with events that have made a significant contribution to the broad patters of local, national or state history:

The property was assessed under National Register of Historic Places/California Historic Register/Sacramento Historic Register **Criterion A/1: Event** for its potential significance as part of any historic trends or events that may have made a significant contribution to the broad patterns of our history. The subject building was constructed as part of the overall continuing commercial development of the downtown Sacramento area. The building is one of several commercial office buildings in the downtown core.

No evidence was found to indicate that the subject building played a greater role or was more significant than the other office buildings in the city as it developed over the last fifty years. It is one of dozens of similar age and use medical office buildings in the city of Sacramento and has no local, state or national significance. There is no significant trend or event associated with the development of the property. **Therefore, the property does not appear to meet the criteria for significance under Criterion A/1: Event.**

Criterion B/2: Person: Properties may be eligible for the National Register, California Register or Sacramento Historic Register if they are associated with the lives of persons significant in our past.

The property was assessed under National Register of Historic Places/California Historic Register/Sacramento Historic Register **Criterion B/2: Person** for its potential significance and association with a person of importance in national history. There is no evidence to suggest that any of the persons involved with the construction, development or use of the building were considered important in the history of the city, state or nation. None of the persons associated with the property appear to be historically significant at the level necessary to meet the criteria for National Register of Historic Places, California Historic Register or Sacramento Historic Register. **Therefore, the property does not appear to meet the criteria for significance under Criterion B/2: Person.**

Criterion C/3: Architecture: Properties may be eligible for the National Register, California Register or local Sacramento Historic Register if they embody the distinctive characteristics of a style, type, period or method of construction; or that represent the work of a master; or they possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.

The property was assessed under National Register of Historic Places, California Historic Register and Sacramento Historic Register **Criterion C/3: Architecture** for its potential significance as a property

which embodies the distinctive characteristics of a type, period, method of construction or style of Modern Contemporary architecture, represents the work of a master architect, builder or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components lack individual distinction.

"Style of construction"

The 1961 Modern Contemporary style building was determined to be an example of Modern Contemporary style architecture and it was evaluated for the purpose of this Report accordingly. The building's style includes a limited number of the character defining features of this style. The building does not merit designation under Criterion C/3: Architecture for its style of construction as it represents a limited example of the style.

Modern Contemporary Architectural Style

Contemporary Architecture
(ca. 1955-1965)

The style was ubiquitous in California during the 1950s and 1960s as a style for a variety of religious, residential, educational and commercial buildings and streetscapes. These buildings display many of the same design features as Contemporary style homes, such as angular massing, use of varied materials, and unusual roof forms, especially on freestanding commercial buildings. Signage for street front commercial buildings in the Contemporary style was generally large, with bold freestanding letters attached to building facades that were frequently lighted in order to attract passing motorists. For Contemporary buildings with private parking lots such as grocery stores, signage was frequently taller and rose above the building itself, serving as a beacon in large parking areas.

Contemporary design employed the latest styles and materials including such modern features as interior courtyards, aluminum framed windows, sliding-glass doors, angular massing, varied materials, and unusual roof forms.

Character-defining features of the Modern Contemporary style include:

Primary

- Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs
- Large windows, often aluminum framed
- Non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone and mullion free glass

Secondary

- Angular massing
- Sun shades, screens or shadow block accents
- Attached garages or carports for homes
- Split-level design, especially on sloped residential sites
- Horizontally oriented commercial buildings
- Distinctive triangular, parabolic or arched forms
- Eyebrow overhangs on commercial buildings
- Integrated, stylized signage on commercial buildings

The subject building contains the following primary and secondary characteristics of the Modern Contemporary style:

Primary

Strong roof form:

The building has a flat roof which does not constitute a significant element of its overall design. Flat roofs are a common element of many types of architectural styles and the flat roof on this structure does not constitute a significant element of the Modern Contemporary style.

Large windows, often aluminum framed:

The building's design contains evenly spaced windows across the facades. Three windows, which are metal framed, do not exemplify the large dramatic windows seen on better examples of the style. The windows are standard windows and limited in their overall design. The windows contain a vertical louver-style element placed over the actual window which is an element not usually seen on most buildings. However, this element is limited in execution and does not truly reflect Modern Contemporary design concepts to the level necessary to be considered architecturally significant.

Non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone and mullion free glass:

The building has stucco wall surfaces. This type of wall cladding is a standard element of multiple commercial buildings. In this case, the use of stucco does not reflect a significant design element.

Secondary

Angular massing:

The building is an L-shaped building. The design is limited and the building's L-shape is seen on multiple buildings and does not reflect a significant design element of good Modern Contemporary design concepts.

Sunshades, screens or shadow block accents:

The building's window design contains the vertical louver-style screen element. However, it appears that this may have been a privacy element since this was used for medical purposes rather than a sunshade device. Whatever its' purpose was originally, this element is limited in scope and execution and does not constitute a significant element of Modern Contemporary design.

Attached garages or carports for homes:

This element is not applicable to the subject property.

Split-level design, especially on sloped residential sites:

The building is not located on a sloping lot and it does not have a split-level design.

Horizontally oriented commercial buildings:

The subject building is horizontally oriented. The long, horizontal rows of windows that extend across the main elevations emphasize the overall horizontal nature of the design.

Distinctive triangular, parabolic or arched forms:

The design does not include this type of detail.

Eyebrow overhangs on commercial buildings:

This element is not applicable to the subject building.

Integrated, stylized signage on commercial buildings:

Signage was not present on the building at the time of the evaluation. Presumably the building did originally contain signage but there are no indications as to what type of signage the building displayed.

The subject building's design contains a limited number of the character defining features of the Modern Contemporary architectural style. The building serves as a standard example of Modern Contemporary style architecture and does not merit designation as an historic resource or as a good example of the Modern Contemporary style of architecture.

Type of construction means the form and materials clearly demonstrate, through the presence of essential physical features, a specific purpose and/or function.

The subject building was designed and constructed as a standard multiple unit office building. It was not designed to serve a specific purpose and/or function that called for a unique "type" of construction. It is simply a generic type of construction that is seen in typical office buildings across the state.

Method of construction means it is a rare or an important example of building practices, construction innovations, or technological advances during a specific time in history.

No information was found to establish that this building was a rare or important example of building practices, construction innovations, or technological advances during a specific time in history.

Period of construction means the age and physical features reflect the era when the specific recognized architectural style, building type, or method of construction became popular.

The building was constructed in 1961 as a Modern Contemporary style medical office building. The building is a limited example of this type of architecture and does not serve as a significant example of 1960s Modern Contemporary design. It is a standard office building and does not display unusual or innovative elements in its overall design.

Master architect, builder, or craftsman means that the building was designed, constructed or created by a master in their respective fields.

No information was found indicating the architect or contractor responsible for the design and/or construction of the building. Therefore, the subject building cannot be considered to represent the work of a master in their respective fields and it is not considered important under this element of evaluation.

High artistic values mean that the building displays unusual, significant, or creative artistic elements not generally seen on other buildings of its type and time period.

This building does not display high artistic values as its overall design contains few of the main character defining features of the Modern Contemporary architectural style. The building does not exemplify high artistic values or the main elements of the Modern Contemporary design style.

In its current condition, this c. 1961 Modern Contemporary style building does not meet the criteria for significance under Criterion C: Architecture, as it is a limited example of the style with no true distinguishing characteristics. The building is not considered to be a good representative example of the Modern Contemporary architectural style constructed within the period that this style became popular. Its design does not rise to the level necessary for inclusion on the National Register of Historic Places, the California Historic Register or the Sacramento Historic Register.

Due to the fact that no indigenous materials went into the construction of the building, the subject building is not a valuable example of the use of indigenous materials or craftsmanship.

Therefore, the building does not appear to meet the criteria for significance under Criterion C/3: Architecture as a good example of Modern Contemporary style architecture at the local, state or national levels.

Criterion D/4: Information Potential: ***Properties may be eligible for the National Register, California Historic Register or Sacramento Historic Register if they have yielded, or may be likely, to yield, information important in prehistory or history***.

The property was assessed under National Register of Historic Places, California Historic Register and Sacramento Historic Register **Criterion D/4: Information Potential** for its potential significance and its ability to convey information. The property does not yield, nor is it likely to yield, information important in prehistory or history. In order for buildings, structures, or objects to be significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case with this property. **Therefore, the property does not appear to meet the criteria for significance under Criterion D/4: Information Potential.**

In summary, the subject property, the Medical Office Building, does not appear to qualify for the National Register of Historic Places, the California Historic Register or the Sacramento Historic Register under any of the established criteria. Therefore, the subject property is not considered to be an historic resource and has no local, state or national historic and/or architectural significance.

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View Northeast
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View South/North Elevation
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View West/Junction of North and WestElevations
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View South/Window Detail
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View West/East Elevation
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View North/South Elevation
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View North/South Elevation
October 1, 2016

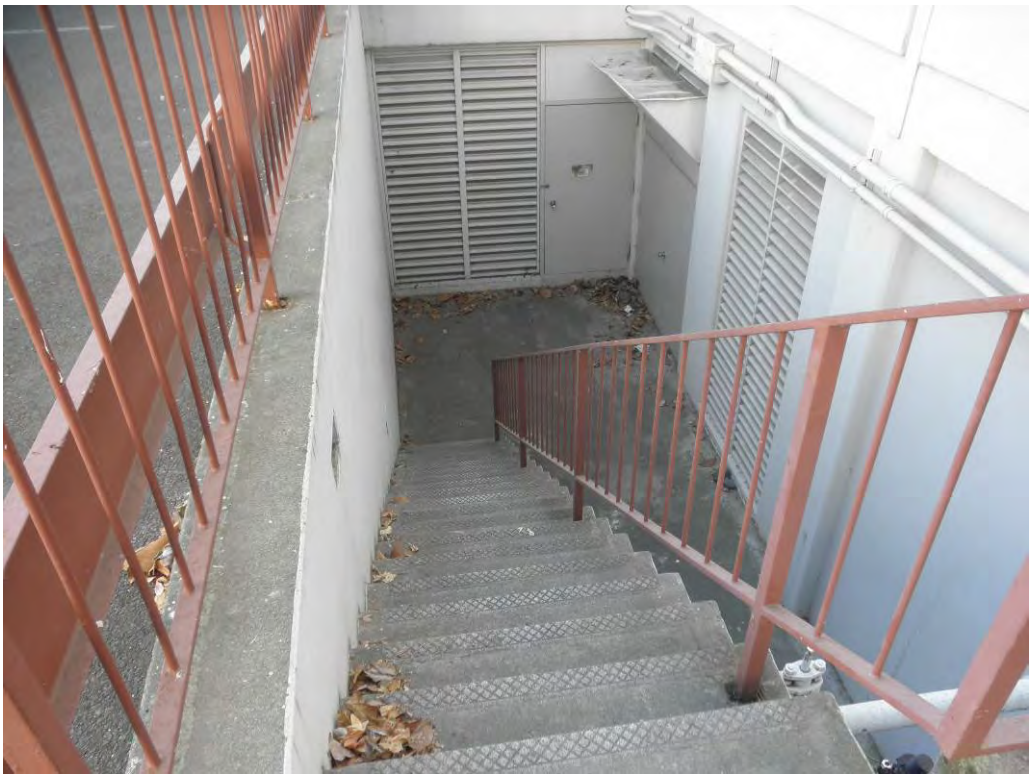
Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View East/West Elevation/Original Main Entrance
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View Northeast/West Elevation Overview
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View South/North Elevation
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View South/View From End of North Elevation
October 1, 2016

Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View of North Elevation Basement Stairs
October 1, 2016



Medical Office Building, 5301 F Street, Sacramento, CA 9 95819
View Northeast/Overview of South Elevation
October 1, 2016

Appendix E

Hazardous Materials Environmental Site Assessment (Phase 1)

PM ENVIRONMENTAL
Risk Well Managed

Environmental & Engineering Services Nationwide

ENVIRONMENTAL SERVICES

BUILDING ARCHITECTURE, ENGINEERING & SCIENCE

INDUSTRIAL HYGIENE SERVICES

BROWNFIELDS & ECONOMIC INCENTIVES CONSULTING

PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE

5301 F Street | Sacramento, California
PM Project Number 30-3157-1-0001

Prepared for:

Oakmont Senior Living
9542 Old Redwood Highway
Windsor, California 95492

Prepared by:

PM Environmental, Inc.
3400 Douglas Boulevard, Suite 200
Roseville, California 95661

Know Your Risk.
Take Control.
Work with the Experts.

www.pmenv.com

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March 15, 2016

Mr. Ken Kidd
Oakmont Senior Living
9542 Old Redwood Highway
Windsor, California 95492

Re: Phase I Environmental Site Assessment Update of the Medical Office Building Located at 5301 F Street, Sacramento, California
PM Environmental, Inc. Project No. 30-3157-1-0001

Dear Mr. Kidd:

PM Environmental, Inc. (PM) has completed the Phase I Environmental Site Assessment (ESA) Update of the above referenced property. This Phase I ESA Update was conducted in general accordance with (1) the United States Environmental Protection Agency (USEPA) Standards and Practices for All Appropriate Inquiries {(AAI), 40 CFR Part 312} and (2) Section 4.6 of the guidelines established by the American Society for Testing and Materials (ASTM) in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process / Designation E 1527-13* (ASTM Standard Practice E 1527-13).

The purpose of the Phase I ESA Update was to gather sufficient information to develop an independent professional opinion about the environmental condition of the property.

The Phase I ESA Update for the above referenced property represents the product of PM's professional expertise and judgment in the environmental consulting industry, and it is reasonable for **OAKMONT SENIOR LIVING** to rely on PM's Phase I ESA Update report.

If you have any questions related to this report please do not hesitate to contact our office at (916) 945-3772.

Sincerely,
PM ENVIRONMENTAL, INC.

Cory Martini, SST, CDPH
Project Consultant

Mark Edwards, GIT, CEM
Project Geologist

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FIGURES

Figure 1: Site Location Map
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APPENDICES

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Appendix B: Previous Site Investigation(s)
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Appendix D: Regulatory Database and File Review Correspondence
Appendix E: Professional Resumes
Appendix F: Acronyms and Terminology, Scope of Work, ASTM Reference Document, and User's Continuing Obligations under CERCLA

1.0 INTRODUCTION

PM Environmental, Inc., (PM) was retained to conduct a Phase I Environmental Site Assessment (ESA) Update of the Medical Office Building located at 5301 F Street, Sacramento, Sacramento County, California (hereafter referred to as the "subject property"). This Phase I ESA Update was conducted in general accordance with Section 4.6 of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I ESA Process (ASTM Designation: E-1527-13).

THIS REPORT WAS PREPARED FOR THE EXCLUSIVE USE OF OAKMONT SENIOR LIVING, WHO MAY RELY ON THE REPORT'S CONTENTS.

The purpose of this report is to update the information included in the Phase I ESA report completed by PM in December 2014. The previous report was completed in general accordance with the scope and limitations of the ASTM Standard Practice for Environmental Site Assessments: Phase I ESA Process (Designation: E-1527-13). The information provided in the previous Phase I ESA report sufficiently addressed conditions of the subject property from 2014 to 1937, at which time data failure occurred. In accordance with Section 4.6 of the ASTM Practice E-1527-13, the information provided in the previous report has been adopted for use in this update.

In accordance with Section 4.6 of the ASTM Practice E-1527-13, the minimum requirements for an update of a Phase I ESA include: 1) interviews with owners, operators, and occupants, 2) searches for recorded environmental cleanup liens, 3) review of federal, tribal, state, and local government records, 4) visual inspection of the subject property and of adjoining properties, and 5) the declaration by the environmental professional responsible for the update.

1.1: Limitations, Deviations, and Special Terms and Conditions

There are no deviations from the ASTM Standard. Any physical limitations identified during the completion of this report are referenced in Section 6.0.

Due to changing environmental regulatory conditions and potential on-site or adjacent activities occurring after this assessment, the client may not presume the continuing applicability to the subject property of the conclusions in this assessment for more than 180 days after the report's issuance date, per ASTM Standard Practice E 1527-13.

To the best of PM's knowledge, no special terms or conditions apply to the preparation of this Phase I ESA that would deviate the scope of work from the ASTM Standard Practice E 1527-13.

In order to qualify for one of the Landowner Liability Protections (LLPs) offered by the Small business Liability Relief and Brownfield's Revitalization Act of 2001 (the "Brownfield's Amendments") (if desired), the User must provide certain information (if available) included on the User Questionnaire to the environmental professional. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. PM provided the User with a copy of the User Questionnaire, which was not returned to PM within the time constraints of this report. Therefore, the lack of a completed User questionnaire is considered a limitation of this report, and, as noted above, could result in a determination that all appropriate inquiry has not been completed.

PM was not provided with a copy of the recorded land title records for subject property by the client and was not requested to complete a title search. Therefore, PM cannot comment on any potential relevant information that may have been obtained through review of these records.

2.0 SUBJECT PROPERTY OVERVIEW

Subject Property Location/Address	5301 F Street, Sacramento, California
Number of Parcels and Acreage	One parcel totaling 3.44 acres
Number of Building(s) and Square Footage	One three-story, 64,500 square-foot building with a basement.
Current Property Use	Unoccupied medical office building
Current Zoning	RO: Residential Office

The subject property location is depicted on Figure 1, Site Location Map. A diagram of the subject property and adjoining properties is included as Figure 2, Generalized Diagram of the Subject Property and Surrounding Area. Photographs taken during the site reconnaissance are included in Appendix A.

3.0 PREVIOUS SITE INVESTIGATION(S)

PM reviewed a previous Phase I ESA completed for the subject property by PM and dated December 29, 2014. At the time of the Phase I ESA, the subject property was occupied by various medical office tenants. PM documented similar historical information as included in this Phase I ESA Update. No RECs were identified. PM did not identify any significant deficiencies through review of the previous Phase I ESA, a copy of which is included in Appendix B.

4.0 INTERVIEWS

Section 4.6 of the ASTM Practice E-1527-13 requires new interviews be completed with the owner, operators, and occupants of the subject property. The objective of completing interviews with knowledgeable site contacts is to obtain information about the uses and physical characteristics of the property.

Represents	Interviewed	Name and Title	Length of Time Associated with Subject Property	Comments
Current Property Owner	No	Not applicable	Not applicable	Contact information for the current owner was not reasonably ascertainable or provided by the User
Former Property Owner	No	Not applicable	Not applicable	Contact information for the former owner was not reasonably ascertainable or provided by the User
Key Site Manager	Yes	Mr. Brian Parker, the real estate broker for the subject property	2 months	Mr. Parker was unaware of any environmental concerns associated with the subject property.
Current Occupant(s)	No	Not applicable	Not applicable	The subject building is currently unoccupied.

Represents	Interviewed	Name and Title	Length of Time Associated with Subject Property	Comments
Former Occupant(s)	No	Not applicable	Not applicable	Contact information for the former occupants was not reasonably ascertainable or provided by the User
Other(s)	No	Not applicable	Not applicable	No other relevant interviews were conducted as part of this Phase I ESA.

5.0 USER PROVIDED INFORMATION

The ASTM Standard defines a User as "the party seeking to use Practice E 1527 to complete an environmental site assessment. A User may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager." The User has specific obligations for completing a successful application of this practice as outlined in Section 6 of the ASTM Standard Practice E 1527-13.

In order to qualify for one of the Landowner Liability Protections (LLPs) offered by the Small Business Liability Relief and Brownfield's Revitalization Act of 2001 (the "Brownfield's Amendments") (if desired), the User must provide certain information (if available) identified in the User Questionnaire to the environmental professional. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete.

PM provided the User with a copy of the User Questionnaire, which was not returned to PM within the time constraints of this report. Therefore, the lack of a completed User questionnaire is considered a limitation of this report, and, as noted above, could result in a determination that all appropriate inquiry has not been completed. Based upon the information obtained during the completion of his report through other reasonably ascertainable sources, the lack of this questionnaire is not likely to affect the conclusions of this report.

6.0 SUBJECT PROPERTY RECONNAISSANCE

Reconnaissance Information	
PM Field Personnel:	Mr. Cory Martini
Site Reconnaissance Date:	March 9, 2016
Weather Conditions:	Cloudy and cool
Escort:	Mr. Parker
Limitations:	PM was unable to access the roof of the subject building. Based on the roof observations made during PM's December 2014 Phase I ESA, this limitation is not likely to affect the conclusions of this report.

6.1: Subject Property Observations

The three-story subject building contains a total 64,500 square feet of floor space, which is divided into a lobby area, medical offices, a café, mechanical/telecommunication/storage rooms, and restrooms. The subject building also contains a basement, which contains medical offices and mechanical rooms. Additionally, a cell phone tower and solar panels are present on the roof of the southern portion of the subject building.

Interior finish materials in the subject building consist of acoustic tile, drywall, and exposed insulation and metal deck ceilings; drywall walls; and carpet, wood, vinyl tile, ceramic tile, and concrete flooring. The entire building is on a poured concrete foundation.

Exterior pavement is present north and east of the building. The remainder of the property contains groomed grass and landscaped areas. A carport is present on the eastern portion of the subject property.

An inactive water well was observed along the eastern face of the subject property. This well was reportedly formerly used in connection with the cooling system for the subject building.

The following table summarizes the site observations. Affirmative responses are discussed in more detail following the table.

Category	Feature	Observed
Interior Equipment	Elevators	Yes
	Air Compressors	Yes
	Incinerators	No
	Waste Treatment Systems	No
	Presses/Stamping Equipment	No
	Press Pits	No
	Hydraulic Lifts or In-ground hoists	No
	Paint Booth	No
	Plating Tanks	No
	Lathes, Screw Machines, etc.	No
Aboveground Chemical or Other Waste Storage or Waste Streams	Aboveground Storage Tanks (ASTs)	Yes
	Drums, Barrels and/or Containers > 5 gallons	No
	Chip Hoppers	No
	Hazardous or Petroleum Waste Streams	No
Underground Chemical or Waste Storage, Drainage or Collection Systems	Underground Storage Tanks	No
	Fuel Dispensers	No
	Sumps or Cisterns	Yes
	Dry Wells	No
	Oil/Water Separators	Yes
	Floor Drains, Trench Drains, etc.	Yes
	Pipeline Markers	No
Exterior Observations	Stressed Vegetation	No
	Stained Soil or Pavement	No
	Monitoring Wells	No
	Pad or Pole Mounted Transformers and/or Capacitors	Yes
	Soil Piles of Unknown Origin	No
	Exterior Dumpsters with Staining	No
	Leachate or Other Waste Seeps	No
	Trash, Debris, and/or Other Waste Materials	No
	Uncontrolled Dumping or Disposal Areas	No
	Surface Water Discoloration, Sheen or Free Product	No
	Strong, Pungent or Noxious Odors	No
	Storm water retention or detention ponds	No
	Pits, Ponds, Lagoons	No
	Oil and Gas Wells	No

Elevators: PM observed two electric cable-drawn elevators within the subject building, which were installed at the time of development in 1961. The elevators are inspected regularly and no failures have been reported occurred. Based upon this information, PM has not identified the on-site elevators as a REC.

Air Compressors: PM observed three air compressors within the mechanical room in the basement of the subject building. PM observed what appeared to be motor oil staining on the concrete floor beneath two of these air compressors. The concrete appeared to be in good condition with no evidence of cracks in the stained areas. Based on this information, PM has identified these stained areas as de minimis, and has not identified the presence of these air compressors as a REC.

ASTs: PM observed two water ASTs within the basement of the subject building. One of the water ASTs is associated with the water heating system, and the other is associated with the rooftop solar panel system. Based on the contents of these ASTs, PM has not identified their presence as a REC.

Sumps or Cisterns: PM observed two sumps within the basement of the subject building. The sumps were installed to prevent the basement from flooding. The sumps appeared to be in good condition with no evidence of leaks or stains in the vicinity of the sumps. Additionally, the sumps are not associated with the transport of hazardous materials or waste water containing hazardous waste. Based on this information, PM has not identified the presence of these sumps as a REC.

Oil/Water Separators: PM observed a grease trap in the former coffee shop on the first floor of the subject building. The grease trap has reportedly been out of use for at least a two years, as coffee shop/restaurant tenants have not occupied this suite for some time. The grease trap was reportedly regularly serviced when it was in use. The bottom of this grease trap was observed from the basement, and it appears to be in good condition with no evidence of leaks or stains. Based on this information, PM has not identified the presence of this grease trap as a REC.

Floor Drains, Trench Drains, etc.: PM observed floor drains in the kitchen of the former coffee shop, restrooms, and mechanical rooms in the subject building. These drains appeared to be in good condition. PM observed minor staining in the vicinities of drains observed in mechanical rooms; however, the staining is not associated with hazardous materials or petroleum products, but is associated with general dirt buildup. Additionally, these drains are not associated with hazardous material disposal. Based on this information, PM has not identified the presence of these floor drains as a REC.

Pad or Pole Mounted Transformers and/or Capacitors: PM observed three utility-owned, pad-mounted transformers at the subject property. One pad-mounted transformer was observed near the northeast corner of the northern portion of the subject building, and the remaining two were observed within an enclosed transformer room in the southern portion of the subject building. These transformers were observed to be in good condition with no evidence of leaks or stains in the transformer vicinities. Based on this information, PM has not identified the presence of these transformers as a REC.

6.2: Current Operations

The subject property is currently unoccupied and, therefore, there are no current business operations.

6.3: Adjoining Property Observations

PM also completed a visual inspection of the adjoining properties from the subject property and public thoroughfares during the March 9, 2016 site reconnaissance. A summary of the historical usages of the adjoining properties is included in the previous Phase I ESA.

The north adjoining property is improved with a parking lot. The east and south adjoining properties are residentially developed. The west adjoining property is developed with a portion of Sutter Memorial Hospital, which was closed and in the process of being demolished. These observations of the adjoining properties, with the exception of the west adjoining hospital that was operational during the previous Phase I ESA, concur with observations described within the December 2014 Phase I ESA report.

7.0 UPDATE OF RECORDS REVIEW

PM reviewed the following records to fill in data gaps and confirm no significant changes have been made on the subject property since the previous Phase I ESA was completed.

7.1: Local Assessing Department

Reasonably ascertainable assessment information provided by the Sacramento County Assessing Department was obtained and reviewed. Assessing records document that the subject property is identified as assessor parcel number 004-0010-023 and consists of one parcel containing 3.44 acres and developed with a 64,500 square foot office building constructed in 1962. No historical field cards were available for review. Copies of available assessment records for the subject property and the current legal description are included in Appendix C.

7.2: Local Building Department

PM reviewed City of Sacramento Building Department records for the subject property. Permit records document that a permit was finaled in January 2015 for the installation of three new antennas to the existing roof-top cellular site and a permit was submitted in March 2015 to convert the subject building into an apartment building. No additional new building permits were included in the files reviewed.

7.3: Local Environmental Health Department

No additional records for the subject property were available from the Sacramento County Environmental Management Department (SCEMD).

7.4: Environmental Liens, Activity and Use Limitations, and Government Institutional and Engineering Controls

PM has not identified any record of environmental liens, activity and use limitations, or institutional controls or engineering controls associated with the subject property through review of reasonable ascertainable records.

7.5: Regulatory File Review

PM retained EDR to provide current regulatory database information compiled by a variety of federal and state regulatory agencies. A copy of the complete database is included in Appendix D. The following information was obtained.

Type	Regulatory Agency Database	Approximate Minimum Search Distance (AMSD)	Number of Sites within AMSD
Federal	National Priority List (NPL) Sites	1 mile	0
Federal	Delisted National Priority List (DNPL) Sites	½ mile	0
Federal	Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Sites	½ mile	0
Federal	CERCLIS No Further Remediation Action Planned (NFRAP) Sites	subject property and adjoining properties	0
Federal	Resource Conservation and Recovery Act (RCRA) Corrective Action Report (CORRACTS) Sites	1 mile	1
Federal	RCRA non-CORRACTS Treatment, Storage or Disposal (TSD) Sites	½ mile	0
Federal	RCRA Large Quantity Generators (LQG) Sites	subject property and adjoining properties	0
Federal	RCRA Small Quantity Generators (SQG) Sites	subject property and adjoining properties	2
Federal	RCRA Conditionally Exempt Small Quantity Generators (CESQG) Sites	subject property and adjoining properties	0
Federal	RCRA Non-Generators (NON-GEN) Sites	subject property and adjoining properties	0
Federal	US Brownfield Sites	½ mile	0
Federal	Institutional Control / Engineering Control Registries	subject property	0
Federal	Environmental Response and Notification System (ERNS)	subject property	0
State & Tribal	State Response Site (RESPONSE) (equivalent to NPL)	1 mile	0
State & Tribal	EnviroStor Database (ENVIROSTOR) (equivalent to CERCLIS)	1 mile	8
State & Tribal	Solid Waste Facilities/Landfill Sites (SWLF)	½ mile	0
State & Tribal	Historical Landfill Sites (HIST LF)	½ mile	0
State & Tribal	Leaking Underground Storage Tank (LUST) Sites	½ mile	12
State & Tribal	Sacramento County Contaminated Sites List (Sacramento Co. CS)	½ mile	7
State & Tribal	Registered Underground Storage Tank (UST) Sites	subject property and adjoining properties	1
State & Tribal	Institutional Control / Engineering Control Registries	subject property	0
State & Tribal	Brownfield Sites	½ mile	0
State	Facility Inventory Database (CA FID UST)	¼ mile	2

Type	Regulatory Agency Database	Approximate Minimum Search Distance (AMSD)	Number of Sites within AMSD
State	Historic UST (HIST UST)	¼ mile	3
State	Statewide Environmental Evaluation and Planning System UST Listing (SWEEPS UST)	¼ mile	4
State	California Hazardous Material Incident Report System (CHIMRS)	subject property	1
State	Cleaner Facilities (DRYCLEANERS)	¼ mile	1
State	Facility Manifest Data (HAZNET)	subject property	5
State	Historical Hazardous Waste and Substance Site List (HIST CORTESE)	½ mile	6
State & Tribal	EnviroStor Permitted Facilities Listing (HWP)	1 mile	3
County	Sacramento County Master List (Sacramento Co. ML)	¼ mile	30
State	Proposition 65 Records (Notify 65)	1 mile	1
State	Well Investigation Program (WIP)	¼ mile	1
Either	Unmappable Database Listings (a.k.a. Orphan Sites)	database-dependent	7

7.5.1: Subject Property and Occupant Listings

The regulatory database report identified the following listings for the subject property or its known occupants on the referenced databases:

Sutter Medical Foundation - The subject property is listed on the HAZNET database for the generation of waste manifests associated with the disposal of a non-reported waste category in 2012 and 2013, and laboratory waste chemicals and pharmaceutical waste in 2014. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Radiological Associates of Sacramento - The subject property is listed on the HAZNET database for the generation of waste manifests associated with the disposal of metal sludge and photochemicals/photoprocessing wastes in 1993. Records on file with the SCEMD indicate that this occupant generated less than 200 pounds of medical waste per month, and the waste was removed by a licensed medical waste hauler. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Christopher Carey DDS - The subject property is listed on the HAZNET database for the generation of waste manifests associated with the disposal of photochemicals/photoprocessing wastes in 1993, 1994 and 1995. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

Pregnancy Consultation Center - The subject property is listed on the HAZNET database for the generation of a waste manifest associated with the disposal of liquids with a pH less than or equal to 2 in 2002. Based on the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

5301 F Street LTD – The subject property is listed on the HAZNET database for the generation of a waste manifest associated with the disposal of asbestos-containing waste in 2005. Based on

the nature of this listing and the lack of a reported release, PM has not identified this listing as a REC.

5301 F Street – The subject property is listed on the CHMIRS database. According to the database, an incident occurred in November 1988 involving a single substance, which resulted in 21 people being injured. The incident was closed the same day. No other relevant information was reported in the database listing. Records on file with the SCEMD indicate that one quart of diazinon pesticide liquid was released to air. Based on the nature of this release and the lack of additional listings indicating violations or releases of hazardous substances, PM has not identified this listing as a REC.

Various former occupants of the subject property are also listed on the Sacramento Co. ML database. According to the database report, these occupants are listed as inactive with no reported USTs or ASTs. No records of violation, spills or releases were on file with the SCEMD for the subject property. Based on the nature of this listing and the lack of a reported release, PM has not identified these listings as a REC.

7.5.2: Adjoining and Nearby Sites

PM's review of the referenced databases also considered the potential or likelihood of contamination from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the regulatory database report present an environmental risk to the subject property, PM considered the following criteria:

- The type of database on which the site is identified.
- The topographic position of the identified site relative to the subject property.
- The direction and distance of the identified site from the subject property.
- Local soil conditions in the subject property area.
- The known or inferred groundwater flow direction in the subject property area.
- The status of the respective regulatory agency-required investigation(s) of the identified site, if any.
- Surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property and/or warrant additional clarification are further evaluated. Using the referenced criteria, and based upon a review of readily available information contained within the regulatory database report, PM did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a ¼-mile radius) listed in the regulatory database report that were judged to present a potential environmental risk to the subject property, with the exception of the following:

Imaging Centers of Sacramento – This property is identified as 5277 F Street and is a west adjoining property. This property is listed on the Sacramento Co. ML, FINDS, and RCRA-SQG databases. According to the database report, this facility was added to the RCRA-SQG database in 1991 and no violations were noted. Records on file with the SCEMD indicate that this facility generated less than 200 pounds of medical waste per month, which was removed from the facility by a licensed medical waste hauler. Reported waste products include fixer and developer, which were likely associated with an on-site X-ray machine. This facility was reported as being out of business in 2003. Based on this property's distance from the subject property, groundwater flow

direction to the west, the nature of the database listings, and the lack of a reported release, PM has not identified this site as a REC.

Radiological Assoc of Sacto – This property is identified as 5271 F Street and is a west adjoining property. This property is listed on the Sacramento Co. ML database. According to the database, this tenant is inactive and no USTs or ASTs are located on the property. Based on this property's distance from the subject property, groundwater flow direction to the west, the nature of the database listings, and the lack of a reported release, PM has not identified this site as a REC.

Sutter Diagnostic Center – This site is identified as 5275 F Street and is a west adjoining property. This tenant is listed on the Sacramento Co. ML database. According to the database, this tenant is inactive and no USTs or ASTs are located on the property. Based on this property's distance from the subject property, groundwater flow direction to the west, the nature of the database listings, and the lack of a reported release, PM has not identified this site as a REC.

8.0 FINDINGS, OPINIONS AND CONCLUSIONS

8.1: De Minimis Condition

A de minimis condition, as defined in the ASTM Standard, is a condition that generally does not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not RECs or CRECs. PM has identified the following de minimis condition in association with the subject property.

- PM observed three air compressors within the mechanical room in the basement of the subject building. PM observed what appeared to be motor oil staining to concrete beneath two of these air compressors. The concrete appeared to be in good condition with no evidence of cracks in the stained areas. Based on this information, PM has identified these stained areas as de minimis.

8.2: Significant Data Gaps

A data gap, as defined in the ASTM Standard, is a lack of or inability to obtain information required by the ASTM Standard despite good faith efforts by the environmental professional to gather such information. The environmental professional must then determine whether these gaps are significant. PM did not identify or encounter any instances of significant data gaps during the course of this ESA.

8.3: Historical Recognized Environmental Conditions (HRECs)

An HREC, as defined in the ASTM Standard, is a past release of hazardous substances or petroleum products that has occurred in connection with the subject property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the subject property to any required controls. PM has not identified any HRECs in association with the subject property.

8.4: Controlled Recognized Environmental Conditions (CRECs)

A CREC, as defined in the ASTM Standard, is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. PM has not identified any CRECs in association with the subject property.

8.5: Recognized Environmental Conditions (RECs)

We have performed a Phase I ESA Update in conformance with the scope and limitations of ASTM Practice E 1527-13 of the Medical Office Building located at 5301 F Street, Sacramento, Sacramento County, California, the subject property. Any exceptions to, or deletions from, this practice are described in Section 1.1 of this report. This assessment has revealed no evidence of RECs connected with the subject property.

8.6: Recommendations

We have performed a Phase I ESA Update in conformance with the scope and limitations of ASTM Practice E 1527-13 of the Medical Office Building located at 5301 F Street, Sacramento, Sacramento County, California, the subject property. Any exceptions to, or deletions from, this practice are described in Section 1.1 of this report. This assessment has revealed no evidence of recognized environmental conditions connected with the subject property. Therefore, no further investigation is recommended at this time.

9.0 NON-ASTM SCOPE CONSIDERATIONS/BUSINESS ENVIRONMENTAL RISKS

PM has included a discussion of Non-ASTM Scope Considerations based upon industry standards and lender requirements. A Business Environmental Risk is defined as a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice.

Non-ASTM Item	Observations or Information
Potential Asbestos Containing Building Materials (ACBM)	Based upon PM's limited visual observations during the site reconnaissance, suspect ACBMs identified included vinyl floor tiles, sheetrock walls, sprayed on fire proofing, thermal system insulation, and sprayed on acoustical ceiling texture. The materials appeared to be in good condition. Buildings constructed prior to, but no later than, 1980 with suspect asbestos containing building materials are required by Federal regulations to designate those materials as "Presumed Asbestos Containing Materials" in the absence of analytical data. As such, there are several Federal requirements the building owner must adhere to regarding notification and management of these materials in pre-1980 buildings. If renovations or demolitions are to occur that impact any suspect materials, a comprehensive asbestos survey is required. Contact PM for further information regarding asbestos surveys.

Non-ASTM Item	Observations or Information
Lead-Based Paint	Because the building was constructed in 1962, there is a potential that the paint at the subject property is lead-based. The painted surfaces were observed to be in good condition. This type of application can be maintained by use of an Operations and Maintenance (O&M) Program. A properly developed O&M Program is sufficient to maintain the property in accordance with current regulatory requirements. PM can provide a proposal for a lead based paint O&M at the request of the client.
Visual Mold or Significant Moisture Damage	PM performed a limited visual assessment for the presence of mold, conditions conducive to mold, and evidence of moisture in readily accessible interior areas of the subject property. PM did not note obvious visual indications of the presence of mold, conditions conducive to mold, or evidence of moisture in readily accessible interior areas of the subject property.
Radon	Review of the USEPA's Radon Map indicated that the subject property is located in Zone 3, areas with a predicted average indoor radon screening level less than 2 picoCuries per liter of air (pCi/L). However, based on the type of construction, the presence of commercial HVAC systems and the non-residential use of the subject property, there is reduced potential for the build-up of radon gas at the subject property. If the determination of radon levels is preferred, PM can provide a proposal for radon sampling at the request of the client.
Wetlands	Based on observations during the site reconnaissance and a review of the USGS Topographic Map, no surface water features or vegetation indicative of wetland areas (i.e., cattails and sedges) were identified at the subject property.

10.0 SIGNATURE(S) OF ENVIRONMENTAL PROFESSIONAL(S)

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquires in conformance with the standards and practices set forth in 40 CFR Part 312.

Sincerely,
PM Environmental, Inc.

Cory Martini, SST, CDPH
Project Consultant

Mark Edwards, GIT, CEM
Project Geologist

11.0 REFERENCES

The following published sources were utilized during completion of this Phase I ESA:

- *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process,* ASTM, ASTM Designation E 1527-13, Published November 2013.

- PM, Phase I ESA, Medical Office Building, 5301 F Street, Sacramento, California, December 29, 2014.

- United States Geological Survey Division (U.S.G.S.) 7.5 Minute Topographic Map Sacramento East, California Quadrangle, 2012.

Figures

PM ENVIRONMENTAL Environmental & Engineering Services

FIGURE 2 – Generalized Diagram of the Subject Property and Adjoining Properties

Medical Office Building

5301 F Street, Sacramento California

PM Project No. 30-3157-1 Date: March 17, 2016

N W E S

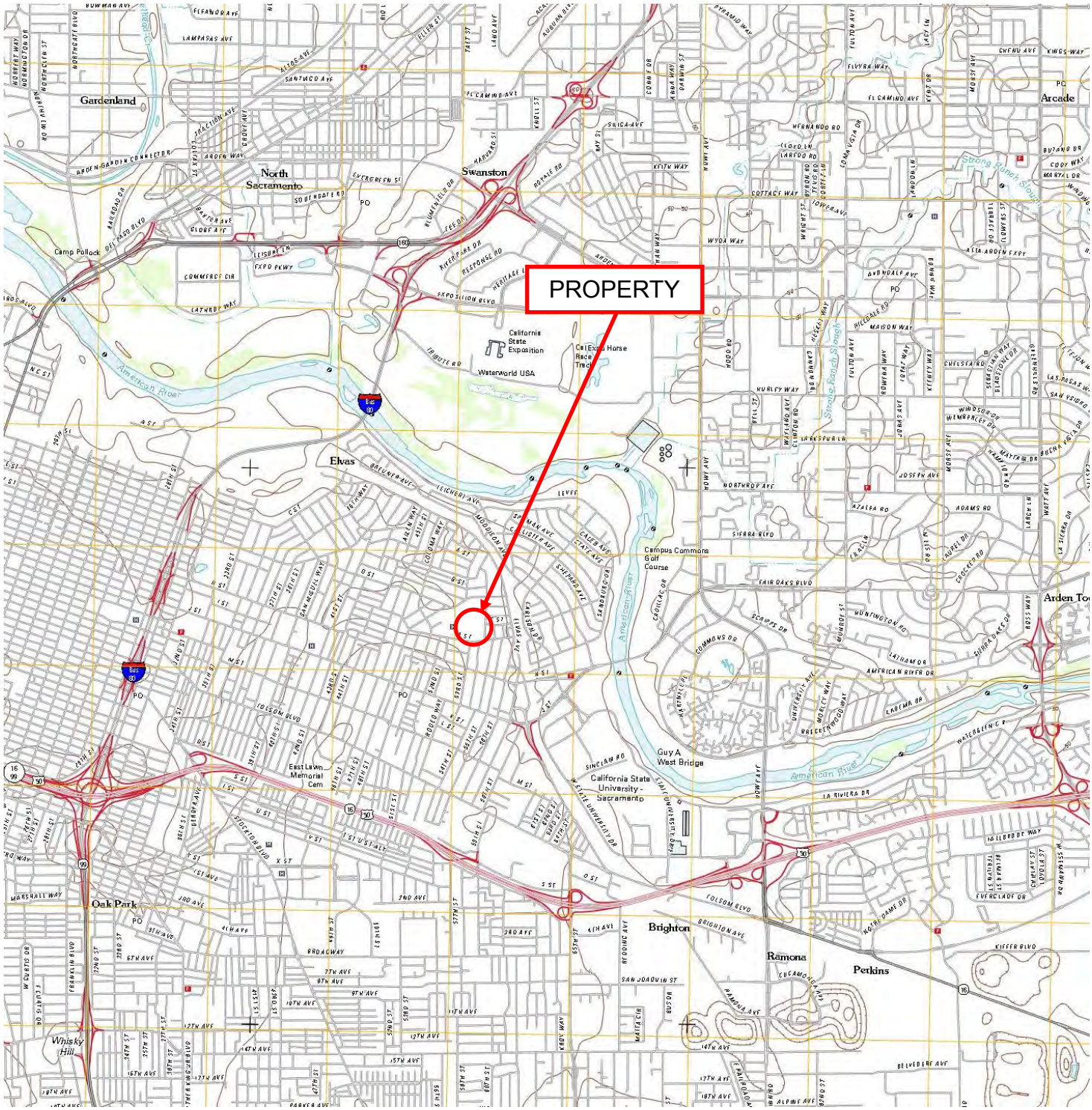

FIGURE 1 – Property Vicinity Map

Medical Office Building

5301 F Street, Sacramento, California

PM Project No. 30-3157-1 Date: March 17, 2016

PM ENVIRONMENTAL

N W E S

Appendix F

Noise Analysis

ELECTRICAL DATA

38HDR UNIT SIZE	V–PH–Hz	VOLTAGE RANGE*		COMPRESSOR		OUTDOOR FAN MOTOR			MIN CKT AMPS	FUSE/ HACR BKR AMPS
		Min	Max	RLA	LRA	FLA	NEC Hp	kW Out		
018	208/230–1–60	187	253	9.0	48.0	0.80	0.125	0.09	12.1	20
024	208/230–1–60	187	253	12.8	58.3	0.80	0.125	0.09	16.8	25
030	208/230–1–60	187	253	14.1	73.0	1.45	0.25	0.19	19.1	30
036	208/230–1–60	187	253	14.1	77.0	1.45	0.25	0.19	19.1	30
	208/230–3–60	187	253	9.0	71.0	1.45	0.25	0.19	12.7	20
	460–3–60	414	506	5.6	38.0	0.80	0.25	0.19	7.8	15
048	208/230–1–60	187	253	21.8	117.0	1.45	0.25	0.19	28.7	50
	208/230–3–60	187	253	13.7	83.1	1.45	0.25	0.19	18.6	30
	460–3–60	414	506	6.2	41.0	0.80	0.25	0.19	8.6	15
060	208/230–1–60	187	253	26.4	134.0	1.45	0.25	0.19	34.5	60
	208/230–3–60	187	253	16.0	110.0	1.45	0.25	0.19	21.5	35
	460–3–60	414	506	7.8	52.0	0.80	0.25	0.19	10.6	15

* Permissible limits of the voltage range at which the unit will operate satisfactorily

FLA – Full Load Amps
HACR – Heating, Air Conditininng, Refrigeration
LRA – Locked Rotor Amps
NEC – National Electrical Code
RLA – Rated Load Amps (compressor)

NOTE: Control circuit is 24–V on all units and requires external power source. Copper wire must be used from service disconnect to unit. All motors/compressors contain internal overload protection.

SOUND LEVEL

Unit Size	Standard Rating (dB)	Typical Octave Band Spectrum (dBA) (without tone adjustment)						
		125	250	500	1000	2000	4000	8000
018	68	52.0	57.5	60.5	63.5	60.5	57.5	46.5
024	69	57.5	61.5	63.0	61.0	60.0	56.0	45.0
030	72	56.5	63.0	65.0	66.0	64.0	62.5	57.0
036	72	65.0	61.5	63.5	65.0	64.5	61.0	54.5
048	72	58.5	61.0	64.0	67.5	66.0	64.0	57.0
060	72	63.0	61.5	64.0	66.5	66.0	64.5	55.5

CHARGING SUBCOOLING (TXV-TYPE EXPANSION DEVICE)

UNIT SIZE–VOLTAGE, SERIES	REQUIRED SUBCOOLING °F (°C)
018	12 (6.7)
024	12 (6.7)
030	12 (6.7)
036	12 (6.7)
048	12 (6.7)
060	12 (6.7)

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/27/2016
Case Description: OSL-01

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Single-family Resider	Residential	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Hydra Break Ram	Yes	10	90		35	0
Dump Truck	No	40		76.5	35	0
Front End Loader	No	40		79.1	35	0

Calculated (dBA)

Equipment		*Lmax	Leq
Hydra Break Ram		93.1	83.1
Dump Truck		79.5	75.6
Front End Loader		82.2	78.2
	Total	93.1	84.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/27/2016
Case Description: OSL-01

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Single-family Reside	Residential	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Hydra Break Ram	Yes	10	90		75	0
Dump Truck	No	40		76.5	75	0
Front End Loader	No	40		79.1	75	0

Calculated (dBA)

Equipment		*Lmax	Leq
Hydra Break Ram		86.5	76.5
Dump Truck		72.9	68.9
Front End Loader		75.6	71.6
	Total	86.5	78.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/27/2016
Case Description: OSL-01

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Single-family Reside	Residential	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Hydra Break Ram	Yes	10	90		110	0
Dump Truck	No	40		76.5	110	0
Front End Loader	No	40		79.1	110	0

Calculated (dBA)

Equipment		*Lmax	Leq
Hydra Break Ram		83.2	73.2
Dump Truck		69.6	65.6
Front End Loader		72.3	68.3
	Total	83.2	74.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/30/2016
Case Description: OSI-01

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Single-family Resid	Residential	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	100	0
Front End Loader	No	40		79.1	100	0
Dump Truck	No	40		76.5	100	0

Calculated (dBA)

Equipment		*Lmax	Leq
Excavator		74.7	70.7
Front End Loader		73.1	69.1
Dump Truck		70.4	66.5
	Total	74.7	73.9

*Calculated Lmax is the Loudest value.

Appendix G

Traffic Assessment

City of SACRAMENTO
Department of Public Works

To: Samar Hajeer, Senior Engineer
From: Aelita Milatzo, Assistant Engineer
Subject: Oakmont of East Sacramento (P16-040) –Traffic Assessment
Date: 08-29-2016

The project consists of the demolition of the existing 64,500 square foot medical office building and the construction of a 138,104 square foot, 135-unit elderly care facility on the NE corner of F Street and 53rd Street intersection. The project will provide underground parking garage with 56 parking spaces and a 51 surface parking lot. The medical office building is currently vacant.

F Street is an east-west, two lane roadway that extends from 41st Street to Elvas Avenue. 53rd Street is a two-lane, north-south roadway that extends from K Street to F Street. The intersection of F and 53rd Street is all-way stop controlled.

The area in the project vicinity is served by public transit. The Sacramento Regional Transit (RT) provides one fixed service bus Route 34 between CSUS and Downtown Sacramento connecting to multiple light rail stations.

In 2013, an Environmental Impact Report was prepared for Sutter Park Neighborhood Project, located just west of the project site. Sutter Park Neighborhood Project included demolition of the Sutter Memorial Hospital facility and the construction of 125 new homes and 5,000 square feet of retail space. Eleven intersections and 14 roadway segments were analyzed, including F Street segments south of Oakmont of East Sacramento project and the intersection of F and 53rd Street. The analysis indicated that with or without Sutter Park Neighborhood project the level of service on F Street and at F and 53rd Street intersection will remain LOS A. The signal warrants were not met.

Trip Generation

Table 1 shows the trip generation of the proposed project based on trip rates published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). The proposed project is expected to generate approximately 336 new daily vehicle trips with 19 trips during the AM peak hour and 30 trips during the PM peak hour.

TABLE 1 PROJECT TRIP GENERATION									
Land Use	Quantity	ITE Land Use Code	Trips*						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Assisted Living	135 beds	254	336	12	7	19	13	17	30
Note: * No credit is given for the existing building as it has been vacant and not in operation.									

The proposed project will generate less trips than the existing medical building on site once it got occupied with similar land use. A 64,500 square feet medical building generates about 154 AM peak hour trips, 196 PM peak hour trips, and 2,422 daily trips.

TABLE 2 TRIP GENERATION COMPARISON			
Scenario	Daily	AM Peak Hour	PM Peak Hour
Proposed Project	336	19	30
Existing Medical Office	2,422	154	196
Difference	*-2,086*	*-135*	*-166*
Notes: These values include both inbound and outbound trips.			

Table 2 shows that the proposed land use results in a net decrease in trips when compared to the trip generation of the existing medical office building. According to Table 2, the proposed project generates 135 less trips in the AM peak hour and 166 less trips in the PM peak hour when compared to the existing land use. On a daily basis, there will be 2,086 less trips.

Sutter Park Neighborhood Project DEIR analysis indicate that the daily volumes on F Street will remain under 2,000 ADT and under 1,000 ADT on 53rd Street (please see the attached figures from the DEIR). The proposed Oakmont of East Sacramento project will not cause the daily volumes to be increased on these and other neighborhood streets.

Conclusions and Recommendations

1) The proposed project (P16-040) will generate 19 trips in AM peak hour, 30 trips in the PM peak hour, and 336 daily trips. A traffic impact analysis for the project is not required.

2) The proposed project is subject to entitlements review by the Department of Public Works.

TABLE 3

5301 F STREET PARKING LOT TRAFFIC ACTIVITY
Wednesday, August 17, 2016

HOUR	INBOUND VEHICLES			OUTBOUND VEHICLES			TOTAL 2-WAY VOLUME
	SHUTTLES	CARS	TOTAL	SHUTTLES	CARS	TOTAL	
7:00-8:00 AM	6	58	64	6	0	6	70
8:00-9:00 AM	6	25	31	6	1	7	38
3:00-4:00 PM	6	2	8	6	33	39	47
4:00-5:00 PM	6	1	7	6	45	51	58
5:00-6:00 PM	7	2	9	6	54	60	69

Source: Crane Transportation Group (conducted by National Data & Surveying Services)

Traffic counts were conducted by National Data & Surveying Services (under the direction of Crane Transportation Group) on Wednesday, August 17, 2016 at the three driveways serving the 5301 F Street parking lot. This lot is currently being used as an off-site parking area by employees of the Dignity Health Mercy General Hospital about 12 blocks to the west. Counts were conducted for five hours (7:00-8:00 & 8:00-9:00 AM + 3:00-4:00, 4:00-5:00 & 5:00-6:00 PM) and distinguished between employee autos versus shuttle buses providing service to/from the hospital.

Count results presented in Table 1 show that there were typically 6 shuttle buses per hour, with from 25 to almost 60 inbound autos per hour from 7:00-9:00 AM, and from 33 to 54 outbound autos per hour from
3:00-6:00 PM. The peak flows to/from the lot were from 7:00-8:00 AM (70 vehicles) and 5:00-6:00 PM (69 vehicles).