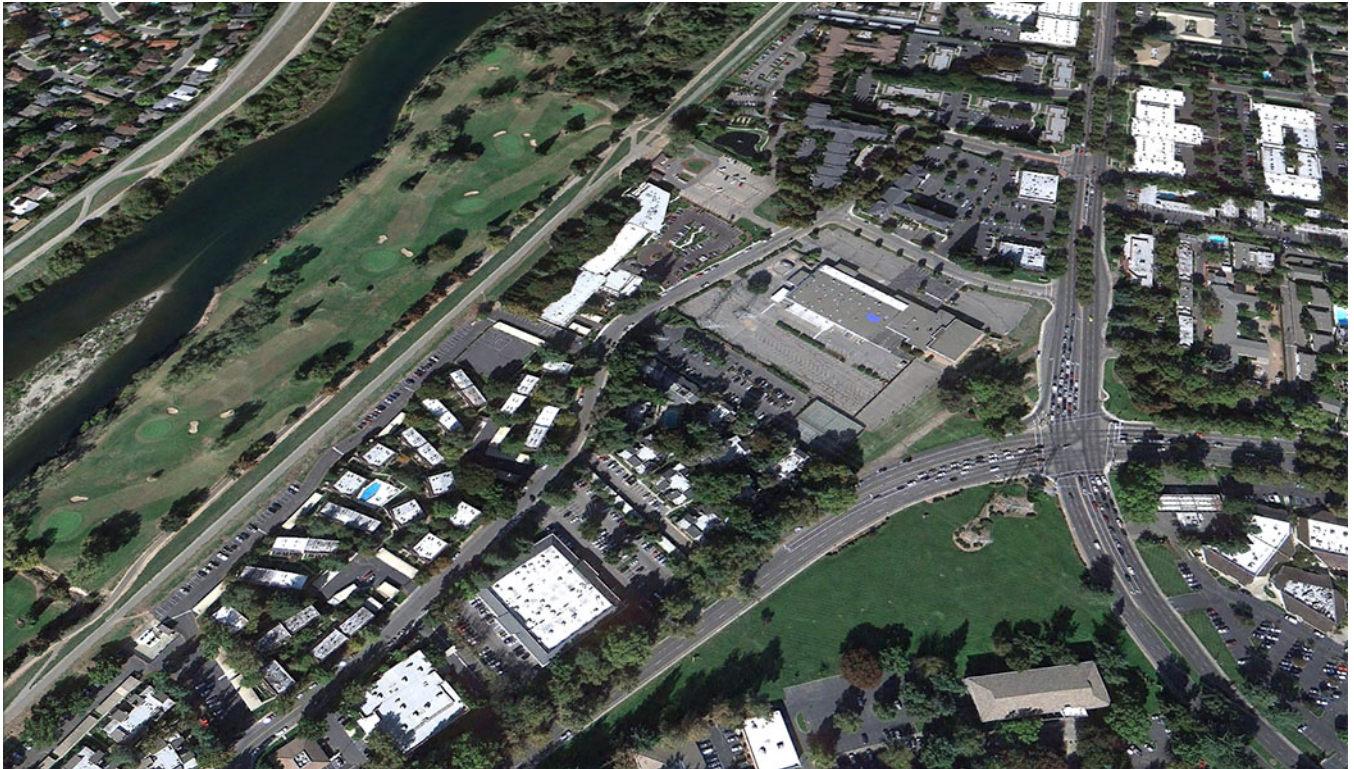


Initial Study

CVS/pharmacy Development Fair Oaks Boulevard and Howe Avenue



Prepared for:

City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

AECOM

February 2013

Initial Study

CVS/pharmacy Development Fair Oaks Boulevard and Howe Avenue



Prepared by:
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

AECOM

February 2013

TABLE OF CONTENTS

Section I - Background.....	2
Section II - Project Description	4
Section III – Environmental Checklist and Discussion	16
Land Use and Planning, Population and Housing, Agricultural Resources and Energy .	16
1. Air Quality	20
2. Biological Resources	29
3. Cultural Resources	35
4. Geology and Soils.....	39
5. Hazards	42
6. Hydrology and Water Quality	46
7. Light and Glare	49
8. Noise	53
9. Public Services	63
10. Recreation	66
11. Transportation and Circulation	68
12. Utilities and Service Systems.....	72
13. Mandatory Findings of Significance	75
Section IV - Environmental Factors Potentially Affected.....	77
Section V - Determination	78

Tables

Table AQ-1 CVS/pharmacy Daily Construction Emissions	23
Table AQ-2 CVS/pharmacy Proposed Operational Emissions	24
Table N-1 Noise Emission Levels from Construction Equipment	56
Table N-2 Comparison of Noise Modeling Results – 24-hour Average	58
Table N-3 Comparison of Noise Modeling Results – Day-Night (L _{dn}) Average	59
Table N-4 Representative Vibration Source Levels for Construction Equipment.....	61

Exhibits

Exhibit 1 Vicinity Map	5
Exhibit 2 Land Use Designations.....	6
Exhibit 3 Zoning	7
Exhibit 4 Site Plan	9
Exhibit 5 PG&E Easement.....	12
Exhibit 6 Landscaping Plan	14
Exhibit 7 CNDDDB Occurrences within 2 Miles of Project Site.....	32
Exhibit 8 Project Site Photos – Existing Conditions	51

Attachments

Attachment 1 – Air Quality Data Sheets
Attachment 2 – Tree Inventory
Attachment 3 – Native American Consultation
Attachment 4 – Traffic Data

This page intentionally left blank.

CVS/PHARMACY DEVELOPMENT AT FAIR OAKS AND HOWE [(P12-032)]

INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

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

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

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

SECTION I - BACKGROUND

Project Name and File Number: CVS/pharmacy Development at Fair Oaks
Boulevard and Howe Avenue (P12-032)

Project Location: Northwest corner of Fair Oaks Boulevard and Howe
Avenue (1 Cadillac Drive), City of Sacramento,
California (Assessor Parcel Number 295-0020-004)

Project Applicant: Josh Eisenhut, LEED AP
Armstrong Development Properties, Inc.
1375 Exposition Blvd., Suite 101
Sacramento, CA 95815
Telephone: (916) 643-9610

Project Planner: Ellen Marshall, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-5851
Email: emarshall@cityofsacramento.org

Environmental Planner: Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

Date Initial Study Completed: February 5, 2013

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176(b) and (d).

The City has prepared the attached Initial Study to (1) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan

Master EIR to determine their adequacy for the proposed project (see CEQA Guidelines Section 15178(b),(c)) and (2) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to later proposed projects as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate for the proposed project are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The General Plan Master EIR 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: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting comments of interested persons and agencies pertaining to the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending March 6, 2013.

Please send written responses to:

Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Project Location

The proposed CVS/pharmacy development (proposed project) would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel. The project site is designated as Employment Center Mid Rise in the Sacramento 2030 General Plan and is zoned as C-2-R-PUD (General Commercial, Review, Planned Unit Development). A project vicinity map, land use exhibit, zoning exhibit, and site plan are included as Exhibits 1–4.

The project site is approximately 6.47 acres. The site was formerly occupied by Hubacher Cadillac Dealership. Existing structures on the site total approximately 43,000 square feet and include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved parking. The site is currently vacant.

Adjacent to the project site is a 1.03-acre City-owned triangle-shaped parcel located between the project site and the Howe Avenue/Fair Oaks Boulevard intersection (APN 295-0010-001). The parcel contains a detention basin, mature trees, and an abandoned road right-of-way. This parcel would be used to provide vehicular and pedestrian access to the project site via an easement or fee title conveyance.

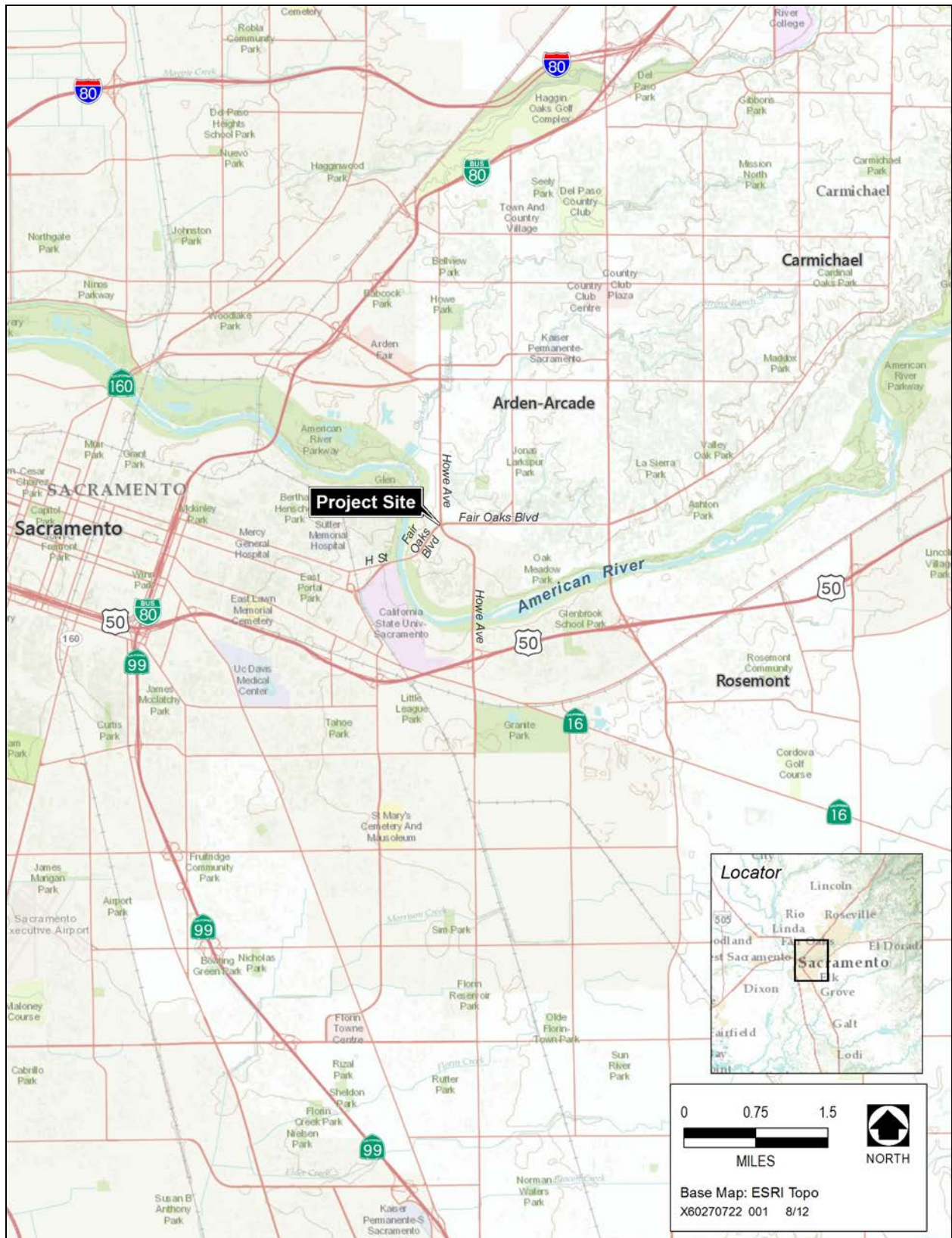
Project Description

The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is 5,706 square feet. The proposed project includes construction and operation of a 16,500-square-foot CVS/pharmacy retail store on the project site (see Exhibit 4, Site Plan). The relocated store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

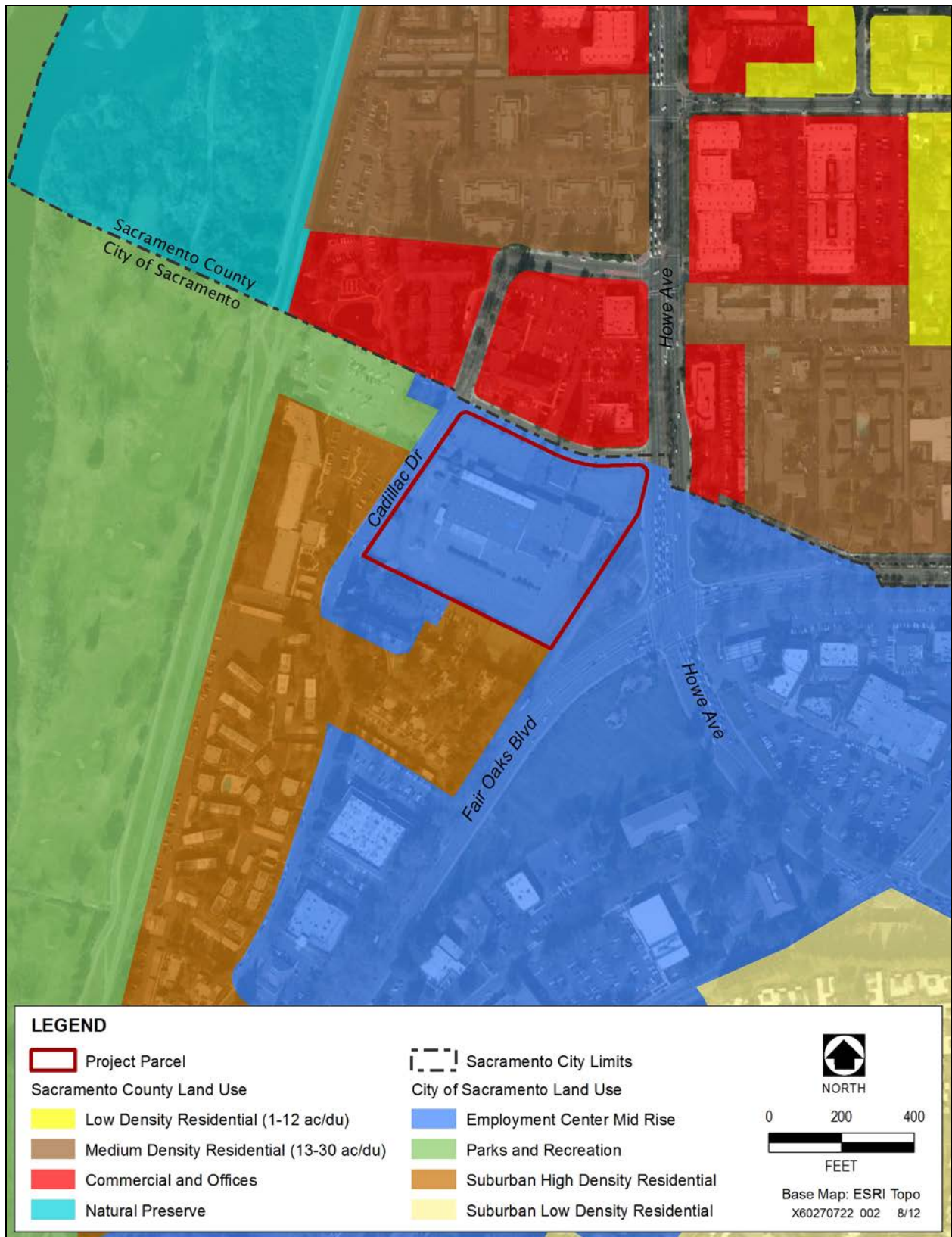
The proposed CVS/pharmacy would provide health and beauty products, personal care items, gift items, beer, wine, distilled spirits, common household goods, vitamins, prescription and retail pharmaceutical products, standard and digital photo processing services, and other consumer retail items.

The proposed CVS/pharmacy would include a two-lane drive-through facility for prescription pharmaceuticals drop-off and pick-up only. According to the applicant, the purpose of the drive-through is to offer a convenient service for all customers, including those who are sick, injured, or the elderly who may be hindered by an ailment that discourages them from entering the store.

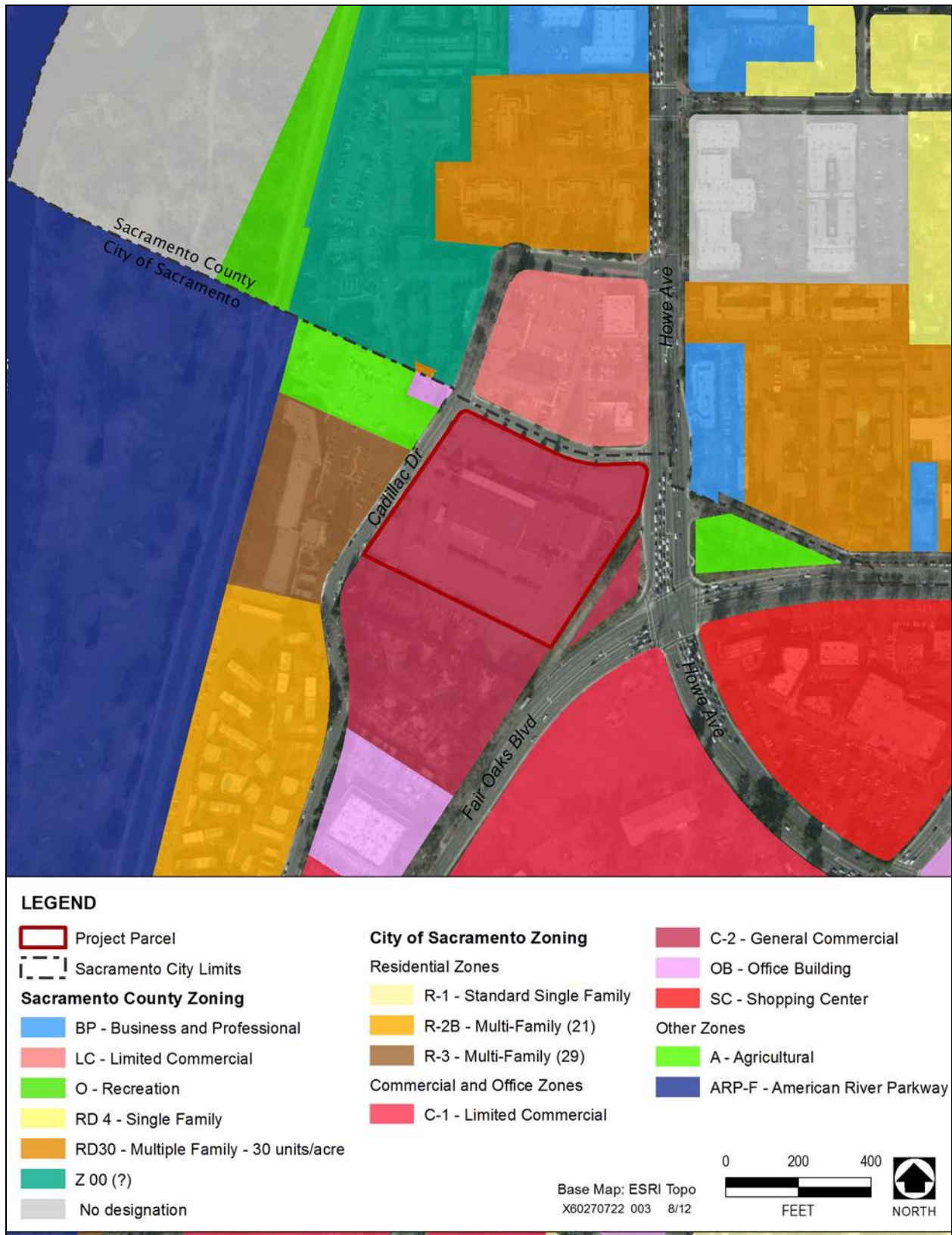
In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of an approximately 50,880-square-foot commercial use, likely a grocer tenant, in a separate building that would be adjacent to the proposed CVS/pharmacy retail store on the same site. The future user of the commercial building has not been determined at this time.



Source: AECOM 2012

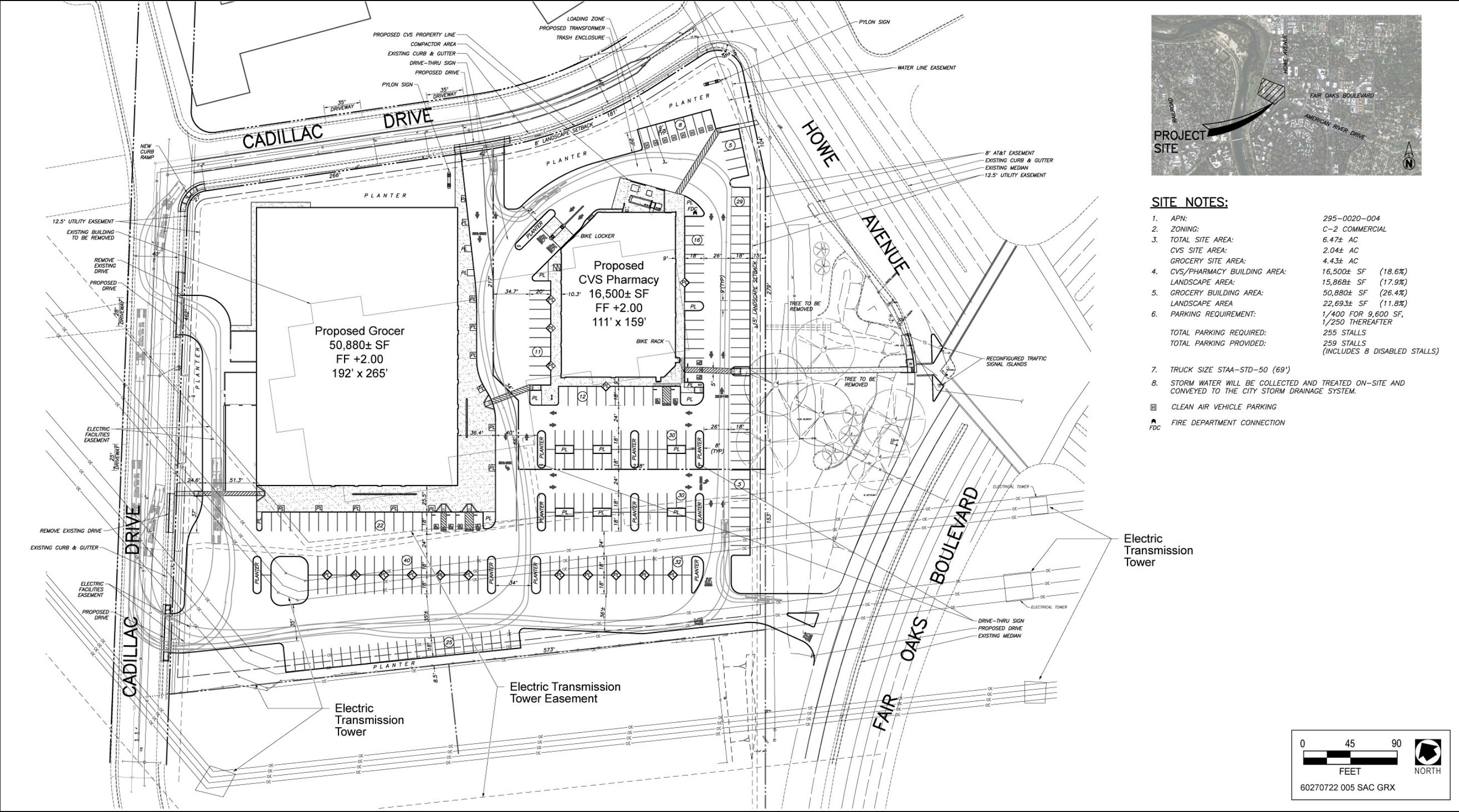


Source:



Source: City of Sacramento 2012, Sacramento County 2011

This page intentionally left blank.



Source: Blair, Church & Flynn 2012, adapted by AECOM 2013

Exhibit 4

Site Plan

Parking

The proposed project would be required to provide on-site parking consistent with the requirements of the City Zoning Code Parking Update (Ordinance No. 2012-043). For the proposed pharmacy use and anticipated grocery use, both considered commercial uses in an Urban District, the City zoning code requires a minimum of 0.5 parking spaces per 1,000 square feet of building. The resulting minimum parking requirement for the proposed project is 135 parking spaces. As proposed, the project would include a total of 259 parking spaces, exceeding the City minimum requirement by 124 spaces. The on-site parking would be shared between the proposed CVS/pharmacy and the second proposed commercial use.

Utilities

On the project site, currently there are underground electric facilities, water lines, sewer lines, storm drain lines, gas lines, and communication lines that serve the existing building. There is an existing 8-inch water main in Cadillac Drive, an existing 12-inch sewer main in Cadillac Drive, and existing 12-inch and 15-inch storm drain mains in Cadillac Drive. The proposed project will require reconstruction of some or all of the underground infrastructure to accommodate the project uses and to meet current building code requirements. It is anticipated that all utility connections will be made in Cadillac Drive.

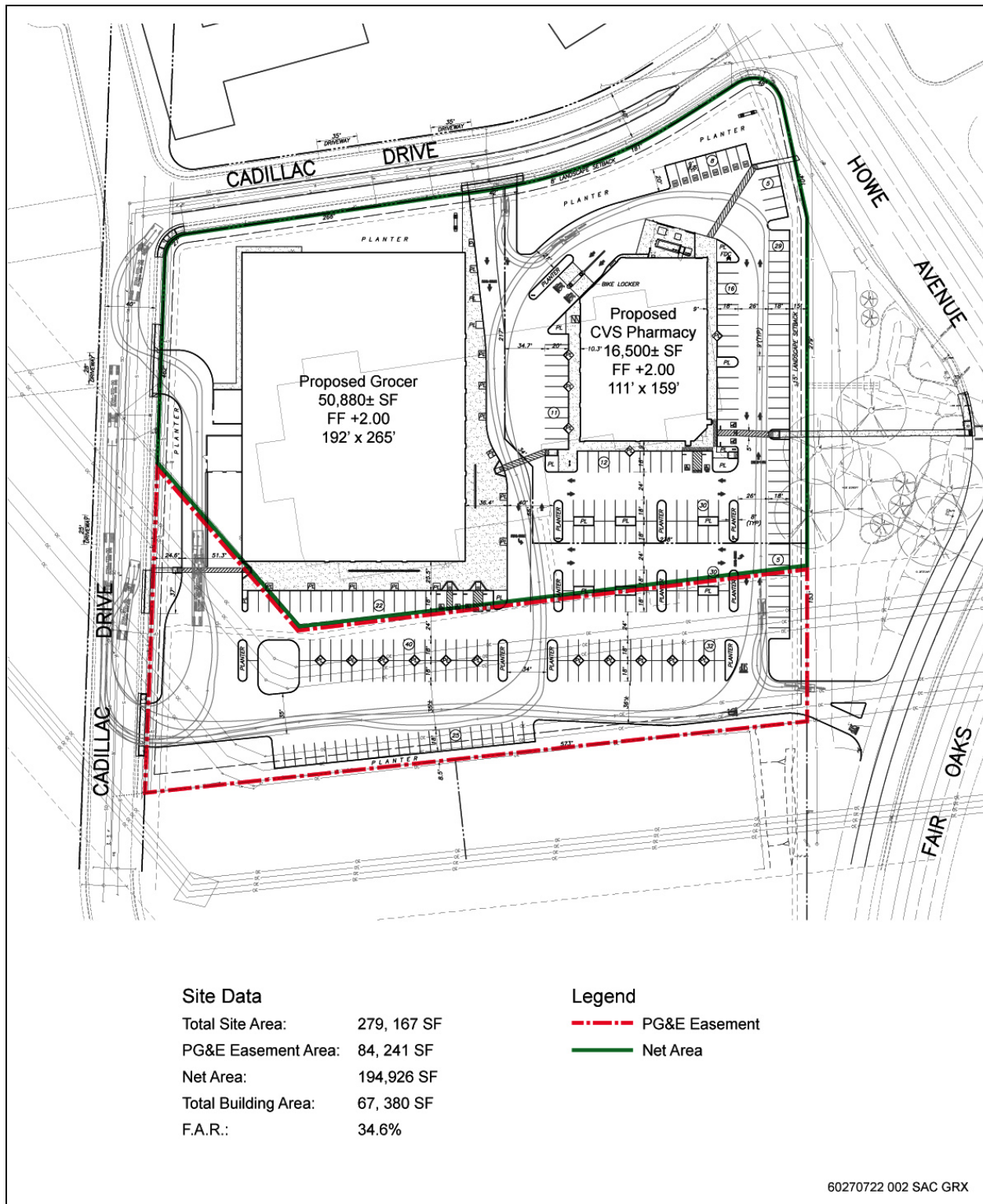
An easement for overhead power lines and transmission towers encumbers approximately 38,000 square feet in the southwest portion of the project site (see Exhibit 5, PG&E Easement). This area would be used for parking and open space uses only.

Traffic Circulation

The project site is currently accessed by vehicle from three access points on Cadillac Drive, two from north-south Cadillac Drive on the western boundary of the site, and one from east-west Cadillac Drive on the northern project boundary. The proposed project would shift the two north-south Cadillac Drive driveways southward for better site circulation. The northernmost driveway would be gated at the sidewalk and would provide site access only for delivery trucks. No through access would be permitted at that driveway. The southernmost driveway on north-south Cadillac Drive would permit public access to the site. The east-west Cadillac Drive driveway would be maintained in its current location, but would be reconstructed to remove the existing island.

In addition, to provide access to the site from the south, the proposed project would add a 2-lane, right-in/right-out ingress/egress access from Fair Oaks Boulevard, approximately 230 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. This new access point would cross a 1.03-acre City-owned triangle-shaped parcel located between the project site and the Howe Avenue/Fair Oaks Boulevard intersection (APN 295-0010-001). The parcel contains a detention basin, mature trees, and an abandoned road right-of-way. This parcel would be used to provide vehicular and pedestrian access to the project site either via an easement or through fee title conveyance to the project applicant.

Regardless of the timing for securing a user for the commercial building, all on- and off-site improvements, including concrete, asphalt, and landscaping are proposed to be constructed along with the CVS/pharmacy portion of the project to ensure that proper onsite circulation is maintained.



Source: Armstrong Development Properties, Inc.; adapted by AECOM 2013

Exhibit 5

PG&E Easement

Pedestrian connections would be provided along both the Fair Oaks Boulevard and Howe Avenue frontages as well as along Cadillac Drive to encourage customers to walk to the CVS/pharmacy site from neighboring residential developments or from other businesses located in the area. A new paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. In compliance with the city zoning ordinance and the California Green Building Code, bike racks and lockers would be provided near the front entrance of the CVS/pharmacy to promote the use of alternative modes of transportation.

Site Design

Onsite security lighting would be provided in the parking lot and on the exterior of buildings. Parking lot and walkway lighting would consist of 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent light spillover into adjacent areas, consistent with requirements in the City's zoning ordinance.

Onsite landscaping would consist of turf areas along the street frontages and planter boxes with trees and shrubs consistent with requirements in the City's zoning ordinance (see Exhibit 6, Landscaping Plan). Construction of the proposed project would result in the planning of more than 100 trees along the perimeter of the site, in planters adjacent to the buildings, and in planters throughout the parking lot. The proposed plantings would result in approximately 50% of the site being shaded, meeting the City's shade requirements.

Two pylon signs are proposed to be placed on the project site. One pylon sign would be at the northeast corner of the site, at the intersection of Howe Avenue and the east-west segment of Cadillac Drive. Another pylon sign would be placed along the east-west segment of Cadillac Drive at the primary entrance to the project site. The signage for the site and the buildings would be consistent with City requirements and approved by the City during the project review and approval process.

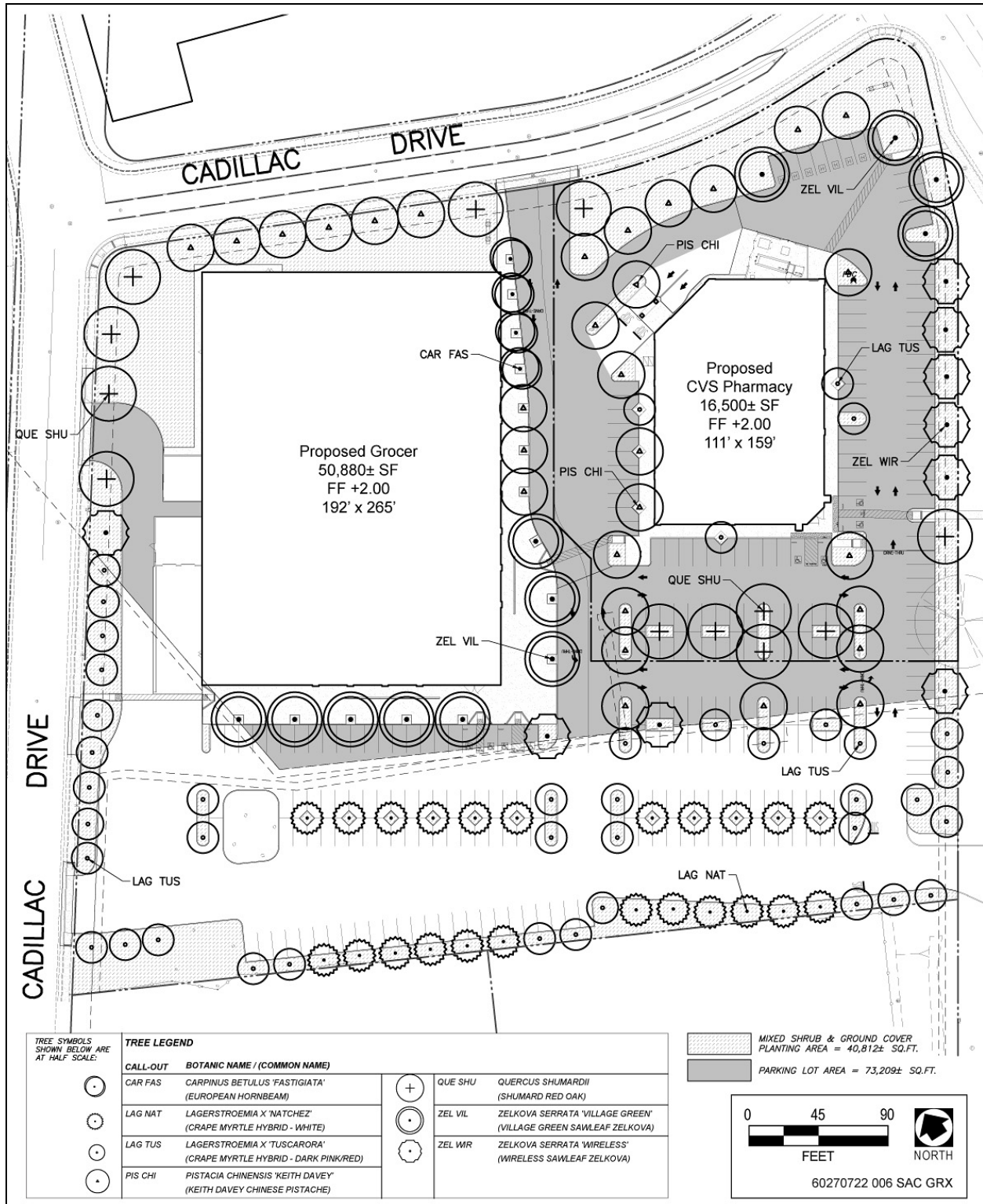
The materials used on the proposed buildings would be consistent with City design requirements and approved by the City during the project review and approval process.

Operations

Initially, the CVS/pharmacy would operate approximately from the hours of 7 a.m. to 10 p.m., seven days week. However, after the CVS/pharmacy store is open, if the demand of the neighborhood warrants 24-hour operations, CVS/pharmacy would then expand operations to remain open 24 hours.

The typical CVS/pharmacy generally has 25–30 employees on payroll. The typical number of employees staffed at a given time throughout the day is 4–12 depending on time of day and year.

The CVS/pharmacy would receive regular weekly deliveries, typically loading and unloading from a WB-50 type delivery truck. There may be as many as three of these trucks arriving at different days and times throughout the week to unload product for the store. Loading activities would occur at an at-grade loading area which would be built into the northeast side of the CVS/pharmacy building, facing the east-west segment of Cadillac Drive.



Source: Blair, Church & Flynn 2012, adapted by AECOM 2013

Exhibit 6

Landscaping Plan

The other proposed commercial use, possibly a grocer, could receive truck deliveries multiple times per day. The loading area for the other commercial building would be on the west side of the building, facing the north-south segment of Cadillac Drive. That loading area would dip below grade and would be shielded by an 8-foot-high concrete block wall.

Primary service vehicle access for heavy duty/large delivery trucks to the site would be from the ingress/egress on the east-west segment of Cadillac Drive, with secondary access permitted on the north-south segment of Cadillac Drive. Service vehicles would not be permitted to access the project site from the new proposed ingress/egress on Fair Oaks Boulevard.

Project Construction

Construction of the CVS/pharmacy building, second commercial building and site improvements is expected to occur in four phases. Phase 1, demolition and abatement of the site, is expected to last two weeks. Phase 2, mass grading of the project site and installation of underground utilities, is expected begin after completion of Phase 1 and last approximately 26 weeks. Phase 3, building of onsite project elements, including full site improvements, construction of a new vehicular site access point from Fair Oaks Boulevard, construction of the CVS/pharmacy building and pad preparation of the second commercial building would occur concurrently with Phase 2 and would have the same duration as Phase 2. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the second commercial building is anticipated to occur at a time after completion of construction Phases 1-3. Since full site improvements and the building pad for the second commercial building would be completed during Phase 3, Phase 4 would only involve construction of the second commercial building. Phase 4 is expected to last 32 weeks.

The exact type and number of construction equipment will be based on the contractor's judgment and what equipment is reasonably necessary to complete the project utilizing industry standard means and methods. Typical vehicles that are expected to be used include but are not limited to: scrapers, backhoes, skip loaders, water trucks, generators, and other miscellaneous equipment.

Actions

The project would require the City to take the following actions:

- Approve a Special Permit to allow the operation of a drive-through with the General Commercial (C-2) zone;
- Amend the Campus Commons PUD Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines;
- Approve a variance to allow for decreased drive-through stacking, a reduction from the required 180 feet to the proposed 160 feet;
- Approve a tentative map; and
- Approve an access easement across APN 295-0010-001 or approve a fee-title conveyance for APN 295-0010-001.

These actions are discretionary and require environmental review pursuant to the California Environmental Quality Act (CEQA). Prior to taking action, the City would be required to approve the environmental document prepared for the project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE AND PLANNING, 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.

When a project is inconsistent with an adopted plan, 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.

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 potential inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and energy.

Discussion

Land Use and Planning

The project site is located in an urbanized area of Sacramento on a vacant parcel formerly occupied by the Hubacher Cadillac Dealership. As discussed above, existing urban land uses in the vicinity of the project site include general commercial and retail uses, office uses, multi-family uses, a senior care facility, and a hotel. The American River Bike Trail and Campus Commons Golf Course are located west of the project site. The American River is located approximately 900 feet west of the site.

The project site is located in the City of Sacramento, with the northern boundary of the site along the east-west segment of Cadillac Drive forming the boundary with Sacramento County. Exhibit 2 shows the City of Sacramento 2030 General Plan land use designations for the project site and vicinity to the south, and the Sacramento County General Plan land use designations to the north and east of the site. The project site is designated in the 2030 General Plan as Employment Center Mid Rise. Other lands in the immediate vicinity of the project site and within the city limits are designated by the 2030 General Plan as Employment Center Mid Rise and Suburban High Density Residential. Lands north of the project site are located within unincorporated Sacramento County and designated by the Sacramento County General Plan (2011) as Commercial and Offices and Medium Density Residential.

Exhibit 3 shows the Sacramento County and City of Sacramento zoning for the project site and vicinity. The project site is zoned by the City as C-2 (General Commercial). Other lands in the immediate vicinity of the project site and within the city limits are zoned R-2B (Multi-Family [21]), C-1 (Limited Commercial), OB (Office Building), SC (Shopping Center), and A (Agricultural). Lands north of the project site within the unincorporated area of Sacramento County are zoned BP (Business and Professional), LC (Limited Commercial), and RD30 (Multiple Family, 30 units/acre).

The project site is designated in the 2030 General Plan as Employment Center Mid Rise and zoned C-2 by the City. The 2030 General Plan describes the Employment Center Mid Rise land use designation as areas that can provide for large mixed-use office/employment centers that include mid-rise office complexes; support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (printing/copying/shipping); landscaped gathering places that include support uses; and residential uses as a supportive use to adjacent large employment centers. The minimum floor area ratio (FAR) for Employment Center Mid Rise is 0.35. The C-2 zoning code provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.

The project site is located in an urbanized area of Sacramento and is designated by the 2030 General Plan and zoned by the City for commercial development. The proposed project includes construction and operation of a 16,500-square-foot CVS/pharmacy retail store and an approximately 50,880-square-foot second commercial use. The proposed CVS/pharmacy would provide consumer retail items and the applicant has indicated that the second commercial use would likely be occupied by a grocer tenant. The FAR on the project site would be 0.35, consistent with the FAR requirements for the Employment Center Mid Rise. A Special Permit would be acquired to allow the operation of a drive-through pharmaceutical facility within the C-2 zone. Therefore, the proposed uses are consistent with the Employment Center Mid Rise land use designation in the Sacramento General Plan and C-2 zoning for the project site. Consequently, the project does not conflict with any applicable land use plans.

The project site is part of the current urban fabric of the Campus Commons community and the level of development in the proposed project is not dissimilar to that which previously occurred on the site; thus, the proposed project would not physically divide an established community.

There are no habitat conservation plans or natural community conservation plans covering the project site.

Based on the above, there will be no impact to land use and planning.

Population and Housing

The proposed project does not involve construction of residential land uses that would generate new residents in the city or region. Temporary construction workers serving the proposed project and the 25-30 employees required for operation of the CVS/pharmacy would reasonably be expected to come from the existing labor pool of residents in Sacramento and nearby communities. Although it is unknown how many employees would be generated by the grocery, it is reasonable to expect that these workers would also come from Sacramento and nearby communities and would not be new workers relocating to the Sacramento region. Therefore, the project would not induce direct population growth.

Growth can be induced indirectly when projects provide infrastructure with the capacity to serve other un-served properties, or when the economic activity of a proposed project can stimulate additional activity not currently planned for in the vicinity or region. In this case, underground utility infrastructure located on the project site would be connected to existing utility infrastructure in Cadillac Drive. No additional utility or urban services are required to serve the proposed project. Furthermore, the properties surrounding the project site are fully developed and the economic activity on the project site would be unlikely to stimulate redevelopment of

those properties with uses of greater intensity than currently exist. Therefore, the project will not indirectly induce population growth.

Consequently, the proposed project would not directly induce population growth in Sacramento or the region or indirectly induce population growth or development through extension of infrastructure or economic stimulus.

The project site includes vacant commercial buildings; therefore, the proposed project would not displace people or housing.

Consequently, the project will not have an impact on population and housing.

Agricultural Resources

Chapter 6.2, "Agricultural Resources," of the Master EIR evaluates the potential of development proposed under the 2030 General Plan to affect agricultural resources or operations within the city limits (Impact 6.2-1), result in land uses that are incompatible with adjacent agricultural uses (Impact 6.2-2), conflict with zoning for agricultural uses or Williamson Act contracts (Impact 6.2-3), or result in cumulative effects associated with agricultural resources in the region (Impacts 6.2-4 and 6.2-5). In addition to evaluating the effect of the 2030 General Plan on lands within the City, the 2030 General Plan Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the city limits, the conversion of farmland outside the city limits is minimized (Master EIR, page 6.2-13). Policies included in the 2030 General Plan were identified to reduce impacts on agricultural resources to a less-than-significant level (see Master EIR, pages 6.2-13 to 6.2-19).

The project site and surrounding lands are located in an urbanized area of Sacramento and do not support agricultural land uses. The project site is a previously developed commercial infill site. According to the Sacramento County Important Farmland map, published by the California Department of Conservation's Division of Land Resource Protection the project site does not contain land designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (Master EIR, Figure 6.2-1). The project site is not subject to a Williamson Act contract or zoned for agricultural uses, forestland, timberland, or as a Timberland Production Zone (Master EIR, Figure 6.2-2). The project will not result in the loss of forest land or conversion of forest land to non-forest land. Therefore, no effects on agriculture and forestry resources would occur from implementation of the proposed project.

Energy

Chapter 6.11, "Public Utilities," of the Master EIR evaluates the potential effects of the 2030 General Plan to result in the construction of new energy production facilities (Impact 6.11-9) and the potential cumulative effects associated with the continued use of electricity and natural gas in the region (Impact 6.11-10). Policies included in the 2030 General Plan were identified to reduce impacts associated with energy consumption to a less-than-significant level.

Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources. Policies U 6.1.10 through U 6.1.13 encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency. The City specifically considers long-term impacts associated with energy consumption through General Plan Policies U 6.1.5 and U 6.1.12, which would allow the City to work closely with utility providers and

industries to promote and advance new energy conservation technologies. Impacts on energy from future development anticipated under the 2030 General Plan, which includes development of the project site for commercial uses, were analyzed in the Master EIR. Therefore, the proposed project would not result in any additional effects related to energy that were not evaluated in the Master EIR.

The proposed project would comply with Building Energy Efficiency Standards included in Titles 20 and 24 of the California Code of Regulations which requires new residential and nonresidential development to incorporate energy efficiency standards into project designs. In addition, the proposed project would comply with the 2010 California Green Building Code (Part 11 of Title 24) which was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality.

Consequently, the project will not result in any energy impacts.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AIR QUALITY</u> <i>Would the proposal:</i>			
A) Result in construction emissions of NO _x above 85 pounds per day?		X	
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X	
D) Result in PM ₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?		X	
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Impede the City or state efforts to meet AB32 standards for the reduction of greenhouse gas emissions?	X		

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction or implementation of the proposed project would result in any of 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;
- PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2030 general Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 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 the Master EIR in Table 8-5, pages 8-50 et seq.; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Construction of the proposed project would generate short-term, temporary air quality emissions as a result of construction activities such as demolition, site grading, building construction, asphalt paving, and application of architectural coatings. Construction-related exhaust emissions would be generated by heavy-duty construction equipment, material delivery/haul trucks, and construction worker vehicles. Ground-disturbance and building demolition activities would generate fugitive particulate matter (PM) dust emissions. Asphalt paving and architectural coating activities would generate off-gas reactive organic gas (ROG) emissions. Although these emissions would be temporary in nature, and would cease following construction of the proposed project, construction activities could constitute a significant source of air quality emissions. Accordingly, SMAQMD has established a construction-specific significance threshold of 85 pounds per day of oxides of nitrogen (lbs/day NO_x). The City has accepted this threshold and has determined that projects that would generate daily construction NO_x emissions in excess of 85 lbs/day would be considered to generate significant construction-related air quality emissions.

Construction emissions were modeled using the CalEEMod Version 2011.1.1 emissions model. CalEEMod allows the user to model construction (and operational) emissions based on default and/or user-defined parameters. When available, project-specific construction parameters provided by the project applicant were used to model air quality emissions. Where project-specific parameters were not available, default assumptions contained in CalEEMod were used. Default assumptions in CalEEMod are typically more conservative than user-defined parameters in order to avoid underestimating construction emissions when project-specific construction information (e.g., type of equipment, duration of use, etc.) is not available. Construction equipment required for each phase of construction was estimated using CalEEMod default assumptions. Therefore, it should be noted that the emissions estimates provided below, and in Attachment 1 represent conservative assumptions for heavy-duty construction equipment emissions, which constitute a majority of construction emissions. Table AQ-1 presents the proposed projects daily construction emissions for each construction phase and the maximum daily construction emissions (i.e., during the overlap of phases).

As shown in Table AQ-1, maximum daily construction NO_x emissions resulting from the proposed project would not exceed the SMAQMD threshold of significance. However, all projects, regardless of its emissions, in the jurisdiction of the SMAQMD must implement certain

measures to keep construction emissions low. These measures are outlined in SMAQMD's Basic Construction Emission Control Practices.

Table AQ-1 CVS/pharmacy Daily Construction Emissions	
Construction Phase	NO_x Pollutant Emissions (lbs/day)
Phase 1 - Demolition	25.71
Phase 2 - Site Preparation	12.61
Phase 2 - Site Grading	13.97
Phase 3 - Building Construction	16.82
Phase 3 - Asphalt Paving	14.63
Phase 3 - Architectural Coating	2.97
Phase 4 - Building Construction	24.61
Phase 4 - Architectural Coating	2.98
Maximum Daily ¹	61.00
SMAQMD Significance Threshold	85
Notes: lbs/day = pounds per day; NO _x = oxides of nitrogen; SMAQMD = Sacramento Metropolitan Air Quality Management District.	
¹ Maximum daily emissions of NO _x occur during the overlap of Phase 2 (Site Preparation and Site Grading) and Phase 3 (Building Construction, Asphalt Paving, and Architectural Coating).	
Source: AECOM 2012	

With implementation of Mitigation Measure AQ-1 the proposed project would fulfill all the SMAQMD-required construction control practices and generate NO_x emissions less than the 85 lbs/day threshold. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION B

Long-term air quality emissions would be generated from the day-to-day operations of the proposed project. Operational emissions for commercial development projects are typically distinguished as mobile- and area-source emissions. Mobile-source emissions are those generated by vehicles coming to and leaving from the proposed project site, which include customer, employee, and delivery vehicles. Area-source emissions are those associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic application of architectural coatings. The City uses operational thresholds of significance for ROG and NO_x developed by SMAQMD to evaluate land use development projects. Projects that would generate ROG or NO_x emissions that exceed 65 lbs/day would be considered to generate significant long-term operational air quality emissions.

As discussed above, CalEEMod can also model operational emissions (i.e., mobile and area sources) based on user-defined or default parameters. The proposed project's operational emissions were modeled using trip generation rates from the traffic study and land use quantities provided by the project applicant. The proposed project was modeled assuming an operational year of 2014. Table AQ-2 presents the daily proposed operational emissions.

As shown in Table AQ-2, the maximum daily operational ROG and NO_x emissions would not exceed the SMAQMD's threshold of significance. Therefore, the proposed project's operational emissions would be considered **less than significant**.

Table AQ-2		
CVS/pharmacy Proposed Operational Emissions		
Source	Pollutant Emissions (lbs/day)	
	ROG	NO_x
Proposed Project		
Area Sources	1.87	0.00
Energy Source	0.04	0.38
Mobile Sources	26.84	41.16
Total Proposed Project ¹	28.75	41.54
SMAQMD Thresholds of Significance	65	65
Notes: lbs/day = pounds per day; ROG = reactive organic gases; NO _x = oxides of nitrogen; SMAQMD = Sacramento Metropolitan Air Quality Management District.		
¹ Operational emissions represent the maximum daily emissions from either winter or summer conditions.		
Source: AECOM 2012		

QUESTIONS C AND D

The proposed project would develop a CVS/pharmacy and an adjacent commercial use that would likely be a grocery store. The proposed land uses would include emission sources associated with retail land uses (e.g., vehicle trips, natural gas combustion for space and water heating), which are not typically emission sources that would generate substantial concentrations of criteria air pollutants, PM₁₀, or PM_{2.5}. Emissions sources and activities that typically generate large concentrations of criteria air pollutants, PM₁₀, or PM_{2.5} that could exceed an ambient air quality standard include stationary sources, large numbers of idling vehicles, and earth moving activities.

Operations

The SMAQMD's operational thresholds of significance for PM₁₀ and PM_{2.5} are:

- PM₁₀: 50 µg/m³ 24-hour standard; 20 µg/m³ Annual Arithmetic Mean
- PM_{2.5}: 12 µg/m³ Annual Arithmetic Mean

The proposed project's daily operational PM₁₀ emissions would be approximately 51.17 lbs/day. These emissions would be distributed throughout the region from vehicles coming to and leaving from the proposed project site. The 51.17 lbs/day of PM₁₀ would not be generated in one specific area (i.e., the project site) or from one particular continuous emissions source. Therefore, emissions would occur over a 24-hour period and be emitted throughout a large area, both of which would allow the dispersion and dilution of emissions to avoid build-up of project-related PM₁₀ concentrations. Considering this information, it is not anticipated that the proposed project's operational emissions would generate PM₁₀ concentrations that would exceed the PM₁₀ SMAQMD, State or federal ambient air quality standard.

The proposed project's daily operational PM_{2.5} emissions would be approximately 2.20 lbs/day. These emissions would be distributed throughout the region from vehicles coming to and leaving from the proposed project site. Similar to PM₁₀, the 2.20 lbs/day PM_{2.5} would not be generated in one specific area (i.e., the project site) or from one particular continuous emissions source. Therefore, emissions would occur over a 24-hour period and be emitted throughout a

large area, both of which would allow the dispersion and dilution of emissions to avoid build-up of project-related PM_{2.5} concentrations. Considering this information, it is not anticipated that the proposed project's operational emissions would generate PM_{2.5} concentrations that would exceed the PM_{2.5} SMAQMD, State or federal ambient air quality standard.

Construction

SMAQMD has developed construction activity screening criteria and cumulative construction significance criteria for PM₁₀ and PM_{2.5}. (SMAQMD CEQA Guide, Chapter 3). If a project would implement all SMAQMD Basic Construction Emission Control Practices (as set forth in Mitigation Measure AQ-1 below) and the maximum daily disturbed area (i.e., grading, excavation, cut and fill) of the project site would not exceed 15 acres (the project site is less than 15 acres), then the project does not have the potential to exceed or contribute to the SMAQMD's concentration-based thresholds of significance for PM₁₀ and PM_{2.5} at an off-site location. Thus, the PM₁₀ and PM_{2.5} concentrations would be **less than significant**.

Therefore, with implementation of Mitigation Measure AQ-1 and the fact that the project site is less than 15 acres and, thus, will not result in a daily disturbance greater than 15 acres, the proposed project would fulfill all the SMAQMD's criteria for construction activities to not exceed the concentration-based threshold of significance for PM₁₀ and PM_{2.5}. Therefore, the impact would be **less than significant with incorporation of mitigation**.

The proposed project's vehicle traffic, in combination with existing and future regional traffic has the potential to generate concentrations of CO that could exceed the ambient air quality standards. The proposed project's potential to generate CO concentrations that exceed an ambient air quality standard are discussed in further detail in Question E.

QUESTIONS E AND F

The proposed project's customers, employees, and delivery trucks would contribute vehicle traffic to existing and future intersection volumes. The traffic study evaluated nine intersections in the proposed project's vicinity that would be affected by the proposed project's long-term operational activities. The proposed project would contribute vehicle volumes to these intersections, which could increase delays and idling. Intersections that operate at a level of service (LOS) E or F with large delays and idling have the potential to generate a CO hotspot, which is an exceedance of the 1- or 8-hour state carbon monoxide (CO) standard. CO hotspots are considered unhealthy concentrations of CO that could expose nearby sensitive receptors to substantial pollutant concentrations. This impact will discuss the potential for the proposed project to expose sensitive receptors to substantial CO concentrations. Question G will focus on the potential for the proposed project to expose sensitive receptors to substantial concentrations of TACs.

According to SMAQMD's CEQA Guide to Air Quality Assessment (Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions), SMAQMD has established a two-tier screening threshold to determine if a project would have the potential to exceed the CO ambient air quality standard.

Under the first tier, a project would result in a less-than-significant impact to air quality for local CO if: 1) traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F; or 2) the project would not contribute additional traffic to an intersection that already operates at LOS E or F. The SMAQMD's CEQA

Guide to Air Quality Assessment states that if the first tier of screening criteria is not met then the second tier of screening criteria shall be examined. The proposed project would not meet the requirements of the first tier evaluation. Therefore, this analysis, pursuant to SMAQMD's guidance, will use the second tier.

Under the second tier, a project would result in a less-than-significant impact if the project would: 1) not result in an affected intersection experiencing more than 31,600 vehicles per hour; 2) not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway, or other locations where horizontal or vertical mixing of air would be substantially limited; and 3) not add a mix of vehicles that would be substantially different from the County average. The second tier of analysis evaluates proposed traffic volumes against conservatively modeled screening values. Therefore, the second tier provides a more direct correlation between project parameters (i.e., intersection volumes) and potential CO hotspots (i.e., exceedance of CO ambient air quality standard).

As determined in the traffic study, under cumulative plus project peak hour conditions, the affected intersection with the highest traffic volume (i.e., Howe Avenue/Fair Oaks Boulevard) would serve approximately 7,726 vehicles during peak PM hour conditions. This cumulative plus project hourly volume is substantially less than the SMAQMD threshold of 31,600 vehicles per hour. In addition, the project area would not contribute vehicle volumes to tunnels, parking garages, bridge underpass, urban street canyons, below-grade roadways, or other locations where horizontal or vertical mixing would be substantially limited. Lastly, the proposed project would include customer and employee vehicles and to a lesser extent material delivery trucks. It is anticipated that customer and employee vehicles associated with the proposed project would be comprised of a similar vehicle mix to Sacramento County. In addition, the proposed project's material delivery truck frequency is not anticipated to be so great as to substantially change (i.e., more than 5%) the mix of vehicles at the affected intersections. Therefore, the proposed project would meet all of the SMAQMD's CO hotspot second tier screening criteria and would not generate traffic volumes that could cause CO hotspots at local intersections and would not adversely affect sensitive receptors. This impact is **less than significant**.

QUESTION G

Construction of the proposed project would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for demolition, site grading, site preparation, asphalt paving, and building construction. Diesel PM has been classified as a TAC by the ARB and therefore even acute exposure could have potential health impacts. Multi-family residences are located to the south, north, and west of the proposed project site, which are considered sensitive receptors. Construction emissions would occur intermittently during a 28-week work period and during a 32-week work period. Diesel PM emissions would vary depending on what type of activities are occurring each day. For example, site grading and preparation would involve more heavy-duty construction equipment because of the mechanical force required for those activities. However, construction activities such as building construction and architectural coatings would involve less mechanic power and more manual labor that would not involve construction equipment. Hence, it can be expected that diesel PM emissions during site grading and preparation would be more than those during building construction and architectural coatings, and that construction-related diesel PM emissions would vary day-to-day. Following completion of the proposed project, all construction activities and associated diesel PM emissions would cease.

The dose to which receptors are exposed is the primary factor used to determine health risk and is a function of concentration and duration of exposure. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments that determine the health risks associated with exposure of residential receptors to TAC emissions should be based on a 70-year exposure period and health risk assessments that address the health risk associated with exposure of children to TAC emissions should be based on a 9-year exposure period (OEHHA 2003). TAC exposure to children is of special concern because children typically metabolize more air per unit of body weight in comparison to adults and can be more sensitive to toxics during development. However, health risk assessments should be limited to the period/duration of activities associated with the emissions activity (Salinas, pers. comm., 2004). As discussed above, construction activities would only occur over two separate construction phases, one for 28 weeks and another for 32 weeks. Therefore, the total exposure time where some level of construction activities and subsequent diesel PM emissions are occurring would be less than the minimum number of years recommended for a health risk assessment and less than 1% of the total exposure time for a typical health risk assessment.

Thus, because the use of off-road construction equipment would be temporary and intermittent in nature and the relatively low exposure period in combination with the dispersive properties of diesel PM (Zhu and Hinds 2002), short-term construction activities would not result in the exposure of sensitive receptors to TAC concentrations that would exceed 10 in a million cancer risks. However, all construction projects, regardless of its emissions, in the jurisdiction of the SMAQMD must implement certain measures (i.e., SMAQMD Basic Construction Measures) to keep construction emissions low.

Implementation of Mitigation Measure AQ-1 would fulfill SMAQMD's Basic Construction Mitigation Measures and reduce diesel PM emissions from heavy-duty construction equipment by limiting idling time, limiting construction vehicle speeds, and properly maintaining construction equipment. Therefore, with implementation of Mitigation Measure AQ-1, this impact would be considered **less than significant with incorporation of mitigation**.

Because the proposed project would include the demolition of an existing building, construction activities would be subject to SMAQMD Rule 902 (Asbestos). Rule 902 requires specific asbestos emissions abatement, handling, and disposal methods for projects that find asbestos materials within to-be-demolished buildings or structures. According to SMAQMD, compliance with Rule 902 would fulfill all national emissions standards for asbestos along with additional requirements, minimize the release of airborne asbestos emissions, and reduce demolition-related asbestos emissions to a less-than-significant level. The project site is not located in an area where naturally occurring asbestos are present (Churchill and Hill 2000).

Following construction of the proposed project, long-term operational emissions would also generate diesel PM emissions as a result of vehicles coming to and from the project site. However, it is not anticipated that the proposed project would involve a substantial number of diesel vehicles coming to the project site and would not generate significant diesel PM emissions from day-to-day operations that would expose nearby receptors. In addition, the proposed project is not considered a sensitive receptor and therefore would not itself expose a sensitive receptor to substantial existing TAC concentrations. Therefore, the operational activities of the proposed project would not result in exposure of sensitive receptors to TAC concentrations that would exceed 10 in a million cancer risks. As a result, the operational-related impact would be **less than significant**.

QUESTION H

The proposed project would generate greenhouse gas (GHG) emissions during construction of the proposed project as a result of heavy-duty construction equipment, material delivery trucks, and construction worker vehicles. Construction-related GHG emissions would be temporary in nature and would cease following completion of construction of the proposed project. Nevertheless, construction-related GHG emissions could still constitute as a substantial source of GHG emissions. After the proposed project is built, long-term operational GHG emissions would be generated by the day-to-day operations of the proposed project that could constitute a substantial source of GHG emissions. Because the proposed project could generate GHG emissions that could significantly impact City or state efforts to reduce GHG emissions, project generated **GHG emissions will be addressed in the EIR.**

MITIGATION MEASURES

AQ-1 Construction Activities. The project applicant shall implement all SMAQMD Basic Construction Emission Control Practices and requirements of SMAQMD Rule 403 during construction activities, including the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.
- 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.

Findings

The project may have a significant environmental effect on Air Quality, but only for GHG emissions. All additional significant environmental effects of the project relating to Air Quality can be mitigated to a **less-than-significant level**. As described above, impacts related to **GHG emissions will be addressed in the EIR.**

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>BIOLOGICAL RESOURCES</u> Would the proposal:			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal			X
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

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

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

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

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);

- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project would result in the construction and operation of a retail pharmacy, a commercial use, likely a grocer, and a paved parking lot on the 6.47-acre site. The proposed commercial uses would not create a health hazard or generate hazardous materials that could affect neighboring properties or surface areas. Disposal of solid waste or other materials from the site would comply with City requirements and be directed to the City's ongoing solid waste program and directed to the appropriate disposal facility. Thus, there would be no hazard to plant or animal communities in the project area.

QUESTIONS B AND C

Evaluation

A record search of known special status species occurrences within two miles of the project was performed using the California Natural Diversity Database (CNDDDB), which is maintained by the California Department of Fish and Game. This database provides known information about species and habitats that are of concern to both state and federal laws. After reviewing nearby occurrences from the CNDDDB, an AECOM biologist performed a field assessment of the project site on October 15, 2012.

Sensitive Habitats

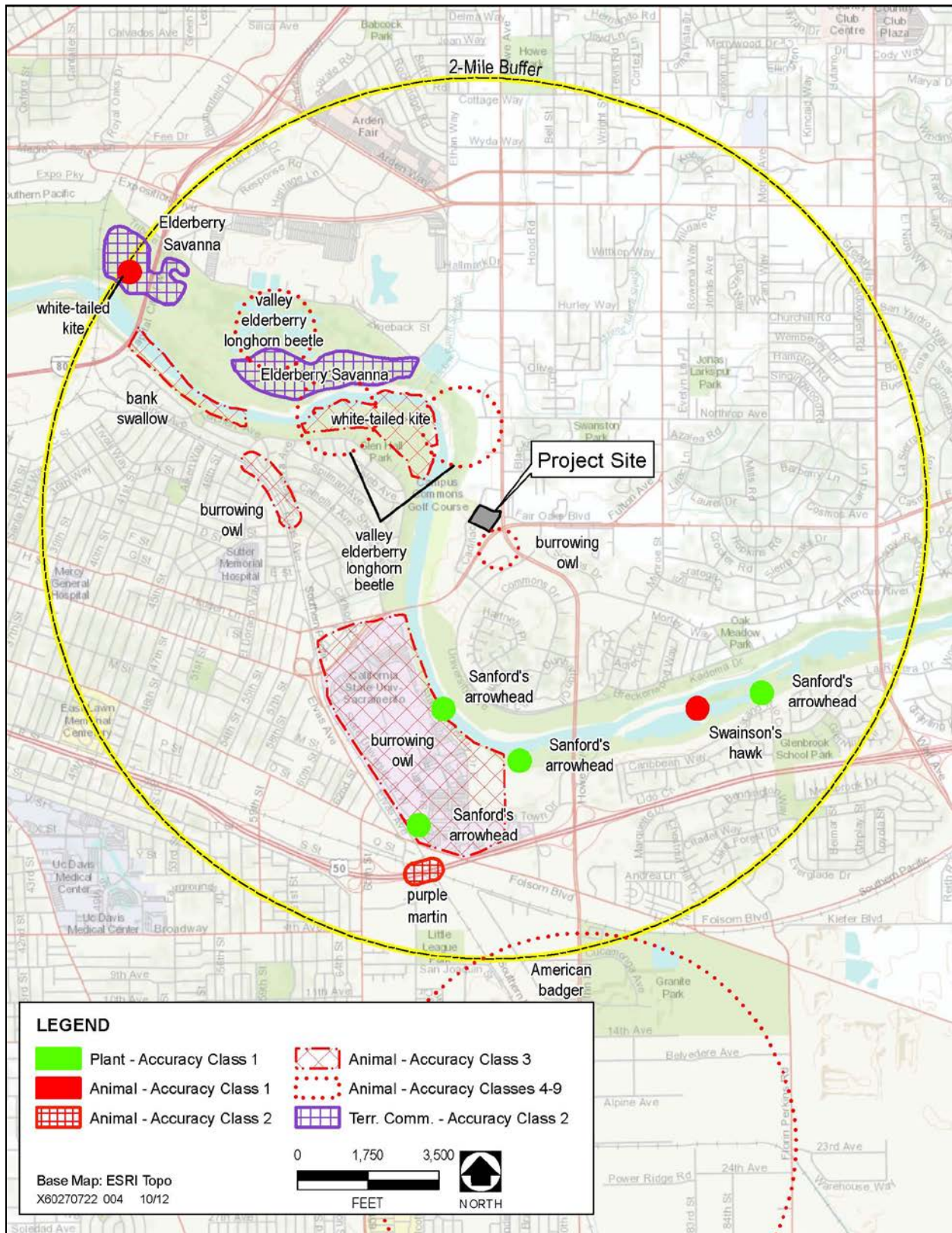
The project site is located on a previously developed infill site in an urban setting approximately 900 feet east of the American River. The American River corridor contains sensitive habitats for listed species, such as elderberry savannah; however, the proposed project site is separated from the river by the Campus Commons Golf Course, the Campus Commons Senior Center, and Cadillac Drive. As the project site was formerly used as a car dealership, it is fully developed and mostly covered with asphalt. During the field assessment, it was noted that the site has been continuously maintained. Ornamental shrubs and trees on the project site were pruned and there was no trash. A large valley oak (*Quercus lobata*) and large plane trees (*Platanus occidentalis*) were carefully examined during the site visit for evidence of raptor nests; no occupied or unoccupied raptor nests were observed in trees on or adjacent to the project site. Urban bird species, such as European starling (*Sturnus vulgaris*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), and house sparrow (*Passer domesticus*), were prevalent in the neighborhood and two domestic cats (*Felis catus*) were observed on the project site.

A rock detention basin is on the City-owned triangle parcel between the project site and the Howe Avenue/Fair Oaks Boulevard intersection. The basin is fed by nuisance water from the surrounding urban environment and does not demonstrate hydric vegetation and is not connected to other surface waterways. The proposed project, including the proposed driveway and pedestrian pathway across the parcel, would not modify the detention basin; therefore, there would not be a need to conduct a wetland delineation or obtain a permit from the United States Army Corps of Engineers. Numerous mature coast redwood (*Sequoia sempervirens*) and plane trees are located on adjacent properties.

The proposed project would remove all existing trees on the project site to prepare the site for construction and to construct the buildings and the parking lot. As shown on Exhibit 3, Site Plan, two trees on the adjacent City-owned parcel would be removed as part of the proposed project because the trees are in poor health (see Attachment 2, Tree Inventory). Existing trees throughout planters in the parking lot would be removed. The biologist determined the trees proposed for removal are not considered sensitive habitat. The proposed project would plant over 100 new trees on the project site including crape myrtle, European hornbeam, Keith Davey Chinese Pistache, Wireless zelkova, Village Green zelkova, and shumard oak (see Exhibit 6, Landscaping Plan).

Special Status Species

The CNDDDB search yielded eight special-status species occurrences within a 2-mile radius of the project site (see Exhibit 7). These species include: Swainson's hawk (*Buteo swainsoni*),



Source: CNDDDB Sept 2012

Exhibit 7

CNDDDB Occurrences within 2 Miles of Project Site

western burrowing owl (*Athene cunicularia*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), white-tailed kite (*Elanus leucurus*), purple martin (*Progne subis*), bank swallow (*Riparia riparia*), Sanford's arrowhead (*Sagittaria sanfordii*), and American badger (*Taxidea taxus*). These species occurrences are mostly located along and within the American River corridor.

The nearest record of a special-status species to the project site is for western burrowing owl. This occurrence was approximately 190 feet south of the project site across Fair Oaks Boulevard. The species is known to have been completely extirpated at this south of Fair Oaks Boulevard site as of 2000, with the last known observation in 1974, and the site is currently maintained as a large manicured lawn in a utility corridor. Current and surrounding land use and the presence of predators, such as domestic cats, prevent western burrowing owls from using the area.

The project site is almost entirely paved, with an existing vacant building and ornamental trees and shrubs onsite. The project site does not provide suitable habitat requirements for most of the special status species identified in the CNDDDB. The proposed project would have nearly the same paved footprint as the project site under existing conditions. The addition of a driveway connecting the project site to Fair Oaks Boulevard would slightly increase the amount of pavement in the area.

The proposed driveway installation connecting the project site to Fair Oaks Boulevard, the removal of some existing onsite ornamental trees, and new ornamental tree plantings are the project activities that could affect the biological condition of the project site. The asphalted parking lots and building footprints would not change. With the exception of the removal of two unhealthy mature trees in the City-owned parcel, the mature trees and the drainage basin on the adjacent City-owned parcel would not be affected. The most likely conflicts with special status species include potential habitat for tree nesting raptors.

As previously mentioned, the site is in an urban environment. Howe Avenue and Fair Oaks Boulevard are major thoroughfares with nearly constant vehicular traffic. The golf course parking lot and entry to the senior center to the west of the project site provide further car and pedestrian disturbance. These activities would likely discourage raptors (including Swainson's hawk and white-tailed kite) from using the trees on the site or on adjacent properties as nesting habitat. There is no raptor foraging habitat in the immediate vicinity of the site.

During the site reconnaissance survey, the project site was examined for the presence of elderberry shrubs, the host plant (*Sambucus nigra* ssp. *Caerulea*) for the valley elderberry longhorn beetle; no elderberry shrubs were observed on the project site although the seeds of this plant are sometimes dispersed by birds to urban areas beside riparian corridors in the Sacramento region. The site and nearby areas are well maintained, which prevents seeds from developing into plants.

Purple martins form mud nests and typically site their nests in open spaces (Purple Martin Conservation Association, 2012). The nearest occurrence for this species is on a bridge on a railroad corridor under Highway 50, nearly two miles away. As the project site has been maintained, no mud nests were noted on the buildings on the project site.

Bank swallows inhabit colonies on sandy banks of rivers and Sanford's arrowhead occurs in natural freshwater marshes (Calflora 2012). There is no potential for either species to occur on site.

The nearest American badger occurrence is nearly two miles away, south of Highway 50. Badgers require open spaces (Stephenson and Calcarone 1999), such as grasslands, which contain populations of burrowing rodents, such as gophers or ground squirrels (Williams 1986). These open space conditions are not consistent with the conditions on the project site.

Based on the field survey results, and database and literature review, the project site does not currently support sensitive biological resources, including wetlands, and the project would have a **less-than-significant** effect on biological resources.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. <u>CULTURAL RESOURCES</u> 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	

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 CEQA Guidelines Section 15064.5, or
- Directly or indirectly destroy a unique paleontological resource.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

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 and HCR 2.1.15), 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 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project site is almost entirely paved, with several existing vacant buildings and ornamental trees and shrubs onsite. The project site was formerly occupied by a Hubacher Cadillac Dealership. The existing vacant buildings on the site comprise approximately 43,000-square-foot and were constructed in 1972; they include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved

parking. All existing structures on the site would be demolished as part of the proposed project. The site would be developed with urban uses, involving installation of utilities, paving, and standard construction of structures.

No cultural resources were identified on the project site during the pedestrian survey. The cultural resources investigation identified no historical, archaeological, or paleontological resources on or adjacent to the project site. The project site is entirely paved. The existing vacant buildings on the site that would be demolished as part of the project were constructed in 1972 and are not of sufficient age (i.e., 45 years old or older) to potentially qualify as an historical resource pursuant to CEQA. No above-ground historically significant buildings or structures would be adversely affected by project implementation.

An abandoned road right-of-way is east of the project site, between the project site and the City-owned triangular parcel to the east. This road right-of-way is an asphalt segment measuring 516 feet in length and 18 feet wide and is aligned in a northeast/southwest direction. The road runs parallel to the proposed project site. The southern portion of the abandoned road segment connects to Fair Oaks Boulevard and the northern portion connects to Howe Avenue. The segment has been paved several times and some of the pavement has worn away. While little information is available about the roadway segment, based on the cultural resources investigation conducted for the proposed project, including a visual inspection of the segment by a qualified archaeologist, the segment appears to lack the physical integrity and known associations necessary for it to qualify as a historical resource pursuant to CEQA. Therefore, alterations to this abandoned roadway segment would not result in a substantial adverse change to a historic resource as defined in CEQA Guidelines section 15064.5.

Fair Oaks Boulevard was previously a State highway, a portion of which was relinquished to the City of Sacramento in 1955. At that time, the California Highway Commission found it was in the public interest to relinquish the State highway from the previous eastern city limit boundary (approximately 1,400 feet west of the present-day Fair Oaks Boulevard/Howe Avenue intersection) to Fulton Avenue for use as a City street.

The project site was evaluated for the presence of significant historical, archaeological, or paleontological resources. A qualified archaeologist from AECOM conducted the investigation, which included a records search of the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS), Native American consultation, and a pedestrian survey of the project site.

The NCIC records search revealed five previously recorded cultural resources within a ¼-mile radius of the project site. These resources were all within the American River Flood Control District levee system on the American River. Development of the proposed project would not occur adjacent to or on the levee and no impact to these identified resources would occur.

AECOM requested a search of the Native American Heritage Commission (NAHC) sacred lands database on October 24, 2012 to determine if any Native American cultural resources are present in or near the vicinity of the proposed project site. The NAHC response letter stated that the sacred lands database failed to indicate the presence of Native American resources in the immediate project area. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area. As requested by the NAHC, letters that included a brief description of the project and a project map were sent to each organization/individual identified on the NAHC list. As of the date of the publication of this document, there have been two responses. Marcos Guerrero, Cultural Resources Manager for

the United Auburn Indian Community of the Auburn Rancheria expressed concern due to the close proximity of the project site to known cultural sites, namely the Kadema and Sekumni villages once occupied by the Nisenan. During a follow-up call, Mr. Guerrero requested a monitor be present during any ground disturbing activity to monitor for any Native American resource discoveries (Guerrero, pers. comm., 2013). Daniel Fonseca, Cultural Director of the Shingle Springs Rancheria of Miwok Indians said no known cultural resources are present on the project site. Mr. Fonseca also requested continued consultation with the Shingle Springs Rancheria through updates as the project progresses.

As discussed in Section 6.5, Geology, of the General Plan Master EIR, the City of Sacramento is not considered sensitive or paleontological resources and the likelihood for finding something paleontologically significant would be very low (page 6.5-25). 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. The City also interprets this policy to address paleontological resources (General Plan Master EIR, page 6.5-25). Adherence to best management practices during construction would ensure that any paleontologically significant discoveries during construction activities would be properly addressed and mitigated.

Previous disturbance on the project site, the absence of previously recorded cultural resources, and the lack of surface indications of cultural resources does not preclude the possibility that significant subsurface cultural or paleontological resources could be discovered during project construction. Implementation of the mitigation measures identified below would ensure that impacts on significant historical, archaeological, or paleontological resources would be **less than significant with mitigation**.

MITIGATION MEASURES

CR-1 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal 24 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

- CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>4. <u>GEOLOGY AND SOILS</u></p> <p>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?</p>		X	

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to geology and soils may be considered significant if the proposed project would result in the following:

- 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5, "Geology, Soils, and Mineral Resources," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to seismic hazards (Impact 6.5-1) geologic hazards associated with unstable soil conditions (Impact 6.5-2), and soil erosion (Impact 6.5-3). Policies included in the 2030 General Plan were identified to reduced impacts associated with geology, soils, and mineral resources to a less-than-significant level.

Policies EC 1.1.1 through EC 1.1.3 ensure that the City keeps up-to-date records of seismic conditions, implements and enforces the most current building standards, and continues to require site-specific geotechnical analyses be prepared for projects within the city and implement report recommendations. In addition, Policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the City.

The project shall comply with the General Plan policies outlined above.

ANSWER TO CHECKLIST QUESTION

Geotechnical reports were prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Both the investigations included a field exploration program of drilling test borings and conducting a variety of laboratory tests to supplement the field data. The geotechnical reports provide site-specific recommendations pertaining to site preparation, engineered fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil liquefaction, seismic-induced settlement, soil cement reactivity, and pavement design as well as geotechnical observation and testing during earthwork.

Based on data contained in the geotechnical reports, the project site is generally underlain by alluvial and undocumented fill materials consisting of interbedded loose to very dense silty and sandy soils. Pavement sections on the project site consisted of approximately 2 inches of asphalt paving over 6 to 8 inches of aggregate base. The undocumented fill was generally located in the northern half of the site and ranged from approximately 1 to 5 feet below the ground surface. In addition, discontinuous layers of moderately plastic silt were also encountered in the northern portion of the site to depths ranging from about 2 to 5 feet below the ground surface. Dense to very dense sandy and silty soils were encountered in the borings at depths of 22 feet below the ground surface.

The geotechnical reports concluded that with implementation of design and construction recommendations included in the geotechnical reports, soils on the project site are capable of supporting the CVS/pharmacy retail store and adjacent commercial building. These design and construction recommendations are included as mitigation measures for the project. (Cornerstone Earth Group 2011:4, SALEM Engineering Group 2012:4.)

Groundwater was not encountered in any borings to a maximum of 24 feet below the ground surface; however, it should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. (Cornerstone Earth Group 2011:5, SALEM Engineering Group 2012:4.)

Liquefaction poses a hazard to engineered structures. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. As such, the site was evaluated for liquefaction potential. Based on the subsurface conditions encountered, the depth to groundwater, and the low seismicity of the region, the site soils have a low potential for liquefaction under seismic conditions (SALEM Engineering Group 2012:6).

There are no known active fault traces in the project vicinity. Accordingly, the project area is not within an Alquist-Priolo Special Studies Zone. The nearest faults to the site are the Foothills Fault System, located near the base of the Sierra Nevada Mountain Range, and the Coast Ranges Sierran Block Boundary Zone, located along the base of the Coast Ranges. No known surface expression of fault traces is known to cross the site; therefore, fault rupture hazard is negligible within the site (Cornerstone Earth Group 2011:7, SALEM Engineering Group 2012:2).

The 2010 California Building Code (CBC) (adopted in 2011) applies to building design and construction in the state and is based on the federal Uniform Building Code. The 2010 CBC has been modified for California conditions with numerous more detailed or more stringent regulations. The 2010 CBC regulates the excavation of foundations and retaining walls; grading activities, including drainage and erosion control; and construction on unstable soils, such as expansive soils and areas subject to liquefaction. The City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) ensures the project would be consistent with the CBC.

All earthmoving activities involved with the proposed project would be required to comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The ordinance requires preparation of an Erosion and Sediment Control Plan designed by a professional landscape architect or civil engineer specializing in erosion control

and requires supervision on the project site during the installation of erosion and sediment control measures, and supervise implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods.

Because the proposed project would implement recommendations identified in the geotechnical reports prepared for the proposed project, incorporate applicable requirements of the 2010 CBC into project designs, and comply with Chapter 15.88 of the City Municipal Code, impacts related to geology, seismicity, and soils from project implementation would be **less than significant with mitigation**.

MITIGATION MEASURES

- GS-1 The project shall implement the design and construction recommendations in the Geotechnical reports prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Prior to issuance of a building permit, the City shall confirm that the construction was completed in compliance with the design and construction recommendations in these two reports.
- GS-2 The project shall comply with the 2010 CBC and the City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) will ensure that the project is consistent with the 2010 CBC.
- GS-3 The project shall comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The project applicant shall prepare an Erosion and Sediment Control Plan. The City shall supervise the project site during the installation of erosion and sediment control measures and during implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods.

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be **mitigated to a less-than-significant level**.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>HAZARDS</u> 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

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hazards may be considered significant if the proposed project would result in the following:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities,
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials, or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.6, "Hazards and Hazardous Materials," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to exposure of people to hazards and hazardous materials during construction (Impact 6.6-1), exposure of people to hazards and hazardous materials during the life of the General Plan (Impact 6.6-2), and exposure of people to hazards associated with interference with emergency response and airport hazards during the life of the General Plan (Impact 6.6-3). Policies included in the 2030 General Plan were identified to reduced impacts related to hazards and hazardous materials to a less-than-significant level.

Policy PHS 3.1.1 requires that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Similarly, Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Implementation of the proposed project would potentially expose construction workers to existing onsite hazardous materials. The project site was formerly occupied by the Hubacher Cadillac dealership. Substantial quantities of hazardous materials, including gasoline, motor oil, cleaning solvents, paint and paint-related products were used and stored on the project site. Hazardous wastes generally included waste oil, cleaning solvents, antifreeze, transmission fluid, batteries, and paint residues and paint/metal grindings.

Cornerstone Earth Group prepared a Phase I Environmental Site Assessment (ESA) for the project site in September 2011. The Phase I ESA evaluated the present and historic uses on the project site and identifies recognized environmental conditions (RECs), which are the presence or likely presence of petroleum products or hazardous substances on the property under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property, or into the ground, groundwater, or surface water of the property. At the time the Phase I ESA was prepared, the project site included 29 in-ground hydraulic lifts, one 1,000-gallon gasoline underground storage tank (UST), one 500-gallon waste oil UST, one 500-gallon oil-water separator, and two aboveground storage tanks containing bulk oil and automatic transmission fluids. The Phase I ESA identified potential RECs associated with the USTs, in-ground hydraulic lifts, and the oil-water separator and potential RECs related to soil vapor beneath the project site from elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-G). (Cornerstone Earth Group 2011.)

One 1,000-gallon gasoline UST and one 500-gallon waste oil UST were removed in accordance with Sacramento County Environmental Management District (SCEMD) permit requirements in July 2011 and the 29 in-ground hydraulic lifts and oil-water separator were removed in accordance with SCEMD permit requirements in September 2011. The SCEMD issued a No Further Action letter for the former USTs on October 11, 2011.

A second Phase I ESA prepared by Shaw Environmental in March 2012 identified RECs related to soil vapor beneath the project site from elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-G) (Shaw Environmental 2012a:1-4). As a result, a Phase II ESA was prepared by Shaw Environmental in July 2012 to evaluate potential impacts associated with elevated concentrations of TPH-G. No TPH-G or volatile organic compounds (VOCs) were detected in any of the soil vapor samples; therefore, the Phase II ESA concluded that the soil vapor analytical results do not indicate a vapor intrusion risk to the project site since all samples were “non-detect” for TPH-G and VOCs. (Shaw Environmental 2012b:5.)

Wallace Kuhl and Associates (WKA) summarized the previously completed environmental-related work at the project site, including investigations associated with the removal of the 1,000-gallon gasoline UST, 500-gallon waste oil UST, the 29 in-ground hydraulic lifts, and oil-water separator. WKA's *Report of Findings of Soil Sampling and Analysis, Former Hubacher Cadillac* (September

14, 2012) documents soil sampling, soil excavation, and offsite disposal of soil stockpiles containing total petroleum hydrocarbons as hydraulic oil (TPHho). The report of findings demonstrates that the extent of hydraulic fluid-bearing soil had been adequately defined and that there are no additional contaminants of concern associated with the former uses of the project site. In addition, the report of findings determined that the remaining TPHho in the soil does not pose a threat to groundwater quality or human health. The SCEMD issued a No Further Action letter for the former hydraulic lifts and oil-water separator on September 20, 2012 after their review of the September 14, 2012 WKA report discussed above. While TPHho remains on the project site, it is 11 feet below grade surface. The project construction activities are anticipated to excavate 4-6 feet below grade surface. Consequently, the remaining TPHho would not be encountered during project construction.

Should previously unidentified hazardous materials contamination be encountered during construction activities, implementation of Mitigation Measure HAZ-1 described below would reduce impacts to a less-than-significant level by ensuring hazardous substances encountered during site preparation and construction activities would be removed and any contaminated areas would be remediated in accordance with federal, state, and local regulations. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION B

A hazardous materials building survey was conducted for the Phase I ESA prepared by the Cornerstone Earth Group. The survey determined that asbestos-containing materials (ACMs) and lead-based paint were present throughout the interior and exterior dealership buildings (Cornerstone Earth Group 2011:21). Subsequently, an asbestos and lead-based paint inspection was conducted by Shaw Environmental on March 14, 2012. A California Division of Occupational Safety and Health (Cal/OSHA) Certified Asbestos Consultant and California Department of Health Services Lead-Based Paint Inspector/Assessor collected samples of suspect ACMs from floor tiles, ceiling tiles and panels, exterior stucco walls, and roof mastic and samples of suspect lead-based paint from door and window casings, concrete floors, exterior stucco walls, and downspouts. Laboratory analysis concluded that these materials contained ACMs that exceed Cal/OSHA guidelines and lead-based paints that exceeded U.S. Consumer Products Safety Commission standards (Shaw Environmental 2012c). Unmitigated demolition or renovation of structures containing ACMs and lead-based paint could create asbestos dust, lead paint chips and lead dust, which pose inhalation hazards for both construction workers and the surrounding public. In addition, collection and disposal of ACMs and lead paint debris by untrained personnel could cause asbestos and lead paint dust emissions to be transported offsite, resulting in the release of hazardous material into the environment. This impact would be significant without mitigation.

Implementation of HAZ-2 described below would reduce impacts associated with exposure to ACMs and lead-based paint to a less-than-significant level by ensuring ACMs and lead-based paint are properly removed from onsite buildings and disposed of in accordance with federal, State, and local regulations. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION C

The proposed project would not require dewatering during the construction. Groundwater was encountered at approximately 24 feet below the ground surface (Cornerstone Earth Group 2011:5, SALEM Engineering Group 2012:4). The proposed project would not include construction

of belowground structures, such as basements, that could result in excavation below 24 feet. Even if groundwater levels varied and groundwater could be encountered at levels closer to the surface than 24 feet, substantial excavation is not anticipated with the construction of this project. Excavation is only needed to remove existing concrete slabs, foundations, and surface pavements, resulting in an excavation depth to 4-6 feet. This impact would be **less than significant**.

MITIGATION MEASURES

HAZ-1 Prepare and Implement a Soil Management Plan. If during site preparation and construction activities evidence of hazardous materials contamination is observed or suspected through either obvious or implied measures (i.e., stained or odorous soil), construction activities shall immediately cease in the area of the find. The project applicant shall contract with a qualified environmental professional registered in the Department of Toxic Substances Control's (DTSC's) Registered Environmental Assessor Program to assess the situation and provide guidance. If necessary, soil samples shall be collected by a qualified environmental professional prior to further work in the area. The samples shall be submitted for laboratory analysis to a State-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional based on the suspected contamination and consideration of historical land uses of the site and any previous analyses completed for soil samples collected in the areas. The environmental professional shall provide recommendations, as applicable, regarding soil management and worker health and safety training.

Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies. Site preparation and construction activities shall not proceed until remediation is completed to the satisfaction of the Sacramento County Environmental Management Department.

HAZ-2 Remove and Dispose of Onsite ACMs and Lead-Based Paint Before Demolition of Onsite Buildings. Prior to demolition activities on the project site, the City shall ensure that ACMs and lead-based paint are properly removed by a Cal/OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor in accordance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement). Friable ACM (crushable by hand) shall be disposed of as an asbestos waste at an approved facility. Non-friable ACMs shall be disposed of as a nonhazardous waste at a landfill that accepts such wastes. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. <u>HYDROLOGY AND WATER QUALITY</u> 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

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.7, "Hydrology and Water Quality," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to potential water quality degradation due to construction activities (Impacts 6.7-1 and 6.7-2) and exposure of people to flood risks (Impacts 6.7-3 and 6.7-4). Policies included in the 2030 General Plan were identified to reduced impacts related to hydrology and water quality to a less-than-significant level.

Policies ER 1.1.3 through ER 1.1.8 requires measures to reduce post-construction increases in runoff rates, maintains agreements for selected on-site stormwater quality facilities through the development permit process, reduces use of chemicals applied for landscape use, provides recycling programs and facilities to prevent unauthorized dumping, and provides watershed education to City staff.

Policy EC 2.1.6 requires new development to evaluate potential peak flow flood hazards and prevent on- or off-site post-project flooding, Policy ER 1.1.5 requires that there be no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event, and Policy U 4.1.5 requires new development proponents to submit drainage

studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or offsite flooding.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project site is currently fully paved except for a few small planting areas where there are shade trees. Under the proposed project, the entire project site would be paved with the exception of landscaped, pervious areas including 100 new trees in planter areas in the parking lot and around the perimeter of the site. After project construction, the project site would experience an increase in pervious areas due to the increased landscaping as compared to existing conditions. The new impervious areas for the new paved driveway from the project site to Fair Oaks Boulevard and the pedestrian path from the project site to Fair Oaks Boulevard would not result in an increase of impervious surface as compared to existing conditions on the site. The new driveway and pedestrian path would be balanced by the increase in pervious surface resulting from new landscaping planter boxes installed on the project site. Stormwater may encounter oil, grease, or fuel that has collected on parking lots and convey these contaminants to the storm drainage system resulting in water quality degradation.

A City-owned detention basin is located on the City-owned triangular-shaped parcel between the project site and the Howe Avenue/Fair Oaks Boulevard intersection. The basin collects stormwater runoff from the Fair Oaks Boulevard/Howe Avenue intersection. A drainage master plan was prepared for the drainage shed area (Basin 95); however, no detention basin was shown or modeled in the drainage master plan on that City parcel. The construction and operation of the proposed driveway from the project site to Fair Oaks Boulevard and the installation of a pedestrian path from the Howe Avenue/Fair Oaks Boulevard intersection to the project site would not impact the operation or hydrology of the detention basin.

Grading and earth-moving activities associated with project construction could generate sediment, erosion, and other nonpoint source pollutants in onsite stormwater, which could drain to offsite areas, degrading local water quality. In addition, non-stormwater discharges could result from the discharge or accidental spilling of hazardous substances such as fuels, oils, concrete, paints, solvents, or cleaners.

The City operates under a Phase I National Pollutant Discharge Elimination System (NPDES) permit for stormwater municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. A key component of the NPDES permit is the implementation of the Stormwater Quality Improvement Plan (SQIP). The SQIP requires new development to implement stormwater quality treatment and/or BMPs in project design for both construction and operation.

In addition, potential impacts would be minimized through compliance with the Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the City Municipal Code) and the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the City Municipal Code). In compliance with these ordinances, the project applicant would be required to prepare a Post-Construction Erosion and Sediment Control Plan and an Erosion and Sediment Control Plan, respectively. Onsite stormwater grates would collect stormwater from the site and

pass the stormwater through water-treatment cartridges before discharging the stormwater to the City's stormwater collection system.

Because the proposed project would implement requirements identified in NPDES permit, SQIP, and Chapters 13.16 and 15.88 of the City Municipal Code, the proposed project would not substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board resulting from increases in sediments and other contaminants generated by construction and/or development of the proposed project. This impact would be **less than significant**.

QUESTION B

The project site is within an area designated by the Federal Emergency Management Agency as Zone X (FEMA 2012). This zone reflects those areas protected from the 100-year flood event by levees or other flood control structures that are subject to possible failure or overtopping during larger flood events. Therefore, the proposed project would not be located within a 100-year flood zone or expose people to or structures to significant flood risks and this impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. <u>LIGHT AND GLARE</u> 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

STANDARDS OF SIGNIFICANCE

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

- Create glare in such a way as to cause public hazard or annoyance for a sustained period of time or
- Create a new source of light that would be cast onto oncoming traffic or residential uses.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.13, "Urban Design and Visual Resources," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the creation of glare in such a way as to cause public hazard or annoyance for a sustained period of time (Impact 6.13-1) and creation of a new source of light that would be cast onto oncoming traffic or residential uses (Impact 6.13-2).

Policy ER 7.1.6 requires that new development avoid creating unsafe and incompatible glare by incorporating design features to reduce or eliminate glare. However, the Master EIR determined that future development could contribute glare in such a way as to cause public hazard or annoyance and Impact 6.13-1 was considered potentially significant. Implementation of Mitigation Measure 6.13-1, set forth below, would reduce impacts associated with the creation of glare to a less-than-significant level.

Policies included in the 2030 General Plan were identified to reduce impacts associated with the creation of a new source of light to a less-than-significant level. Policy ER 7.1.5 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized and Policy LU 6.1.14 (Compatibility with Adjoining Uses) includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

Master EIR Mitigation Measure 6.13-1: The City shall amend the Zoning Code to prohibit new development from:

- 1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;
- 2) using mirrored glass;
- 3) using black glass that exceeds 25 percent of any surface of a building; and,
- 4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

The City's zoning code has not yet been amended to include these restrictions identified in the above mitigation measure. However, City staff reviews building designs of projects to ensure designs are consistent with City standards. Also, the project will incorporate this Master EIR Mitigation Measure 6.13-1 as a project mitigation measure. See Mitigation Measure LG-1 set forth below.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would construct a new CVS/pharmacy retail store and a second commercial use building on the same parcel. Development of the project site would introduce new reflective surfaces (e.g., window glazing and possibly other building materials) and night lighting into an urban area that currently contains various sources of light or glare, such as street and parking lot lights, vehicles on adjacent streets, building signage and interior lighting, and building windows. New sources of lighting would be consistent with the existing types of lighting present in the adjacent buildings and in the area. In addition, the project site was formerly occupied by a commercial use that included lighting similar to what is proposed as part of the proposed project (see Exhibit 8, Project Site Photos – Existing Conditions).

Subject to City review and approval, illuminated signage is proposed to be placed on two street-fronting sides of the CVS/pharmacy building and likely on the second commercial building. Onsite security lighting would be provided in the parking lot and on the exterior of the buildings. Parking lot and walkway lighting would consist of 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination. Therefore, only minimal amounts of light would be cast onto Fair Oaks Boulevard, Howe Avenue, Cadillac Drive, and other adjacent roadways. There are multi-family residential uses to the south, a senior care facility to the west, and a hotel to the north of the project site. However, these sites are also served by their own parking lot and security lighting, and are separated from the project site by Cadillac Drive, a fence, or trees/shrubbery. These adjacent uses would not be adversely affected by lighting on the project site and impacts from lighting would be **less than significant**.

The CVS/pharmacy building is anticipated to be constructed with stucco and brick, but would also have glass windows. Although it is anticipated the second commercial building would be designed to be generally consistent with the CVS/pharmacy building and the adjacent neighborhood, the exact elevations of the building have not been determined. Architectural features could include windows, glass, or metal. Since the elevations of the second commercial building are unknown,



Proposed project site and abandoned road right-of-way, looking southwest.



Hubacher Auto Center building and parking lot.

the building's architectural features could create glare. Therefore, the impact from glare could be significant if not mitigated as provided in LG-1 below.

Implementation of Mitigation Measure LG-1 would ensure that the proposed buildings would not use reflective glass, mirrored glass, black glass or metal in such a way as to create glare on adjacent properties. With implementation of Mitigation Measure LG-1, the impact would be **less than significant**.

MITIGATION MEASURES

LG-1 The project applicant shall ensure that buildings do not use reflective glass that exceeds 50 percent of any building surface and on the ground three floors, use mirrored glass, use black glass that exceeds 25 percent of any surface of a building, or use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

FINDINGS

All additional significant environmental effects of the project relating to Light and Glare can be **mitigated to a less-than-significant level**.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. <u>NOISE</u> 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

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:

- exceedance of the City's standards for incremental noise impacts, as provided in General Plan Table EC 2;
- 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-peak-particle velocities greater than 0.5 inches per second due to project construction;
- adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. Traffic increases associated with implementation of the General Plan were modeled, including roadways affected by project traffic, with maps depicting both existing and future forecast noise levels. Stationary source noise impacts were also addressed in the Master EIR, along with vibration-related effects on both people and structures.

The General Plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) attributable to implementation of the City's General Plan were found to be significant and unavoidable.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS**QUESTIONS A-C**Construction Noise

Construction of the CVS/pharmacy building, second commercial building and site improvements are expected to occur in four phases. Phase 1, demolition and abatement of the site, is expected to last two weeks. Phase 2, mass grading of the project site and installation of underground utilities, is expected begin after completion of Phase 1 and last approximately 26 weeks. Phase 3, building of onsite project elements, including full site improvements, construction of a new vehicular site access point from Fair Oaks Boulevard, construction of the CVS/pharmacy building and pad preparation of the second commercial building would occur concurrently with Phase 2 and would have the same duration as Phase 2. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the second commercial

building is anticipated to occur at a time after completion of construction Phases 1-3. Since full site improvements and the building pad for the second commercial building would be completed during Phase 3, Phase 4 would only involve construction of the second commercial building. Phase 4 is expected to last 32 weeks.

Construction activities associated with the proposed project would generate noise due to grading and construction activities. Construction associated with the proposed project would temporarily increase noise in the vicinity of the construction activities. Noise increases would result both from on-site construction activities, especially during site preparation, grading, and other earthmoving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site. Noise would be generated by equipment such as scrapers, backhoes, skip loaders, water trucks, and other miscellaneous equipment. The exact type and number of construction equipment will be based on the contractor's judgment and what equipment is reasonably necessary to complete the project, using industry standard means and methods. The project would not include construction activities that could generate significant ground vibration, such as pile driving.

Construction noise is a temporary impact. The City of Sacramento Noise Ordinance (City Code Title 8, Chapter 8.68 et seq.) exempts construction-related noise if the construction takes place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday.

A detailed inventory of construction equipment that would be used for the proposed project is not available; therefore, this analysis estimates project-related construction noise assuming that typical construction equipment would be used during construction activities. Table N-1 presents a list of noise generation levels for typical equipment types (FTA 2006). A conservative but reasonable assumption is that some of the pieces of equipment (scrapers, backhoes, skip loaders, water trucks) would operate simultaneously and continuously over at least a 1-hour period. If all of these pieces of equipment were to operate simultaneously, the combined-source noise level would be 86 dBA at a distance of 50 feet. The residences and the senior center to the south and west of the project site and the hotel north of the project site are all more than 50 feet away from project site boundary.

Construction activities for the proposed project, including hours of construction, would comply with the requirements set forth in the City of Sacramento Noise Ordinance. Because project construction would comply with the City's Noise Ordinance, the impact from construction noise would be **less than significant**.

Traffic Noise

Operational traffic noise impacts associated with increased traffic from the project were evaluated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic data provided by the project traffic engineer. To further characterize existing noise levels in the project area, noise from vehicle traffic traveling on roadways in the vicinity of the project area was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model is based upon the Calvenno reference noise factors for automobiles, trucks (vehicles with two axles and six tires), and heavy trucks (vehicles with three or more axles); with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. Using the conservative industry accepted assumption, vehicle mix was assumed for this analysis as 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks.

Table N-1 Noise Emission Levels from Construction Equipment	
Equipment Type	Typical Noise Level (dB) at 50 feet
Air Compressor	78
Asphalt Paver	77
Backhoe	78
Compactor	83
Concrete Breaker	82
Concrete Pump	81
Concrete Saw	90
Crane, Mobile	81
Dozer	82
Front-End Loader	79
Generator	81
Grader	85
Hoe Ram Extension	90
Jack Hammer	89
Pneumatic Tools	85
Pile Driver	101
Rock Drill	81
Scraper	84
Trucks	74–81
Water Pump	81
Notes: dB = A-weighted decibels. All equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture specified noise levels for each piece of heavy construction equipment. Source: FTA 2006	

Average daily traffic (ADT) volumes were calculated by assuming the p.m. peak hour traffic as 10 percent of ADT, based on industry standards/practice. Peak hour volumes were provided by Fehr & Peers (2012) (see Attachment 4, Traffic Data) for existing conditions, existing plus project conditions, cumulative no project conditions, and cumulative plus project conditions. To determine the relative differences between project and no-project conditions, the predicted traffic noise levels at nearest sensitive receptors from each roadway centerline were evaluated, as shown in Tables N-2 and N-3.

Traffic noise levels were predicted for existing conditions, existing plus project conditions, cumulative no project conditions, and cumulative plus project conditions. Table N-2 summarizes modeled peak hour ($L_{eq(h)}$) traffic noise levels under all predicted conditions, and Table N-3 summarizes modeled day-night (L_{dn}) average traffic noise levels under all predicted conditions.

The results in Table N-2 and Table N-3 indicate that project-related increases in traffic noise, relative to existing conditions, would be 2 dB or less for all roadway segments evaluated under all conditions.

For the peak-hour analysis, the highest forecast increase is 1.7 dB L_{eq} . According to General Plan Table EC 2, a 3-dB increase would be required to exceed the City's standards for "institutional land uses with primarily daytime and evening uses" located along roadways affected by project traffic. Although there is no City standard specifically for commercial uses, the commercial uses proposed for the site fit better with the "institutional uses" description than the "residences and buildings where people normally sleep" description as defined in Table EC-2. Because predicted traffic noise increases would be less than 3 dB, this impact is **less than significant** for the proposed project.

For the day-night averaged noise analysis, the greatest increase is forecast for Cadillac Drive between Howe Avenue and Fair Oaks Boulevard, where the senior care facility is located. Here also, the difference between the existing and existing plus project condition is less than 2 dB. Because the existing noise level at the senior care facility is between 60 and 65 dB L_{dn} , the maximum incremental increase that would be consistent with the General Plan exterior noise standards is 2 dB (see General Plan Environmental Constraints Element, Table EC 2). Because predicted traffic noise increases would be less than 2 dB, this impact is **less than significant** for the proposed project.

Stationary Source Noise

Mechanical Building Equipment: Mechanical building equipment (e.g., heating, ventilation and air conditioning systems) in use at the proposed buildings could result in noise levels of approximately 90 dB at 3 feet from the source (USEPA 1971). Typically, these mechanical equipment systems are shielded from direct public exposure, with a substantial reduction in noise transmitted to the surrounding environment. Such units are usually housed on rooftops, in equipment rooms or in exterior enclosures, but if not shielded, their operation could result in noise levels of 65 dB at 50 feet (USEPA 1971). Any existing multi-family residential dwelling located within 50 feet of such an un-shielded mechanical system could experience noise levels that exceed the City's interior noise standards. Any such occurrence would be a significant impact if not mitigated. However, residential and senior center uses to the south and west of the site are more than 50 feet from the project site. Some mechanical equipment for the project, including the HVAC equipment, would be installed on top of the buildings behind parapet walls and shielded from view at ground level. Other mechanical equipment would be installed adjacent to the buildings, but be shielded by a wall or other opaque screening. Therefore, noise from mechanical building equipment would not be a substantial noise contributor and would be a **less-than-significant impact**.

Landscape Maintenance: Landscape equipment such as leaf blowers, lawn mowers, edgers and trimmers associated with maintenance of the proposed project site would increase ambient noise levels at the residences to the south and west of the project site. Such equipment could result in noise levels that range from approximately 80 to 90 dBA at 3 feet (USEPA 1971). Based on the maximum noise level of 90 dBA at 3 feet and assuming a noise attenuation of 6 dBA per doubling of distance from the source, landscape maintenance equipment could result in exterior noise levels of approximately 65 dBA at 50 feet. Maintenance activities would be intermittent and of limited duration (e.g., less than 1 to 2 hours per day during the daytime) and would occur during daytime hours, consistent with the City's Noise Ordinance. In addition, landscape maintenance activities occurred on the project site when the site was operating as the Hubacher car dealership.

Table N-2
Comparison of Noise Modeling Results – 24-hour Average

Segment	Roadway	Segment		Noise Levels, dB Peak Hour L _{eq} at Centerlines				Number of Lanes	Distance to Roadway Centerline (Feet) ¹	Posted Speed	Adjacent Land Uses Types	Increase		
		From	To	Existing Condition	Existing Plus Project Condition	Cumulative No Project Condition	Cumulative Plus Project Condition					Existing Plus Project Condition	Cumulative Plus Project Condition	Significant?
1	Howe Ave	Enterprise Dr	Northrop Ave	68.0	68.2	68.4	68.5	6	80	35	Hotel	0.2	0.5	No
2	Howe Ave	Northrop Ave	Sierra Blvd	69.7	70.1	70.0	70.1	6	100	35	Residential	0.4	0.4	No
3	Howe Ave	Sierra Blvd	Feature Dr	70.8	71.5	71.1	70.0	6	85	35	Residential	0.7	-0.8	No
4	Howe Ave	Feature Dr	Cadillac Dr	62.7	63.3	63.0	61.8	6	290	35	Hotel	0.6	-0.9	No
5	Howe Ave	Cadillac Dr	Fair Oaks Blvd	61.2	61.7	61.5	61.6	6	450	40	Residential	0.5	0.4	No
6	Howe Ave	Fair Oaks Blvd	University Ave	62.3	63.1	62.6	62.7	6	300	40	Residential	0.7	0.4	No
7	Howe Ave	University Ave	American River Dr	68.4	69.1	68.5	68.7	6	130	40	Residential	0.7	0.3	No
8	Howe Ave	American River Dr	Swarthmore Dr	63.8	64.8	64.7	64.8	6	130	35	Residential	1.1	1.1	No
9	Fair Oaks Blvd	Bret Harte Rd	Munroe St	62.1	62.8	62.4	62.4	4	140	35	Residential	0.7	0.3	No
10	Fair Oaks Blvd	Munroe St	Howe Ave	67.6	68.3	67.9	68.0	6	100	35	Hotel	0.7	0.4	No
11	Fair Oaks Blvd	Howe Ave	Cadillac Dr	67.5	68.1	67.9	68.0	4	150	40	Residential	0.6	0.5	No
12	Fair Oaks Blvd	Cadillac Dr	Camella Ave	65.7	66.3	66.0	66.2	4	130	40	Residential	0.6	0.5	No
13	Cadillac Dr	Howe Ave	Fair Oaks Blvd	63.3	65.0	63.7	64.1	2	100	25	Hotel and Senior Center	1.7	0.7	No

Note: Where barriers are located between the roadway and adjacent residences, the predicted sound level would be approximately 3 to 5 dB less, and the distance to the contour would be approximately half the distance indicated.

¹ Distance from the nearest sensitive receptor to the roadway center line.

Source: AECOM 2012

Table N-3
Comparison of Noise Modeling Results – Day-Night (L_{dn}) Average

Segment	Roadway	Segment		Noise Levels, dB L _{dn} at Centerlines				Number of Lanes	Distance to Roadway Centerline (Feet) ¹	Posted Speed	Adjacent Land Uses Types	Increase		
		From	To	Existing Condition	Existing Plus Project Condition	Cumulative No Project Condition	Cumulative Plus Project Condition					Existing Plus Project Condition	Cumulative Plus Project Condition	Significant?
1	Howe Ave	Enterprise Dr	Northrop Ave	67.0	67.2	67.4	67.5	6	80	35	Hotel	0.2	0.5	No
2	Howe Ave	Northrop Ave	Sierra Blvd	68.7	69.1	69.0	69.1	6	100	35	Residential	0.4	0.4	No
3	Howe Ave	Sierra Blvd	Feature Dr	69.8	70.5	70.1	69.0	6	85	35	Residential	0.7	-0.8	No
4	Howe Ave	Feature Dr	Cadillac Dr	61.7	62.3	62.0	60.7	6	290	35	Hotel	0.6	-0.9	No
5	Howe Ave	Cadillac Dr	Fair Oaks Blvd	60.2	60.7	60.5	60.6	6	450	40	Residential	0.5	0.4	No
6	Howe Ave	Fair Oaks Blvd	University Ave	61.3	62.0	61.6	61.7	6	300	40	Residential	0.7	0.4	No
7	Howe Ave	University Ave	American River Dr	67.4	68.1	67.5	67.7	6	130	40	Residential	0.7	0.3	No
8	Howe Ave	American River Dr	Swarthmore Dr	62.8	63.8	63.7	63.8	6	130	35	Residential	1.1	1.1	No
9	Fair Oaks Blvd	Bret Harte Rd	Munroe St	61.1	61.7	61.3	61.4	4	140	35	Residential	0.7	0.3	No
10	Fair Oaks Blvd	Munroe St	Howe Ave	66.6	67.3	66.9	67.0	6	100	35	Hotel	0.7	0.4	No
11	Fair Oaks Blvd	Howe Ave	Cadillac Dr	66.5	67.1	66.8	67.0	4	150	40	Residential	0.6	0.5	No
12	Fair Oaks Blvd	Cadillac Dr	Camella Ave	64.7	65.3	65.0	65.1	4	130	40	Residential	0.6	0.5	No
13	Cadillac Dr	Howe Ave	Fair Oaks Blvd	62.3	64.0	62.7	63.1	2	100	25	Hotel and Senior Center	1.7	0.7	No

Note: Where barriers are located between the roadway and adjacent residences, the predicted sound level would be approximately 3 to 5 dB less, and the distance to the contour would be approximately half the distance indicated.

¹ Distance from the nearest sensitive receptor to the roadway center line.

Source: AECOM 2012

Routine landscaping activities are common in the area and would not represent a major noise disturbance. Thus, noise from landscape activities would be **less than significant**.

Deliveries and Drive-Through Facility: The project's proposed uses would generate some truck deliveries. Circulation of delivery trucks would generate noise, but the noise would be reduced by the effect of distance to the neighboring residences. Deliveries to the CVS/pharmacy building would occur on the northeast area of the site, not adjacent to residential or other sensitive uses. Residences in the project vicinity are subject to current ambient noise levels generated by traffic along Fair Oaks Boulevard and Howe Avenue. The other land use on the project site, which is a commercial use likely to be a grocer, would likely require truck deliveries, as well.

To determine typical loading area noise levels associated with the proposed project, the assumptions and reference noise levels that were presented in an environmental impact report (EIR) for a recent large retail and grocer with a substantial amount of daily delivery activity was used (Ceres 2010:4.10-16). The study shows that truck unloading activity within 250 feet of a sensitive receptor, with no intervening structures, would be 49 dBA L_{eq} for daytime, and 44 dBA L_{eq} for night time (43 dB L_{dn} and 48 dB L_{dn} , respectively). The loading area for the proposed project's potential grocer would be on the northwest portion of the site, approximately 300 feet from the senior care facility to the west of the proposed project site and the hotel located to the north (and approximately 450 feet from residential uses south of the project site, as measured at the closest point). Adding the daytime and night time noise levels of truck unloading activities to existing noise level at senior care facility would increase the existing noise level by 0.2 dB. The delivery and loading activity would not approach an exceedance of the City's interior noise standards presented in General Plan Policy EC 3.1.3 for sensitive uses since typical residential construction materials would provide attenuation of approximately 20 dB. This policy establishes an interior noise standard of 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep.

Noise would also be generated by the speakers used for communication with customers using the drive-through facility at the CVS/pharmacy. Noise level data collected at various drive-through locations in the Sacramento area was used to quantify noise levels from drive-thru vehicle trips and speaker usage (City of Sacramento 2003). That data concluded that the maximum noise levels from drive-thru speakers and vehicles parked at the speaker location were 65 dB at 25 feet and 70 dB at 5 feet (City of Sacramento 2003). Median levels were measured to be approximately 10 dB lower than maximum noise levels. The drive-through proposed at the CVS pharmacy would adjoin the building, and outdoor speakers would be enclosed within structural features of the building. Based on the estimated noise level of the speakers and attenuation of noise over the intervening distance, the noise level generated at the property line would be less than 55 dB – less than any of the exterior noise standards in the General Plan for any land uses in Table EC 1. Therefore, operational noise impacts from deliveries and the drive-through facility would be **less than significant**.

QUESTIONS D-F

Evaluation of construction vibration impacts associated with the proposed project is based on the methodology developed by the Federal Transit Administration (FTA) (Federal Transit Administration 2006).

Construction and demolition activities on the project site may result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Groundborne vibration levels caused by various types of construction

equipment are summarized in Table N-4. The representative vibration levels identified for various construction equipment types show that sensitive receptors located close to construction activities could be exposed to groundborne vibration levels exceeding the thresholds of significance for exposing existing residential areas to peak particle velocities.

Table N-4 Representative Vibration Source Levels for Construction Equipment			
Equipment		PPV at 25 feet (in/sec)¹	Approximate Lv (VdB) at 25 feet²
Pile Driver (impact)	Upper Range	1.518	112
	Typical	0.644	104
Pile Driver (sonic)	Upper Range	0.734	105
	Typical	0.170	93
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Jackhammer		0.035	79
Small Bulldozer		0.003	58
Notes: ¹ Where PPV is the peak particle velocity ² Where Lv is the RMS velocity expressed in vibration decibels (VdB) re 1 micro-inch/second, assuming a crest factor of 4. Source: Federal Transit Administration 2006.			

The project site is level, and no buildings have been proposed that would require unusual construction techniques such as pile-driving or using any equipment listed in Table N-4, that would cause substantial vibration. No operations have been proposed that could generate substantial levels of vibration.

The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB are often noticeable but acceptable. Beyond 80 VdB, vibration levels are often considered unacceptable by building occupants (Federal Transit Administration, 2006:7-5). The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways and access streets. In addition, there would be vibration from truck deliveries at the proposed potential grocer on the northwest portion of the project site. Typical ground-borne vibration for truck is less than 65 VdB at 50 feet (Federal Transit Administration, 2006:7-5). Therefore, truck-related vibration levels would not be perceptible by sensitive receptors near the proposed project site, as the distance from the nearest sensitive receptor to the project site, would be 300 feet. Although vehicular traffic generates ground vibration, the pneumatic tires and suspension systems attenuate the vibration forces to the point that the resulting ground vibration is almost always below the threshold of human perception. When vibration from vehicular traffic is perceptible, the cause usually can be traced to irregularities in the roadway surface such as potholes or misaligned expansion joints. Thus, construction- and operational-related vibration would result in a **less-than-significant impact**.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>9. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?</p>			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to public services may be considered significant if the proposed project would result in the following:

- Need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.10, "Public Services," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the need for new or expansion of existing facilities related to the provision of police services (Impact 6.10-1) and fire protection services (Impact 6.10-2), increased demand for school services and facilities (Impacts 6.10-3 to 6.10-6), and increase demand for library services and facilities (Impacts 6.10-7 and 6.10-8). Policies included in the 2030 General Plan were identified to reduced impacts associated with public services to a less-than-significant level.

Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing needs, facility needs, deployment strategies, and service goals. Policy PHS 1.1.4 calls for development of police services and facilities as the City grows. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum staffing levels and response times in order to provide quality police services to the community. Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design (CPTED) strategies. Policy PHS 1.1.8 requires development projects to contribute fees for police protection services and facilities.

Policy PHS 2.1.1 calls for the City to prepare a Fire Master Plan to address staffing needs, facility needs, and service goals. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain appropriate emergency response times and staffing levels to ensure optimum fire protection in the community. Policy PHS 2.2.4 would ensure that adequate water supplies, pressure, and infrastructure are available in infill and newly developing areas. Lastly, Policy PHS 2.1.11 requires development projects to contribute fees for fire protection services and facilities.

Policies ERC 1.1.2 through ERC 1.1.5 ensure that adequate school facilities are provided to serve the total anticipated student enrollment in the City. Policy ERC 3.1.1 requires that adequate library services and facilities are maintained for all residents.

The project shall comply with the General Plan policies outlined above.

ANSWER TO CHECKLIST QUESTION

Impacts on public services from future development anticipated under the 2030 General Plan, including development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.10-11 to 6.10-12, 6.10-23 to 6.10-24, and 6.10-41 to 6.10-45). The Master EIR determined that implementation of general plan policies would ensure adequate public services are provided to serve increased demands within the City. Therefore, the proposed project would not result in impacts on public services not evaluated in the Master EIR or result in the need for public services and facilities beyond what was anticipated in the 2030 General Plan. Potential effects on specific public services are discussed further below.

The City of Sacramento Police Department would provide police protection services to the proposed project. The project site is approximately 4.8 miles south of the North Area Substation. The project site is currently served by the City of Sacramento Police Department and was served by the Police Department when the project site was being used as the Hubacher Cadillac Dealership. The proposed project would not generate an increase in demand for police protection services beyond the demand that currently exists. Construction of a new station or expansion of an existing facility would not be required to continue provision of police protection services by the Sacramento Police Department. The proposed project would implement CPTED principles, such as maximizing visibility of parking areas and building entrances and prohibiting entry or access using window locks, dead bolts, and interior door hinges, in the design of commercial buildings. Furthermore, the project applicant would be required to pay fair share fees for the necessary police services as a result of project implementation.

The Sacramento Fire Department would provide fire protection services to the proposed project. The project site is 1.5 miles south of Fire Station 17. The project site is currently served by the City of Sacramento Fire Department and was served by the Fire Department when the project site was being used as the Hubacher Cadillac Dealership. The proposed project would not generate an increase in demand for fire protection services beyond what currently exists. Construction of a new fire station or expansion of an existing station would not be required to continue provision of fire protection services by the Sacramento Fire Department. The proposed project would incorporate California Fire Code standards, including requirements related to fire flow, fire department access, and automatic sprinkler systems, and other applicable requirements of the CBC into building designs. Furthermore, the project applicant would be required to pay fair share fees for the necessary fire services as a result of project implementation.

Because the proposed project would not result in the need for new police protection and fire protection facilities beyond what was anticipated in the 2030 General Plan, this impact would be **less than significant**.

The proposed project does not involve construction of residential land uses that would generate new residents. Therefore, the proposed project would not result in the need for new school services or necessitate the construction of new school facilities or other public facilities or

services such as libraries. The proposed project would not create any new public roadways or create the need for additional roadway maintenance. **No impact.**

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreation may be considered significant if the proposed project would result in 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 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.9, "Parks and Open Space," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the increased use of existing recreational facilities (Impact 6.9-1) and need for construction or expansion of existing parks and recreational facilities beyond what was anticipated in the 2030 General Plan (Impact 6.9-2). Policies included in the 2030 General Plan were identified to reduced impacts associated with parks and recreational facilities to a less-than-significant level.

Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento, Policy ERC 2.2.2 ensures that the development of parks and recreation facilities keeps pace with development and growth within the City, and Policy ERC 2.2.3 identifies service level goals. Policy ERC 2.4.1 also requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways in accordance with the City of Sacramento Parks and Recreation Master Plan adopted policies. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

In addition, the Master EIR identifies applicable regulations that will further ensure impacts on parks and recreational facilities are reduced to a less-than-significant level. Chapter 18.44, "Park

Development Impact Fee,” of the City’s municipal code imposes a park development fee on residential and nonresidential development within the City. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of park facilities and address the impacts on existing parks caused by new residents or employees generated from development in the City.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Impacts on recreation from future development anticipated under the 2030 General Plan, including development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.9-19 to 6.9-20). The Master EIR determined that implementation of general plan policies would ensure adequate parks and recreational facilities are provided to serve increased demands within the City. Therefore, the proposed project would not result in impacts on parks and recreational facilities not evaluated in the Master EIR or result in the need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan. Potential effects on specific parks or recreation facilities are discussed further below.

The proposed project would construct a new CVS/pharmacy retail store and a second commercial use building on the same site and does not involve construction of residential land uses that would generate new residents in Sacramento or in other ways increase demands for parks or recreation facilities. The proposed project would be subject to park development impact fees pursuant to Chapter 18.44 of the City’s municipal code. The City would determine the park development impact fee at the time of development and payment of the fees is required at the time of application for building permits. Park development impact fees are used by the City to finance construction of new neighborhood and community parks and address the impacts on existing parks caused by development in the City. Based on the lack of increased demand and the payment of park development impact fees there is no evidence that this project would adversely affect the capacity or physical conditions of local parks and recreation facilities. Further, no aspect of this project would cause or accelerate the physical deterioration of area parks and recreation facilities, and would not create the need for construction or expansion of parks or recreation facilities. This impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. <u>TRANSPORTATION AND CIRCULATION</u>			
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 (5) 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 transit?	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		

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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. 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 2030 General Plan on the public transportation system. Provisions of the 2030 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), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The existing level of service (LOS) on Howe Avenue between Fair Oaks Boulevard and Cadillac Drive is LOS D (City of Sacramento 2009:6.12-76). The proposed project would generate 5,459 daily trips, 186 during the AM peak hour and 475 during the PM peak hour (see Attachment 4, Traffic Data). The increase in trips could result in intersection or segment LOS degrading from D to E or F. In addition, the proposed vehicular driveway from the project site to Fair Oaks Boulevard would place an ingress/egress point approximately 250 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. This intersection has a dedicated right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard. Traffic from this right turn merges with traffic from westbound Fair Oaks Boulevard. Traffic attempting to enter the project site from the proposed driveway to Fair Oaks Boulevard would slow along Fair Oaks Boulevard, possibly creating a hazard with traffic accelerating from the southbound Howe Avenue to westbound Fair Oaks Boulevard turning movement. Project traffic exiting from the proposed driveway could cause slowing along Fair Oaks Boulevard and could cause a safety hazard. In addition, ingress and egress to and from the project site at the proposed driveway to Fair Oaks Boulevard could cause slowing of traffic and traffic congestion at the Fair Oaks Boulevard/Howe Avenue intersection. Increased traffic and slowing and merging of traffic at the proposed driveway could cause degradation of the intersection's LOS. Such an impact could be significant. Because the proposed project could generate traffic and alter traffic patterns that could significantly impact the LOS at the intersection of Fair Oaks Boulevard and Howe Avenue, **this issue will be addressed in the EIR.**

QUESTION C

The project site is approximately 1.5 miles north of Highway 50. Traffic generated by the proposed project could affect local roadway volumes, intersection queuing, and traffic patterns. The

increase in daily vehicle trips and peak hour trips could affect highway onramp and offramp queuing and level of service on the mainline. Because the proposed project could generate significant impacts related to highway onramp and offramp queuing and level of service on Highway 50, **this issue will be addressed in the EIR.**

QUESTION D

The Sacramento Regional Transit District (RT) provides public transit service within the project area. The following summarizes RT bus routes adjacent to the proposed project site:

- Route 82 provides daily bus service connecting the University/65th Street Station light rail station and bus stop to the American River College Transit Center, and provides access to the project site via Fair Oaks Boulevard and Howe Avenue.
- Route 87 provides daily bus service connecting University/65th Street Station light rail station and bus stop to the Marconi/Arcade light rail station and bus stop, and provides access to the project site via Fair Oaks Boulevard and Howe Avenue.

The proposed project could generate additional ridership for public transit along the existing routes operated by RT. The additional ridership could be substantial in relation to existing ridership, and **this issue will be addressed in the EIR.**

QUESTIONS E AND F

There are existing sidewalks adjacent to the project site along Cadillac Drive. There is also a sidewalk along Howe Avenue from Cadillac Drive to the intersection of Howe Avenue and Fair Oaks Boulevard. Pedestrian access to the project site would be available via three driveways along Cadillac Drive. In addition, the proposed project would provide a new paved pedestrian walkway directly from the project site to the existing sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. This additional pedestrian access point would enable increased pedestrian access to the project site. The proposed project would not remove existing sidewalks or otherwise impede pedestrian travel or access to the project site. The proposed project would include walkways around both proposed buildings allowing pedestrians to safely access the retail pharmacy and retail grocer.

There are no dedicated bike lanes adjacent to the project site, although bicycles could access the project site via the existing roadway network. Bicycles could access the project site directly via the three driveways along Cadillac Drive.

The proposed project could change pedestrian and bicycle access to the project site and in the immediate vicinity. Therefore, **this issue will be addressed in the EIR**

MITIGATION MEASURES

None.

FINDINGS

The project may have a significant environmental effect on Transportation and Circulation. As described above, impacts related to traffic circulation at the intersection of Fair Oaks Boulevard and Howe Avenue, as well as on Highway 50, including on- and off-ramps. Transit, pedestrian, and bicycle facilities could also be affected by the proposed project. Therefore, all of the traffic issues **will be addressed in the EIR.**

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? 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?			<div style="text-align: center;">X</div> <div style="text-align: center;">X</div>

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to utilities and service systems may be considered significant if the proposed project would result in the following:

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.11, "Public Utilities," of the Master EIR evaluates the effects of development that could occur under the 2030 General Plan on public utilities, including increased demand for potable water supplies (Impact 6.11-1), water supply diversion and water treatment facilities (Impact 6.11-2), sewer and storm drainage infrastructure (Impact 6.11-3), wastewater treatment facilities (Impacts 6.11-4 and 6.11-5), solid waste disposal (Impacts 6.11-7 and 6.11-8), and electrical and natural gas infrastructure (Impacts 6.11-9 and 6.11-10). Policies included in the 2030 General Plan were identified to reduced impacts associated with increased demand for potable water supplies, sewer and storm drainage infrastructure, solid waste disposal, and electricity and natural gas infrastructure to a less-than-significant level. However, no mitigation is available to reduce impacts related to expansion water supply diversion, water treatment facilities, and wastewater treatment plant facilities to a less-than-significant level and these impacts would be significant and unavoidable.

Policies U 1.1.1, 1.1.2, and U 1.1.5 ensure that the City provides and maintains adequate water services, establishes and maintains level of service standards for these services, and ensure new facilities are phased in conjunction with development. Policy U 1.1.6 requires that new development provides adequate facilities or pays its fair share of the cost for facilities to provide services without affecting current service levels. Policy U 2.1.3 would ensure the City provides

sufficient funding to meet the projected water demand, Policy U 2.1.9 would prevent the City from granting building permits without sufficient water supply capacity.

Policies U 1.1.1 through U 1.1.3 ensures that there is sufficient capacity to accommodate increased wastewater and stormwater flows through buildout of the General Plan, Policies U 1.1.5 through U 1.1.8 ensures that the City provides and maintains adequate wastewater and stormwater drainage services, Policy U 3.1.2 establishes and maintains level of service standards, Policy U 3.1.3 provides sustainable facilities and services and ensures new facilities are phased in conjunction with development, and U 3.1.4 prioritizes infill areas for infrastructure improvements. Policy U 4.1.1 requires the City to ensure that all new drainage facilities are adequately sized to accommodate stormwater runoff. In addition, Policy U 1.1.6 requires that new development provides adequate facilities or pays its fair share of the cost for facilities to provide services without affecting current service levels.

Policies U 5.1.1 through U 5.1.4 as well as Assembly Bill 939, which mandates the reduction of solid waste disposal at landfills, and Sacramento Regional Solid Waste Authority Business Recycling Ordinance ensure that solid waste and recycling facilities are adequately provided throughout the city to help reduce the amount of waste sent to landfills. The programs provided through Policies U 5.1.5 to U 5.1.13 are designed to ensure the City continues to provide recycling and clean-up services for its residents and businesses. Many of these programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills.

Polices related to energy are addressed in the “Land Use and Planning, Population and Housing, Agricultural Resources, and Energy,” discussion above.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Impacts on utilities and services systems from future development anticipated under the 2030 General Plan, which includes development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.11-32 to 6.11-39, 6.11-57 to 6.11-62, and 6.11-75 to 6.11-77).

The Master EIR determined that the City’s existing water right permits and contracts would be sufficient to meet the total water demand projected for future development. In addition, future wastewater flows generated by the City are accounted for in wastewater conveyance and treatment master plans prepared by the Sacramento County Regional Sanitation District.

The City has also determined that existing landfills would have sufficient capacity to serve growth in the General Plan and implementation of other programs would reduce solid waste entering landfills.

Because the anticipated demands for utilities and service system at the project site have been considered in long-range planning for such services by the City, this impact would be **less than significant**.

QUESTION B

There are existing underground water transmission lines, sewer pipelines, storm drains, electrical lines, and communication lines on the project site. An existing 8-inch water main, a 12-inch sewer main, and 12-inch and 15-inch storm drains are located within Cadillac Drive. It is anticipated that all onsite utility infrastructure would connect to existing utility infrastructure in Cadillac Drive and that this infrastructure is adequately sized to serve the project's needs. Therefore, the proposed project would not require the construction of new utilities or the expansion of existing utilities and this impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>13. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>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?</p>		X	
<p>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.)</p>			X
<p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			X

Answers to Checklist Questions

QUESTION A

The project would not result in elimination of sensitive habitats or the loss of wildlife. There are no identified cultural or historic resources on the project site. The proposed project would construct features that would affect the abandoned roadway alignment in the City-owned parcel to the east of the project site. The proposed project would construct a driveway from the project site to Fair Oaks Boulevard and a concrete pedestrian walkway that would cross the abandoned roadway alignment. However, the analysis above determined that the abandoned roadway alignment is not an important example of the major periods of California history. If previously unidentified cultural or historic resources are discovered on the project site during construction, proposed mitigation measures CR-1, CR-2 and CR-3 would ensure that discovery of unknown resources during project development would be identified and appropriate steps taken regarding treatment. Thus, this potential impact would be **less than significant**.

QUESTION B

The proposed project is consistent with the general plan and zoning land use designations for the project site. The development proposed would contribute to cumulative effects that have been identified and evaluated in the Master EIR prepared and certified for the 2030 General Plan. **No additional significant effects** have been identified for the project.

QUESTION C

The proposed project would develop the project site with commercial uses including a CVS pharmacy and a grocery. None of the activities proposed would adversely affect human beings. Project impacts relating to air quality and hazards have been considered in the initial study. **No significant adverse effects** on human beings have been identified.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Mandatory Findings of Significance.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Agriculture		Land Use and Planning
X	Air Quality		Light and Glare
	Biological Resources		Noise
	Cultural Resources		Public Services
	Energy and Mineral Resources		Recreation
	Geology and Soils	X	Transportation/Circulation
	Greenhouse Gas Emissions		Utilities and Service Systems
	Hazards and Hazardous Materials		Population and Housing
	Hydrology and Water Quality		Mandatory Findings of Significance

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 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **may** have additional significant environmental effects not previously examined in the Master EIR related to GHG emissions and Transportation/Circulation. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the GHG emissions and Transportation/Circulation project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

Signature

Date

Printed Name

REFERENCES CITED

Calflora Taxon Report 7252 (*Sagittaria sanfordii*, Sanford's arrowhead, valley arrowhead). 2012. Available: http://www.calflora.org/cgi-bin/species_query.cgi?where-calrecnum=7252. Accessed October 16, 2012.

Churchill, Ronald and Hill, Robert. 2000. A General Location Guide for Ultramafic Rocks in California – Area More Likely to Contain Naturally Occurring Asbestos. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/ofr_2000-019.pdf. Accessed November 2012.

City of Ceres. 2010 (May). Mitchell Ranch Center Draft Environmental Impact Report. Volume 1 of 2. SCH No. 2007092011. Page 4.10-16, Table 4.10-6.

City of Sacramento. 2003 (February). McDonald's Restaurant in the Pocket Area Draft Environmental Impact Report. Sacramento, CA.

City of Sacramento. 2009 (March). Sacramento 2030 General Plan Master Environmental Impact Report. Sacramento, CA.

Cornerstone Earth Group. 2011 (July). Final Geotechnical Evaluation for Retail Store No. 3089. Roseville, CA.

Cornerstone Earth Group. 2011 (September). Phase I Environmental Site Assessment.

Federal Emergency Management Agency. 2012 (August 16). Flood Insurance Rate Map. Map Number 06067C0183H. Available: <https://msc.fema.gov/webapp/wcs/stores/servlet/CategoryDisplay?catalogId=10001&storeId=10001&categoryId=12001&langId=-1&userType=G&type=1&future=false>. Accessed October 27, 2012.

Federal Transit Administration. 2006 (May). Office of Planning and Environment. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06.

FEMA. See Federal Emergency Management Agency.

FTA. See Federal Transit Administration.

Guerrero, Marcos. Tribal Preservation Committee. United Auburn Indian Community of the Auburn Rancheria. Auburn, CA. January 3, 2013 – telephone communication with Anna Starkey of AECOM regarding Native American sites.

Joyce, Neal. 2012 (September 13). City of Sacramento Department of Utilities. Associate Engineer. Personal Communication with Josh Eisenhut.

OEHHA. 2003 (August). Air Toxics Hot Spots Program Risk Assessment Guidelines. Available: at http://oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf. Accessed March 21, 2012.

OEHHA. See Office of Environmental Health Hazard Assessment.

SALEM Engineering Group. 2012 (March). Geotechnical Engineering Study for CVS/pharmacy. Sacramento, CA.

Salinas, Julio. Staff toxicologist. Office of Environmental Health Hazard Assessment, Sacramento, CA. August 3, 2004—telephone conversation with Kurt Legleiter of EDAW regarding exposure period for determining health risk

Shaw Environmental. 2012a (March). Phase I Environmental Site Assessment for the Proposed CVS Store No. 9322. Sacramento, CA.

Shaw Environmental. 2012b (July). Phase II ESA Limited Soil Vapor Sampling Survey. Sacramento, CA.

Shaw Environmental. 2012c (March). Asbestos and Lead-Based Paint Inspection Report. Sacramento, CA.

Stephenson, J.R., and G.M. Calcarone. 1999. Southern California mountains and foothills assessment: Habitat and species conservation issues. General Technical Report GTR-PSW-172. Albany, CA: Pacific Southwest Research Station, Forest Service, U.S. Department of Agriculture. As cited in Yolo Natural Heritage Program. Species Occurring in the Planning Area. Species Account for American badger. Available: http://www.yoloconservationplan.org/yolo_pdfs/speciesaccounts/mammals/badger.pdf. Accessed October 22, 2012.

The Purple Martin Conservation Association. 2012. Attracting and Managing Purple Martins. Available: <http://purplemartin.org/main/mgt.html>. Accessed on October 16, 2012.

United States Environmental Protection Agency (USEPA). 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.

USEPA. See United States Environmental Protection Agency

Wallace Kuhl and Associates. 2012 (September). Report of Findings of Soil Sampling and Analysis, Former Hubacher Cadillac. West Sacramento, CA.

Williams, D.F. 1986. Mammalian species of concern in California. California Department of Fish and Game Report 86-1. Sacramento, CA: California Department of Fish and Game. As cited in Yolo Natural Heritage Program. Species Occurring in the Planning Area. Species Account for American badger. Available: http://www.yoloconservationplan.org/yolo_pdfs/speciesaccounts/mammals/badger.pdf. Accessed October 22, 2012.

Zhu, Y., W. C. Hinds, S. Kim, and S. Shen. 2002. Study of Ultrafine Particles Near a Major Highway with Heavy-duty Diesel Traffic. *Atmospheric Environment*. 36:4323–4335.

ATTACHMENT 1

Air Quality Data Sheets

CVS Pharmacy - Construction (P1-P3)
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule

Grading - project site

Demolition -

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					
2013	21.78	60.97	43.55	0.07	10.69	4.39	12.12	0.43	4.39	4.82	0.00	6,986.83	0.00	0.80	0.00	7,003.73
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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					
2013	21.78	60.97	43.55	0.07	5.24	4.39	6.67	0.43	4.39	4.82	0.00	6,986.83	0.00	0.80	0.00	7,003.73
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.17	0.00	5.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	5.17	1.04	6.21	0.00	1.04	1.04		1,476.12		0.18		1,479.88

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	1.14	11.46	8.07	0.02	5.39	0.38	5.77	0.06	0.38	0.45		1,859.82		0.06		1,860.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.82		0.01		100.94
Total	1.21	11.52	8.71	0.02	5.52	0.38	5.90	0.06	0.38	0.46		1,960.64		0.07		1,961.92

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.17	0.00	5.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	5.17	1.04	6.21	0.00	1.04	1.04	0.00	1,476.12		0.18		1,479.88

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	1.14	11.46	8.07	0.02	0.06	0.38	0.45	0.06	0.38	0.45		1,859.82		0.06		1,860.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.01		100.82		0.01		100.94
Total	1.21	11.52	8.71	0.02	0.06	0.38	0.46	0.06	0.38	0.46		1,960.64		0.07		1,961.92

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.00	0.81	0.81	0.00	0.81	0.81		1,402.64		0.15		1,405.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		50.41		0.00		50.47
Total	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		50.41		0.00		50.47

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.00	0.81	0.81	0.00	0.81	0.81	0.00	1,402.64		0.15		1,405.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00		50.41		0.00		50.47
Total	0.03	0.03	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00		50.41		0.00		50.47

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.81	0.00	0.81	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.81	1.04	1.85	0.41	1.04	1.45		1,476.12		0.18		1,479.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.82		0.01		100.94
Total	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.82		0.01		100.94

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.81	0.00	0.81	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.81	1.04	1.85	0.41	1.04	1.45	0.00	1,476.12		0.18		1,479.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.01		100.82		0.01		100.94
Total	0.07	0.06	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.01		100.82		0.01		100.94

3.5 Building Construction - 2013

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	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.45	0.40	0.00	0.03	0.01	0.04	0.00	0.01	0.02		79.76		0.00		79.81
Worker	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		50.41		0.00		50.47
Total	0.08	0.48	0.72	0.00	0.10	0.01	0.11	0.00	0.01	0.02		130.17		0.00		130.28

3.5 Building Construction - 2013

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	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.45	0.40	0.00	0.00	0.01	0.02	0.00	0.01	0.02		79.76		0.00		79.81
Worker	0.03	0.03	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00		50.41		0.00		50.47
Total	0.08	0.48	0.72	0.00	0.00	0.01	0.02	0.00	0.01	0.02		130.17		0.00		130.28

3.6 Paving - 2013

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	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.10	1.15	0.00	0.23	0.01	0.24	0.01	0.01	0.01		181.48		0.01		181.69
Total	0.12	0.10	1.15	0.00	0.23	0.01	0.24	0.01	0.01	0.01		181.48		0.01		181.69

3.6 Paving - 2013

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	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.10	1.15	0.00	0.01	0.01	0.01	0.01	0.01	0.01		181.48		0.01		181.69
Total	0.12	0.10	1.15	0.00	0.01	0.01	0.01	0.01	0.01	0.01		181.48		0.01		181.69

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	13.23	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.08		0.00		10.09
Total	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00		10.08		0.00		10.09

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10
Total	13.23	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00		10.08		0.00		10.09
Total	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00		10.08		0.00		10.09

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy - Construction (P1-P3)
Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule

Grading - project site

Demolition -

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					
2013	21.78	61.00	43.36	0.07	10.69	4.39	12.13	0.43	4.39	4.82	0.00	6,933.23	0.00	0.80	0.00	6,950.10
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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					
2013	21.78	61.00	43.36	0.07	5.24	4.39	6.67	0.43	4.39	4.82	0.00	6,933.23	0.00	0.80	0.00	6,950.10
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.17	0.00	5.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	5.17	1.04	6.21	0.00	1.04	1.04		1,476.12		0.18		1,479.88

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	1.22	11.74	8.94	0.02	5.39	0.39	5.78	0.06	0.39	0.45		1,852.60		0.06		1,853.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.13	0.00	0.13	0.00	0.00	0.01		87.20		0.01		87.31
Total	1.29	11.80	9.51	0.02	5.52	0.39	5.91	0.06	0.39	0.46		1,939.80		0.07		1,941.17

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.17	0.00	5.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	5.17	1.04	6.21	0.00	1.04	1.04	0.00	1,476.12		0.18		1,479.88

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	1.22	11.74	8.94	0.02	0.06	0.39	0.45	0.06	0.39	0.45		1,852.60		0.06		1,853.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.00	0.00	0.01	0.00	0.00	0.01		87.20		0.01		87.31
Total	1.29	11.80	9.51	0.02	0.06	0.39	0.46	0.06	0.39	0.46		1,939.80		0.07		1,941.17

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.00	0.81	0.81	0.00	0.81	0.81		1,402.64		0.15		1,405.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.29	0.00	0.07	0.00	0.07	0.00	0.00	0.00		43.60		0.00		43.65
Total	0.03	0.03	0.29	0.00	0.07	0.00	0.07	0.00	0.00	0.00		43.60		0.00		43.65

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.00	0.81	0.81	0.00	0.81	0.81	0.00	1,402.64		0.15		1,405.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00		43.60		0.00		43.65
Total	0.03	0.03	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00		43.60		0.00		43.65

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.81	0.00	0.81	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.81	1.04	1.85	0.41	1.04	1.45		1,476.12		0.18		1,479.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.13	0.00	0.13	0.00	0.00	0.01		87.20		0.01		87.31
Total	0.07	0.06	0.57	0.00	0.13	0.00	0.13	0.00	0.00	0.01		87.20		0.01		87.31

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.81	0.00	0.81	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.81	1.04	1.85	0.41	1.04	1.45	0.00	1,476.12		0.18		1,479.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.00	0.00	0.01	0.00	0.00	0.01		87.20		0.01		87.31
Total	0.07	0.06	0.57	0.00	0.00	0.00	0.01	0.00	0.00	0.01		87.20		0.01		87.31

3.5 Building Construction - 2013

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	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.46	0.47	0.00	0.03	0.01	0.04	0.00	0.01	0.02		79.29		0.00		79.35
Worker	0.03	0.03	0.29	0.00	0.07	0.00	0.07	0.00	0.00	0.00		43.60		0.00		43.65
Total	0.09	0.49	0.76	0.00	0.10	0.01	0.11	0.00	0.01	0.02		122.89		0.00		123.00

3.5 Building Construction - 2013

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	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.46	0.47	0.00	0.00	0.01	0.02	0.00	0.01	0.02		79.29		0.00		79.35
Worker	0.03	0.03	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00		43.60		0.00		43.65
Total	0.09	0.49	0.76	0.00	0.00	0.01	0.02	0.00	0.01	0.02		122.89		0.00		123.00

3.6 Paving - 2013

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	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.11	1.03	0.00	0.23	0.01	0.24	0.01	0.01	0.01		156.95		0.01		157.15
Total	0.12	0.11	1.03	0.00	0.23	0.01	0.24	0.01	0.01	0.01		156.95		0.01		157.15

3.6 Paving - 2013

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	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.11	1.03	0.00	0.01	0.01	0.01	0.01	0.01	0.01		156.95		0.01		157.15
Total	0.12	0.11	1.03	0.00	0.01	0.01	0.01	0.01	0.01	0.01		156.95		0.01		157.15

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	13.23	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00		8.72		0.00		8.73
Total	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00		8.72		0.00		8.73

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.74					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10
Total	13.23	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00		8.72		0.00		8.73
Total	0.01	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00		8.72		0.00		8.73

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy - Construction (P1-P3)
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule

Grading - project site

Demolition -

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					
2013	0.64	3.14	2.22	0.00	0.12	0.21	0.33	0.03	0.21	0.24	0.00	333.61	333.61	0.04	0.00	334.36
Total	0.64	3.14	2.22	0.00	0.12	0.21	0.33	0.03	0.21	0.24	0.00	333.61	333.61	0.04	0.00	334.36

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					
2013	0.64	3.14	2.22	0.00	0.08	0.21	0.29	0.03	0.21	0.24	0.00	333.61	333.61	0.04	0.00	334.36
Total	0.64	3.14	2.22	0.00	0.08	0.21	0.29	0.03	0.21	0.24	0.00	333.61	333.61	0.04	0.00	334.36

3.2 Demolition - 2013

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					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	0.01	0.07	0.05	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71

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	0.01	0.06	0.04	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	8.42	8.42	0.00	0.00	8.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.42
Total	0.01	0.06	0.04	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	8.83	8.83	0.00	0.00	8.85

3.2 Demolition - 2013

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					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	0.01	0.07	0.05	0.00	0.03	0.01	0.04	0.00	0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71

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	0.01	0.06	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.42	8.42	0.00	0.00	8.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.42
Total	0.01	0.06	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.83	8.83	0.00	0.00	8.85

3.3 Site Preparation - 2013

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					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.82	0.56	0.00		0.05	0.05		0.05	0.05	0.00	82.69	82.69	0.01	0.00	82.88
Total	0.11	0.82	0.56	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	82.69	82.69	0.01	0.00	82.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70
Total	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70

3.3 Site Preparation - 2013

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					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.82	0.56	0.00		0.05	0.05		0.05	0.05	0.00	82.69	82.69	0.01	0.00	82.88
Total	0.11	0.82	0.56	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	82.69	82.69	0.01	0.00	82.88

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70
Total	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70

3.4 Grading - 2013

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					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.90	0.62	0.00		0.07	0.07		0.07	0.07	0.00	87.02	87.02	0.01	0.00	87.24
Total	0.13	0.90	0.62	0.00	0.05	0.07	0.12	0.03	0.07	0.10	0.00	87.02	87.02	0.01	0.00	87.24

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.39	5.39	0.00	0.00	5.40
Total	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.39	5.39	0.00	0.00	5.40

3.4 Grading - 2013

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					0.05	0.00	0.05	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.90	0.62	0.00		0.07	0.07		0.07	0.07	0.00	87.02	87.02	0.01	0.00	87.24
Total	0.13	0.90	0.62	0.00	0.05	0.07	0.12	0.03	0.07	0.10	0.00	87.02	87.02	0.01	0.00	87.24

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.39	5.39	0.00	0.00	5.40
Total	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.39	5.39	0.00	0.00	5.40

3.5 Building Construction - 2013

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	0.14	1.06	0.70	0.00		0.07	0.07		0.07	0.07	0.00	114.68	114.68	0.01	0.00	114.93
Total	0.14	1.06	0.70	0.00		0.07	0.07		0.07	0.07	0.00	114.68	114.68	0.01	0.00	114.93

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.69	4.69	0.00	0.00	4.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70
Total	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.39	7.39	0.00	0.00	7.39

3.5 Building Construction - 2013

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	0.14	1.06	0.70	0.00		0.07	0.07		0.07	0.07	0.00	114.68	114.68	0.01	0.00	114.93
Total	0.14	1.06	0.70	0.00		0.07	0.07		0.07	0.07	0.00	114.68	114.68	0.01	0.00	114.93

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.69	4.69	0.00	0.00	4.69
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.70	2.70	0.00	0.00	2.70
Total	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.39	7.39	0.00	0.00	7.39

3.6 Paving - 2013

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	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	12.77	12.77	0.00	0.00	12.81
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	12.77	12.77	0.00	0.00	12.81

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50

3.6 Paving - 2013

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	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	12.77	12.77	0.00	0.00	12.81
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	12.77	12.77	0.00	0.00	12.81

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	3.83	3.83	0.00	0.00	3.84
Total	0.20	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	3.83	3.83	0.00	0.00	3.84

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.12
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.12

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	3.83	3.83	0.00	0.00	3.84
Total	0.20	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	3.83	3.83	0.00	0.00	3.84

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.12
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.12

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

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					
2013	21.00	27.55	20.51	0.04	0.32	1.93	2.25	0.01	1.93	1.94	0.00	3,247.02	0.00	0.47	0.00	3,256.85
2014	20.54	25.72	19.90	0.04	0.32	1.74	2.06	0.01	1.74	1.75	0.00	3,244.55	0.00	0.43	0.00	3,253.53
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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					
2013	21.00	27.55	20.51	0.04	0.01	1.93	1.94	0.01	1.93	1.94	0.00	3,247.02	0.00	0.47	0.00	3,256.85
2014	20.54	25.72	19.90	0.04	0.01	1.74	1.75	0.01	1.74	1.75	0.00	3,244.55	0.00	0.43	0.00	3,253.53
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.1 Mitigation Measures Construction

3.2 Building Construction - 2013

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	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.21	1.07	0.00	0.07	0.04	0.11	0.01	0.04	0.04		212.70		0.01		212.83
Worker	0.11	0.09	1.02	0.00	0.21	0.01	0.21	0.01	0.01	0.01		161.31		0.01		161.50
Total	0.24	1.30	2.09	0.00	0.28	0.05	0.32	0.02	0.05	0.05		374.01		0.02		374.33

3.2 Building Construction - 2013

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	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.21	1.07	0.00	0.01	0.04	0.04	0.01	0.04	0.04		212.70		0.01		212.83
Worker	0.11	0.09	1.02	0.00	0.01	0.01	0.01	0.01	0.01	0.01		161.31		0.01		161.50
Total	0.24	1.30	2.09	0.00	0.02	0.05	0.05	0.02	0.05	0.05		374.01		0.02		374.33

3.2 Building Construction - 2014

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	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.12	1.10	0.95	0.00	0.07	0.03	0.11	0.01	0.03	0.04		213.53		0.01		213.65
Worker	0.10	0.08	0.93	0.00	0.21	0.01	0.21	0.01	0.01	0.01		158.53		0.01		158.70
Total	0.22	1.18	1.88	0.00	0.28	0.04	0.32	0.02	0.04	0.05		372.06		0.02		372.35

3.2 Building Construction - 2014

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	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.12	1.10	0.95	0.00	0.01	0.03	0.04	0.01	0.03	0.04		213.53		0.01		213.65
Worker	0.10	0.08	0.93	0.00	0.01	0.01	0.01	0.01	0.01	0.01		158.53		0.01		158.70
Total	0.22	1.18	1.88	0.00	0.02	0.04	0.05	0.02	0.04	0.05		372.06		0.02		372.35

3.3 Architectural Coating - 2013

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	16.20	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.19	0.00	0.04	0.00	0.04	0.00	0.00	0.00		30.25		0.00		30.28
Total	0.02	0.02	0.19	0.00	0.04	0.00	0.04	0.00	0.00	0.00		30.25		0.00		30.28

3.3 Architectural Coating - 2013

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10
Total	16.20	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00		30.25		0.00		30.28
Total	0.02	0.02	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00		30.25		0.00		30.28

3.3 Architectural Coating - 2014

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	16.16	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00		29.72		0.00		29.76
Total	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00		29.72		0.00		29.76

3.3 Architectural Coating - 2014

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	16.16	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00		29.72		0.00		29.76
Total	0.02	0.02	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00		29.72		0.00		29.76

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

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					
2013	21.01	27.58	20.56	0.03	0.32	1.93	2.25	0.01	1.93	1.94	0.00	3,219.88	0.00	0.47	0.00	3,229.71
2014	20.55	25.74	19.96	0.03	0.32	1.74	2.06	0.01	1.74	1.76	0.00	3,217.71	0.00	0.43	0.00	3,226.69
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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					
2013	21.01	27.58	20.56	0.03	0.01	1.93	1.94	0.01	1.93	1.94	0.00	3,219.88	0.00	0.47	0.00	3,229.71
2014	20.55	25.74	19.96	0.03	0.01	1.74	1.76	0.01	1.74	1.76	0.00	3,217.71	0.00	0.43	0.00	3,226.69
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.1 Mitigation Measures Construction

3.2 Building Construction - 2013

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	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.15	1.24	1.24	0.00	0.07	0.04	0.11	0.01	0.04	0.04		211.44		0.01		211.59
Worker	0.11	0.10	0.92	0.00	0.21	0.01	0.21	0.01	0.01	0.01		139.52		0.01		139.69
Total	0.26	1.34	2.16	0.00	0.28	0.05	0.32	0.02	0.05	0.05		350.96		0.02		351.28

3.2 Building Construction - 2013

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	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.15	1.24	1.24	0.00	0.01	0.04	0.04	0.01	0.04	0.04		211.44		0.01		211.59
Worker	0.11	0.10	0.92	0.00	0.01	0.01	0.01	0.01	0.01	0.01		139.52		0.01		139.69
Total	0.26	1.34	2.16	0.00	0.02	0.05	0.05	0.02	0.05	0.05		350.96		0.02		351.28

3.2 Building Construction - 2014

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	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.12	1.12	0.00	0.07	0.03	0.11	0.01	0.03	0.04		212.20		0.01		212.34
Worker	0.10	0.09	0.83	0.00	0.21	0.01	0.21	0.01	0.01	0.01		137.05		0.01		137.21
Total	0.23	1.21	1.95	0.00	0.28	0.04	0.32	0.02	0.04	0.05		349.25		0.02		349.55

3.2 Building Construction - 2014

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	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.12	1.12	0.00	0.01	0.03	0.04	0.01	0.03	0.04		212.20		0.01		212.34
Worker	0.10	0.09	0.83	0.00	0.01	0.01	0.01	0.01	0.01	0.01		137.05		0.01		137.21
Total	0.23	1.21	1.95	0.00	0.02	0.04	0.05	0.02	0.04	0.05		349.25		0.02		349.55

3.3 Architectural Coating - 2013

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	16.20	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.17	0.00	0.04	0.00	0.04	0.00	0.00	0.00		26.16		0.00		26.19
Total	0.02	0.02	0.17	0.00	0.04	0.00	0.04	0.00	0.00	0.00		26.16		0.00		26.19

3.3 Architectural Coating - 2013

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10
Total	16.20	2.96	1.94	0.00		0.27	0.27		0.27	0.27	0.00	281.19		0.04		282.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00		26.16		0.00		26.19
Total	0.02	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00		26.16		0.00		26.19

3.3 Architectural Coating - 2014

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	16.16	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.16	0.00	0.04	0.00	0.04	0.00	0.00	0.00		25.70		0.00		25.73
Total	0.02	0.02	0.16	0.00	0.04	0.00	0.04	0.00	0.00	0.00		25.70		0.00		25.73

3.3 Architectural Coating - 2014

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	15.71					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	16.16	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00		25.70		0.00		25.73
Total	0.02	0.02	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00		25.70		0.00		25.73

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

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					
2013	0.46	1.47	1.10	0.00	0.01	0.10	0.11	0.00	0.10	0.10	0.00	158.01	158.01	0.02	0.00	158.49
2014	0.54	0.68	0.53	0.00	0.01	0.05	0.05	0.00	0.05	0.05	0.00	77.55	77.55	0.01	0.00	77.76
Total	1.00	2.15	1.63	0.00	0.02	0.15	0.16	0.00	0.15	0.15	0.00	235.56	235.56	0.03	0.00	236.25

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					
2013	0.46	1.47	1.10	0.00	0.00	0.10	0.10	0.00	0.10	0.10	0.00	158.01	158.01	0.02	0.00	158.49
2014	0.54	0.68	0.53	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	77.55	77.55	0.01	0.00	77.76
Total	1.00	2.15	1.63	0.00	0.00	0.15	0.15	0.00	0.15	0.15	0.00	235.56	235.56	0.03	0.00	236.25

3.2 Building Construction - 2013

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	0.27	1.36	0.95	0.00		0.09	0.09		0.09	0.09	0.00	135.91	135.91	0.02	0.00	136.36
Total	0.27	1.36	0.95	0.00		0.09	0.09		0.09	0.09	0.00	135.91	135.91	0.02	0.00	136.36

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.07	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	11.25	11.25	0.00	0.00	11.26
Worker	0.01	0.01	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	7.77	7.77	0.00	0.00	7.78
Total	0.02	0.08	0.12	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	19.02	19.02	0.00	0.00	19.04

3.2 Building Construction - 2013

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	0.27	1.36	0.95	0.00		0.09	0.09		0.09	0.09	0.00	135.91	135.91	0.02	0.00	136.36
Total	0.27	1.36	0.95	0.00		0.09	0.09		0.09	0.09	0.00	135.91	135.91	0.02	0.00	136.36

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.25	11.25	0.00	0.00	11.26
Worker	0.01	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.77	7.77	0.00	0.00	7.78
Total	0.02	0.08	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.02	19.02	0.00	0.00	19.04

3.2 Building Construction - 2014

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	0.11	0.58	0.42	0.00		0.04	0.04		0.04	0.04	0.00	61.56	61.56	0.01	0.00	61.75
Total	0.11	0.58	0.42	0.00		0.04	0.04		0.04	0.04	0.00	61.56	61.56	0.01	0.00	61.75

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.12	5.12	0.00	0.00	5.12
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.46	3.46	0.00	0.00	3.46
Total	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.58	8.58	0.00	0.00	8.58

3.2 Building Construction - 2014

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	0.11	0.58	0.42	0.00		0.04	0.04		0.04	0.04	0.00	61.56	61.56	0.01	0.00	61.75
Total	0.11	0.58	0.42	0.00		0.04	0.04		0.04	0.04	0.00	61.56	61.56	0.01	0.00	61.75

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.12	5.12	0.00	0.00	5.12
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.46	3.46	0.00	0.00	3.46
Total	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.58	8.58	0.00	0.00	8.58

3.3 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	0.18	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27

3.3 Architectural Coating - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.17					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81
Total	0.18	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27

3.3 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.76	6.76	0.00	0.00	6.78
Total	0.43	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.76	6.76	0.00	0.00	6.78

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65

3.3 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.76	6.76	0.00	0.00	6.78
Total	0.43	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.76	6.76	0.00	0.00	6.78

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy
Construction Air Quality and Greenhouse Gas Emissions

Emissions Source	Pounds/day						Total MT CO ₂ e
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	
Phase 1 - Demolition	2	13.91	9.51	0.02	6.21	1.04	6.71
	1.29	11.8	9.51	0.02	0.46	0.46	8.85
<i>Demolition Subtotal</i>	3.29	25.71	19.02	0.04	6.67	1.5	15.56
Phase 2 - Site Preparation	1.72	12.58	8.68	0.01	0.81	0.81	82.88
	0.03	0.03	0.29	0	0.07	0	2.7
<i>Site Preparation Subtotal</i>	1.75	12.61	8.97	0.01	0.88	0.81	85.58
Phase 2 - Grading	2	13.91	9.51	0.02	1.85	1.45	87.24
	0.07	0.06	0.57	0	0.13	0.01	5.4
<i>Grading Subtotal</i>	2.07	13.97	10.08	0.02	1.98	1.46	92.64
Phase 3 - Building Construction	2.2	16.33	10.77	0.02	1.04	1.04	114.93
	0.09	0.49	0.76	0	0.11	0.02	7.39
<i>Building Construction Subtotal</i>	2.29	16.82	11.53	0.02	1.15	1.06	122.32
Phase 3 - Asphalt Paving	2.32	14.52	9.76	0.02	1.2	1.2	12.81
	0.12	0.11	1.03	0	0.24	0.01	1.5
<i>Asphalt Paving Subtotal</i>	2.44	14.63	10.79	0.02	1.44	1.21	14.31
Phase 3 - Architectural Coating	13.23	2.96	1.94	0	0.27	0.27	3.84
	0.01	0.01	0.06	0	0.01	0	0.12
<i>Architectural Coating Subtotal</i>	13.24	2.97	2	0	0.28	0.27	3.96
Phase 4 - Building Construction	4.54	23.27	16.29	0.03	1.61	1.61	198.11
	0.26	1.34	2.16	0	0.05	0.05	27.62
<i>Building Construction Subtotal</i>	4.8	24.61	18.45	0.03	1.66	1.66	225.73
Phase 4 - Architectural Coating	16.2	2.96	1.94	0	0.27	0.27	9.59
	0.02	0.02	0.17	0	0.04	0	0.92
<i>Architectural Coating Subtotal</i>	16.22	2.98	2.11	0	0.31	0.27	10.51
Maximum Daily	21.79	61.00	43.37	0.07	5.73	4.81	570.61

Notes: Maximum daily emissions occur during the overlap of Phase 2 and Phase 3.

CVS Pharmacy
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Mobile	26.84	39.42	186.74	0.24	49.84	1.28	51.12	0.87	1.28	2.15		24,071.07		1.06		24,093.37
Total	28.75	39.80	187.06	0.24	49.84	1.28	51.15	0.87	1.28	2.18		24,531.45		1.07	0.01	24,556.55

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Mobile	26.84	39.42	186.74	0.24	49.84	1.28	51.12	0.87	1.28	2.15		24,071.07		1.06		24,093.37
Total	28.75	39.80	187.06	0.24	49.84	1.28	51.15	0.87	1.28	2.18		24,531.45		1.07	0.01	24,556.55

3.0 Construction Detail

	ROG	NOx	CO	SO2	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	26.84	39.42	186.74	0.24	49.84	1.28	51.12	0.87	1.28	2.15		24,071.07		1.06		24,093.37
Unmitigated	26.84	39.42	186.74	0.24	49.84	1.28	51.12	0.87	1.28	2.15		24,071.07		1.06		24,093.37
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Pharmacy/Drugstore with Drive Thru	1,454.64	1,454.64	1454.64	1,677,702	1,677,702
Supermarket	5,201.97	5,201.97	5201.97	5,983,350	5,983,350
Total	6,656.61	6,656.61	6,656.61	7,661,052	7,661,052

4.3 Trip Type Information

Land Use	Miles			Trip %		
	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
Pharmacy/Drugstore with Drive Thru	10.80	7.30	7.30	7.50	73.50	19.00
Supermarket	10.80	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
NaturalGas Unmitigated	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	lb/day										lb/day					
Pharmacy/Drugstore with Drive Thru	255.411	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		30.05		0.00	0.00	30.23
Supermarket	3657.78	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		430.33		0.01	0.01	432.95
Total		0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18

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	lb/day										lb/day					
Pharmacy/Drugstore with Drive Thru	0.255411	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		30.05		0.00	0.00	30.23
Supermarket	3.65778	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		430.33		0.01	0.01	432.95
Total		0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18

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	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	0.43					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.44					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

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	0.43					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.44					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

CVS Pharmacy
Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Mobile	24.44	41.16	202.77	0.22	49.84	1.30	51.14	0.87	1.30	2.17		21,560.15		1.20		21,585.41
Total	26.35	41.54	203.09	0.22	49.84	1.30	51.17	0.87	1.30	2.20		22,020.53		1.21	0.01	22,048.59

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Mobile	24.44	41.16	202.77	0.22	49.84	1.30	51.14	0.87	1.30	2.17		21,560.15		1.20		21,585.41
Total	26.35	41.54	203.09	0.22	49.84	1.30	51.17	0.87	1.30	2.20		22,020.53		1.21	0.01	22,048.59

3.0 Construction Detail

	ROG	NOx	CO	SO2	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	24.44	41.16	202.77	0.22	49.84	1.30	51.14	0.87	1.30	2.17		21,560.15		1.20		21,585.41
Unmitigated	24.44	41.16	202.77	0.22	49.84	1.30	51.14	0.87	1.30	2.17		21,560.15		1.20		21,585.41
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Pharmacy/Drugstore with Drive Thru	1,454.64	1,454.64	1454.64	1,677,702	1,677,702
Supermarket	5,201.97	5,201.97	5201.97	5,983,350	5,983,350
Total	6,656.61	6,656.61	6,656.61	7,661,052	7,661,052

4.3 Trip Type Information

Land Use	Miles			Trip %		
	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
Pharmacy/Drugstore with Drive Thru	10.80	7.30	7.30	7.50	73.50	19.00
Supermarket	10.80	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
NaturalGas Unmitigated	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	lb/day										lb/day					
Pharmacy/Drugstore with Drive Thru	255.411	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		30.05		0.00	0.00	30.23
Supermarket	3657.78	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		430.33		0.01	0.01	432.95
Total		0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18

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	lb/day										lb/day					
Pharmacy/Drugstore with Drive Thru	0.255411	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		30.05		0.00	0.00	30.23
Supermarket	3.65778	0.04	0.36	0.30	0.00		0.00	0.03		0.00	0.03		430.33		0.01	0.01	432.95
Total		0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03		460.38		0.01	0.01	463.18

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	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	0.43					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.44					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

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	0.43					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.44					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.87	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

CVS Pharmacy
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Pharmacy/Drugstore with Drive Thru	16.5	1000sqft
Supermarket	50.88	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Utility Company	Sacramento Municipal Utility District
Climate Zone	6	Precipitation Freq (Days)	58		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

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	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	677.31	677.31	0.03	0.01	682.12
Mobile	4.25	7.31	35.82	0.04	7.37	0.23	7.61	0.16	0.23	0.39	0.00	3,690.48	3,690.48	0.18	0.00	3,694.33
Waste						0.00	0.00		0.00	0.00	68.32	0.00	68.32	4.04	0.00	153.12
Water						0.00	0.00		0.00	0.00	0.00	11.01	11.01	0.23	0.01	17.60
Total	4.60	7.38	35.88	0.04	7.37	0.23	7.62	0.16	0.23	0.40	68.32	4,378.80	4,447.12	4.48	0.02	4,547.17

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	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	677.31	677.31	0.03	0.01	682.12
Mobile	4.25	7.31	35.82	0.04	7.37	0.23	7.61	0.16	0.23	0.39	0.00	3,690.48	3,690.48	0.18	0.00	3,694.33
Waste						0.00	0.00		0.00	0.00	68.32	0.00	68.32	4.04	0.00	153.12
Water						0.00	0.00		0.00	0.00	0.00	22.03	22.03	0.45	0.01	35.21
Total	4.60	7.38	35.88	0.04	7.37	0.23	7.62	0.16	0.23	0.40	68.32	4,389.82	4,458.14	4.70	0.02	4,564.78

3.0 Construction Detail

3.1 Mitigation Measures 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
Category	tons/yr										MT/yr					
Mitigated	4.25	7.31	35.82	0.04	7.37	0.23	7.61	0.16	0.23	0.39	0.00	3,690.48	3,690.48	0.18	0.00	3,694.33
Unmitigated	4.25	7.31	35.82	0.04	7.37	0.23	7.61	0.16	0.23	0.39	0.00	3,690.48	3,690.48	0.18	0.00	3,694.33
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Pharmacy/Drugstore with Drive Thru	1,454.64	1,454.64	1454.64	1,677,702	1,677,702
Supermarket	5,201.97	5,201.97	5201.97	5,983,350	5,983,350
Total	6,656.61	6,656.61	6,656.61	7,661,052	7,661,052

4.3 Trip Type Information

Land Use	Miles			Trip %		
	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
Pharmacy/Drugstore with Drive Thru	10.80	7.30	7.30	7.50	73.50	19.00
Supermarket	10.80	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	601.09	601.09	0.03	0.01	605.44
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	601.09	601.09	0.03	0.01	605.44
NaturalGas Mitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	76.22	76.22	0.00	0.00	76.68
NaturalGas Unmitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01	0.00	76.22	76.22	0.00	0.00	76.68
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	tons/yr										MT/yr					
Pharmacy/Drugstore with Drive Thru	93225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.97	4.97	0.00	0.00	5.01
Supermarket	1.33509e+006	0.01	0.07	0.05	0.00		0.00	0.00		0.00	0.00	0.00	71.25	71.25	0.00	0.00	71.68
Total		0.01	0.07	0.05	0.00		0.00	0.00		0.00	0.00	0.00	76.22	76.22	0.00	0.00	76.69

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	tons/yr										MT/yr					
Pharmacy/Drugstore with Drive Thru	93225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.97	4.97	0.00	0.00	5.01
Supermarket	1.33509e+006	0.01	0.07	0.05	0.00		0.00	0.00		0.00	0.00	0.00	71.25	71.25	0.00	0.00	71.68
Total		0.01	0.07	0.05	0.00		0.00	0.00		0.00	0.00	0.00	76.22	76.22	0.00	0.00	76.69

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	214005					53.90	0.00	0.00	54.29
Supermarket	2.17258e+006					547.19	0.03	0.01	551.15
Total						601.09	0.03	0.01	605.44

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	214005					53.90	0.00	0.00	54.29
Supermarket	2.17258e+006					547.19	0.03	0.01	551.15
Total						601.09	0.03	0.01	605.44

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	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	0.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.26					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	0.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.26					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					22.03	0.45	0.01	35.21
Unmitigated					11.01	0.23	0.01	17.60
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	1.16238 / 0.712429					2.23	0.04	0.00	3.26
Supermarket	6.27189 / 0.193976					8.79	0.19	0.00	14.34
Total						11.02	0.23	0.00	17.60

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	1.16238 / 0.712429					4.45	0.07	0.00	6.52
Supermarket	6.27189 / 0.193976					17.58	0.38	0.01	28.69
Total						22.03	0.45	0.01	35.21

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					68.32	4.04	0.00	153.12
Unmitigated					68.32	4.04	0.00	153.12
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	49.62					10.07	0.60	0.00	22.57
Supermarket	286.96					58.25	3.44	0.00	130.54
Total						68.32	4.04	0.00	153.11

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Pharmacy/Drugstore with Drive Thru	49.62					10.07	0.60	0.00	22.57
Supermarket	286.96					58.25	3.44	0.00	130.54
Total						68.32	4.04	0.00	153.11

9.0 Vegetation

CVS Pharmacy
Proposed Project Operational Emissions Summary

Daily Summer (lbs/day)						
Emissions Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.87					
Energy	0.04	0.38	0.32		0.03	0.03
Mobile	26.84	39.42	188.74	0.24	51.12	2.15
Daily Winter (lbs/day)						
Emissions Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.87					
Energy	0.04	0.38	0.32		0.03	0.03
Mobile	26.44	41.16	202.77	0.22	51.14	2.17
Maximum Daily (lbs/day)						
Emissions Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.87	0	0	0	0	0
Energy	0.04	0.38	0.32	0	0.03	0.03
Mobile	26.84	41.16	202.77	0.24	51.14	2.17
Total	28.75	41.54	203.09	0.24	51.17	2.20

CVS Pharmacy
Operational Greenhouse Gas Emissions

Emissions Source	Proposed Project (MT CO₂e/yr)
Area	-
Energy	682
Mobile	3,694
Waste	153
Water	18
Total	4,547

ATTACHMENT 2

Tree Inventory



April 14, 2008

Mr. George Julian
Hubacher
1 Cadillac Drive
Sacramento, CA 95825

RE: Tree Inventory and Analysis @ Howe Ave & Fair Oaks Intersection

Dear Mr. Julian:

As you requested and required by the City of Sacramento, I have inspected and inventoried the trees at 1 Cadillac Drive near the corner of Fair Oaks and Howe Ave. Below I have outlined my findings in relation to the overall condition of the tree.

Tree #: 778

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 41.4 inches

Canopy Radius: 39 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good, some bark inclusion at main branch union.

Foliage: Good, typical for species.

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

May want to consider a "Cobra" support system in canopy along with tip-weight reduction pruning if area underneath canopy will be frequently used.

Tree #: 779

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 41.1 inches

Canopy Radius: 29 feet

Root-Zone: Lawn and Landscaping

Trunk: Poor. Large cavity from ground to about 8 feet up trunk

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Poor. Due to trunk cavity.

General Comments:

Tree should be removed and replaced.

Tree #: 780

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 36.4 inches

Canopy Radius: 25 feet

Root-Zone: Landscaping

Trunk: Poor. Large cavity.

Limbs: Average. Decay in south lateral

Foliage: Good.

Canopy/Crown: Well balanced, but has major decay in lower south lateral.

3737 American Way, Hayward, CA 94545
1741 Leslie Street San Mateo, CA 94402
3207 Fitzgerald Road, Rancho Cordova, CA 95742

Phone: 1.888.969.8733
Fax: 510.881.5208
Web: www.arborwell.com

Overall Health/Vigor: Poor. Due to trunk cavity.

General Comments:

Tree should be removed and replaced.

Tree #: 781

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 40 inches

Canopy Radius: 32 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Tree could use some tip-weight reduction pruning, but is in good health with good structure.

Tree #: 782

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.7 inches

Canopy Radius: 7 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 783

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.3 inches

Canopy Radius: 8 feet

Root-Zone: Lawn

Trunk: Good

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 784

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 3.8 inches

Canopy Radius: 10 feet

Root-Zone: Landscaping

Trunk: Average. Leaning to south.

Limbs: Average

Foliage: Good, typical for species.

Canopy/Crown: Out of balance to the south. Tree has a dominant lean in that direction away from surrounding larger trees.

Overall Health/Vigor: Average

General Comments:

Tree very healthy, but has poor structure.

Tree #: 785

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 4.5 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Slightly out of balance to south, but overall structure good

Overall Health/Vigor: Good

General Comments:

Tree very healthy, slightly out of balance.

Tree #: 786

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 4.2 inches

Canopy Radius: 12 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 787

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 5.8 inches

Canopy Radius: 10 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Excellent

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 788

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.9 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.



Tree #: 789

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 5.2 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Excellent

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 790

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.5 inches

Canopy Radius: 5 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 791

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 20.2 inches

Canopy Radius: 19 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good, some bark inclusion at main branch union.

Foliage: Good, typical for species.

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 792

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 18.5 inches

Canopy Radius: 19 feet

Root-Zone: Lawn

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 793

3737 American Way, Hayward, CA 94545
1741 Leslie Street San Mateo, CA 94402
3207 Fitzgerald Road, Rancho Cordova, CA 95742

Phone: 1.888.969.8733
Fax: 510.881.5208
Web: www.arborwell.com



Species: *Platanus acerifolia* (Plane Tree)
Trunk Diameter: 19 inches
Canopy Radius: 19 feet
Root-Zone: Lawn
Trunk: Good
Limbs: Good
Foliage: Good
Canopy/Crown: Well balanced with overall structure good
Overall Health/Vigor: Good
General Comments:
Healthy and typical for species.

Limiting Conditions

Analysis of these trees was visual in nature only. There was no root-crown excavation conducted which would be the only way to assess the condition of the root system accurately.

If there are further questions in regards to these trees please feel free to contact me.

Best Regards,

Greg Rogers
ISA Certified Arborist, #WE-3127

Howe

3.20-55.35 W.
105.94

Fair Oaks

783 782

784

743

785

786

742

741

787

788

789

781

790

780

105.22

779

778

ATTACHMENT 3

Native American Consultation



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

October 24, 2012

Debbie Pilas-Treadway
Native American Heritage Commission
915 Capitol Mall
Room 364
Sacramento, CA 95814

RE: CVS Pharmacy Development

Dear Ms. Pilas-Treadway:

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

We would appreciate any information you can provide regarding prehistoric, historic, or ethnographic Native American land-use. We are also requesting a search of the Sacred Lands files for the project area and its vicinity. We are also interested in obtaining a list of Native American representatives and organizations that might have an interest in the proposed project or the archaeological investigations being proposed.

Please send via mail or facsimile a listing of local Native American groups or representatives, and the results of the Sacred Lands file search at your earliest convenience, so that we may contact appropriate individuals and account for their potential concerns in the planning process.

If you have any questions or comments feel free to contact me at my office. I can be reached by email at anna.starkey@aecom.com, or by phone at 916-414-1607. I look forward to hearing from you soon.

Sincerely,

A handwritten signature in blue ink that reads "aStarkey". The signature is written in a cursive, flowing style.

Anna Starkey
Archaeologist

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390



November 6, 2012

Anna Starkey
Aecom
2020 L. St. # 400
Sacramento, CA 95811

Sent by Fax: 916-414-5850
Number of Pages: 2

Re: CVS Pharmacy, City of Sacramento, Sacramento County

Dear Ms. Starkey:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Pilas-Treadway".

Debbie Pilas-Treadway
Environmental Specialist III

**Native American Contacts
Sacramento County
November 5, 2012**

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe
(530) 878-2378

Shingle Springs Band of Miwok Indians
Daniel Fonseca
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

April Wallace Moore
19630 Placer Hills Road Nisenan - So Maidu
Colfax , CA 95713 Konkow
530-637-4279 Washoe

T si-Akim Maidu
Eileen Moon, Vice Chairperson
1239 East Main St. Maidu
Grass Valley , CA 95945
(530) 477-0711

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle Miwok
Lincoln , Cali 95648 Maidu
916-670-5714
916-434-7876 - home

T'Si-akim Maidu
P.O. Box 1316 Maidu
Colfax , CA 95713
akimmaidu@att.net
(530) 383-7234

Shingle Springs Band of Miwok Indians
Sam Daniels, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

United Auburn Indian Community of the Auburn Rancheria
David Keyser, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
mguerrero@auburnrancheria.com
530-883-2364
530-883-2320 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed CVS Pharmacy Development, Sacramento County



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

November 30, 2012

Rose Enos
15310 Bancroft Road
Auburn, CA
95603

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Bancroft,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

November 30, 2012

Shingle Springs Band of Miwok Indians
Daniel Fonseca
P.O. Box 1340
Shingle Springs, CA
95682

Subject: CVS/pharmacy development (proposed project)

Dear Mr. Fonseca,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

April Wallace Moore
19630 Placer Hills Road
Colfax, CA
95713

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Moore,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

T si-Akim Maidu
Eileen Moon, Vice President
1239 East Main St.
Grass Valley, CA
95945

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Moon,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

T si-Akim Maidu
P.O. Box 1316
Colfax, CA
95713

Subject: CVS/pharmacy development (proposed project)

To whom it may concern,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle
Lincoln, CA
95648

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Marks,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road
Auburn, CA
95603

Subject: CVS/pharmacy development (proposed project)

Dear Mr. Guerrero,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



SHINGLE SPRINGS RANCHERIA
P.O. BOX 1340; SHINGLE SPRINGS, CA 95682
(530) 676-8010; FAX (530) 676-3582

December 11, 2012

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

RE: CVS/Pharmacy Development (Proposed Project)

Dear Anna Starkey

Thank you for your letter dated for November 30, 2012 seeking information regarding the proposed CVS Pharmacy Development Project that is located in Sacramento County. Based on the information provided, the Shingle Springs Band of Miwok Indians not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses this will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports.

If during the progress of the project new information or human remains are found we would like to be able to go over our process with you that we currently have in place to protect such important and sacred artifacts (especially near rivers and streams).

Please contact the following individuals if such finds are made:

Andrew Godsey, Assistant Cultural Resource Director / NAI
Office: (530) 698-1403 agodsey@ssband.org

And copy all communications to:

Angela Rivera, Administrative Assistant anrivera@ssband.org Office: (530) 698-1557

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendent (MLD)

From: [Marcos Guerrero](#)
To: [Starkey, Anna](#)
Subject: CVS/Pharmacy Development
Date: Thursday, December 13, 2012 11:47:29 AM

Hello Anna,

Thank you for the letter regarding the CVS/Pharmacy Development. Has the arch survey been completed? Will there be any testing done?

The tribe has a concern about this project due to its close proximity to Kadema and Sekumni.

Marcos Guerrero, RPA
Cultural Resources Manager
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603
Office: (530) 883-2364
Cell: (916) 300-8792
Fax: (530) 885-5476

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

Project Name: CVS/pharmacy Fair Oaks and Howe

Project Number: 60270722

Telephone Contact Report

CONFIDENTIAL

Call Participants: Marcos Guerrero

Title: Cultural Resources Manager

Initiated by: Anna Starkey, AECOM

Organization: United Auburn Indian
Community of the Auburn
Rancheria

Phone Number: (530) 883-2364

Location:

Subject: CVS/Pharmacy Development

Date/Time: 1-3-2013

Discussion Item(s): Marcos and I discussed his concerns from an email sent on 12-13-12 regarding the project's close proximity to Kadema and Sekumni. Those are known village sites located along the American River within a few miles of the project. His concerns are that the original buildings and pavement were built prior to the laws that are now in place to protect cultural resources and that there is a high potential that there may be a site underneath the built environment. He has requested that a monitor is on site during ground disturbing activities.

Action Item(s): Relay request to the City of Sacramento (CEQA lead agency) and project applicant. Incorporate record of correspondence into the Initial Study.

Distribution

ATTACHMENT 4

Traffic Data

PROJECT TRIP GENERATION

Land Use	Quantity	ITE Land Use Code	Trip Rate ¹			Trips						
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Tot	In	Out	Tot
Supermarket	50.88 ksf	850	102.24	3.59	11.22	5,202	112	71	183	291	280	571
Pharmacy w/ drive-thru	16.5 ksf	881	88.16	2.66	10.35	1,455	25	19	44	85	86	171
Gross Trips						6,657	137	90	227	376	366	742
Pass-by Trips						-1,198	-25	-16	-41	-135	-132	-267
New Trips						5,459	112	74	186	241	234	475

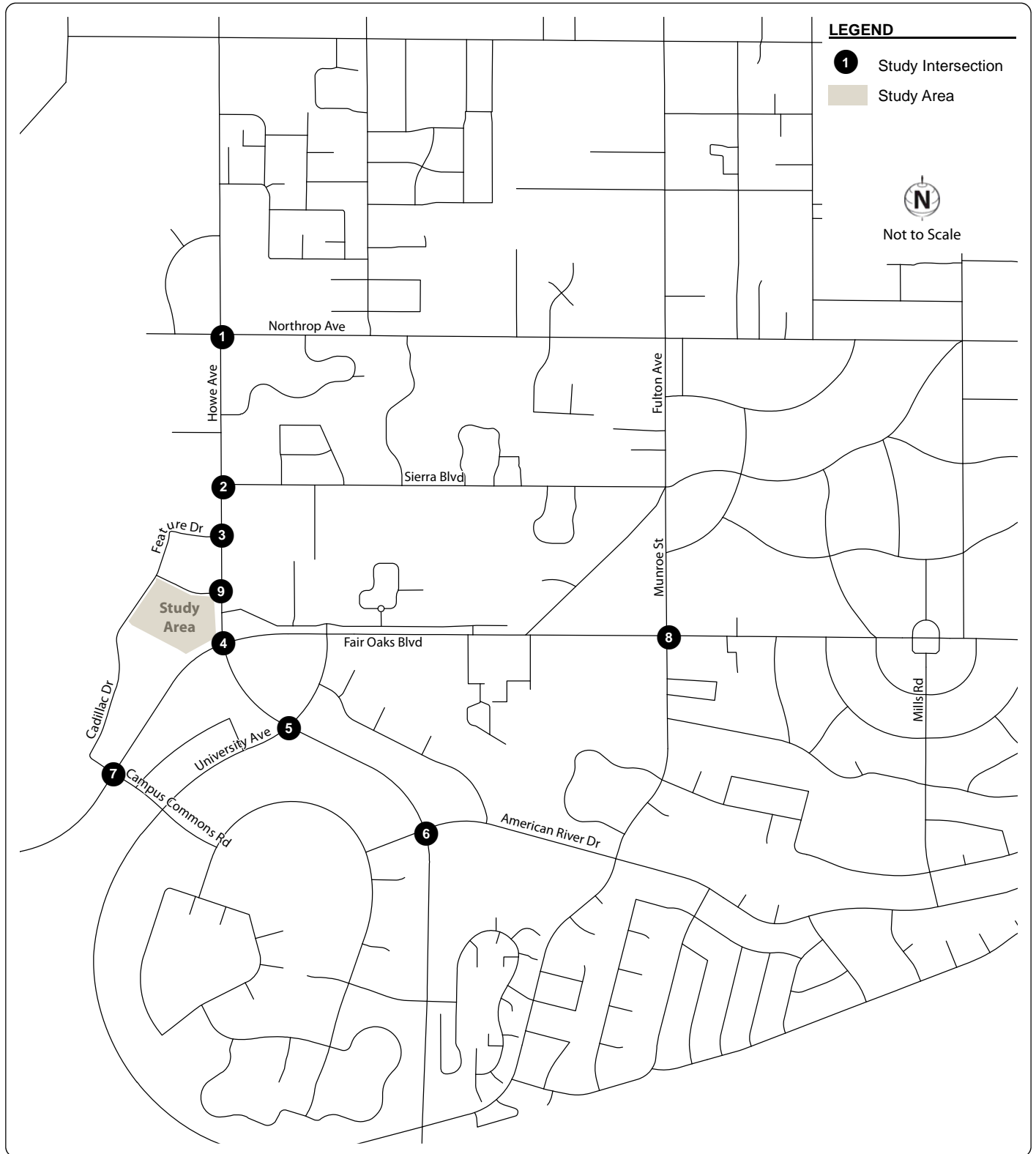
Notes:

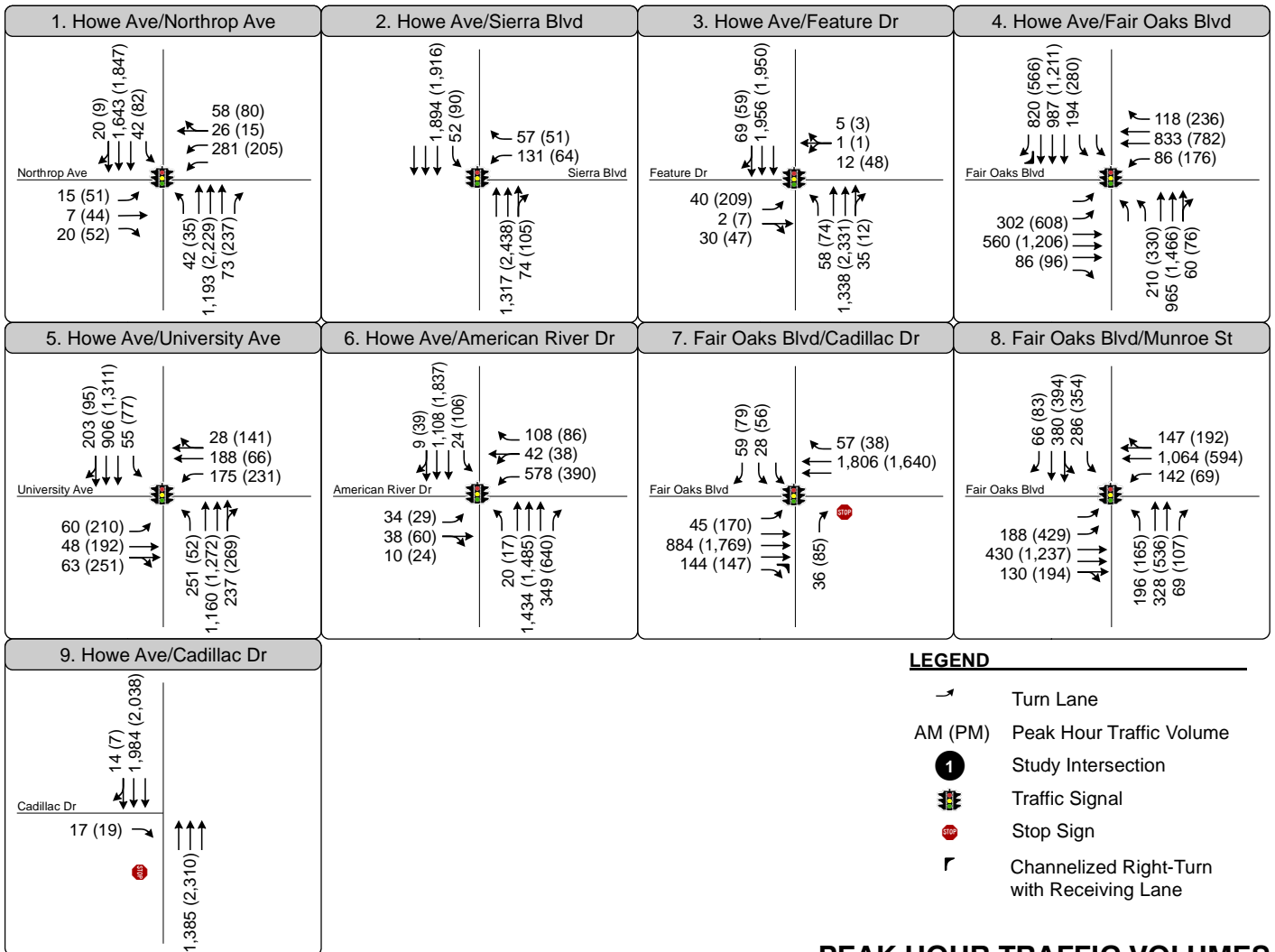
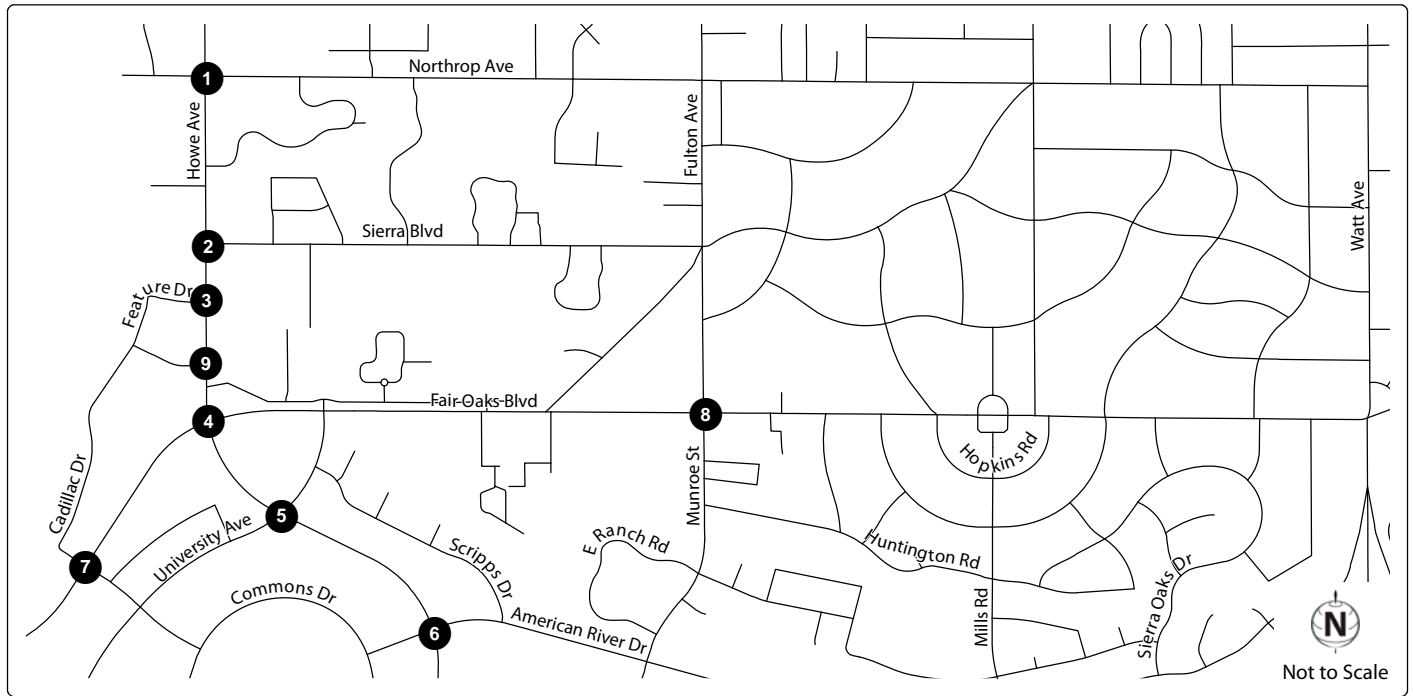
¹ Trip rates from *Trip Generation* (ITE, 2008). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during PM peak hour based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

ksf = thousand square feet.

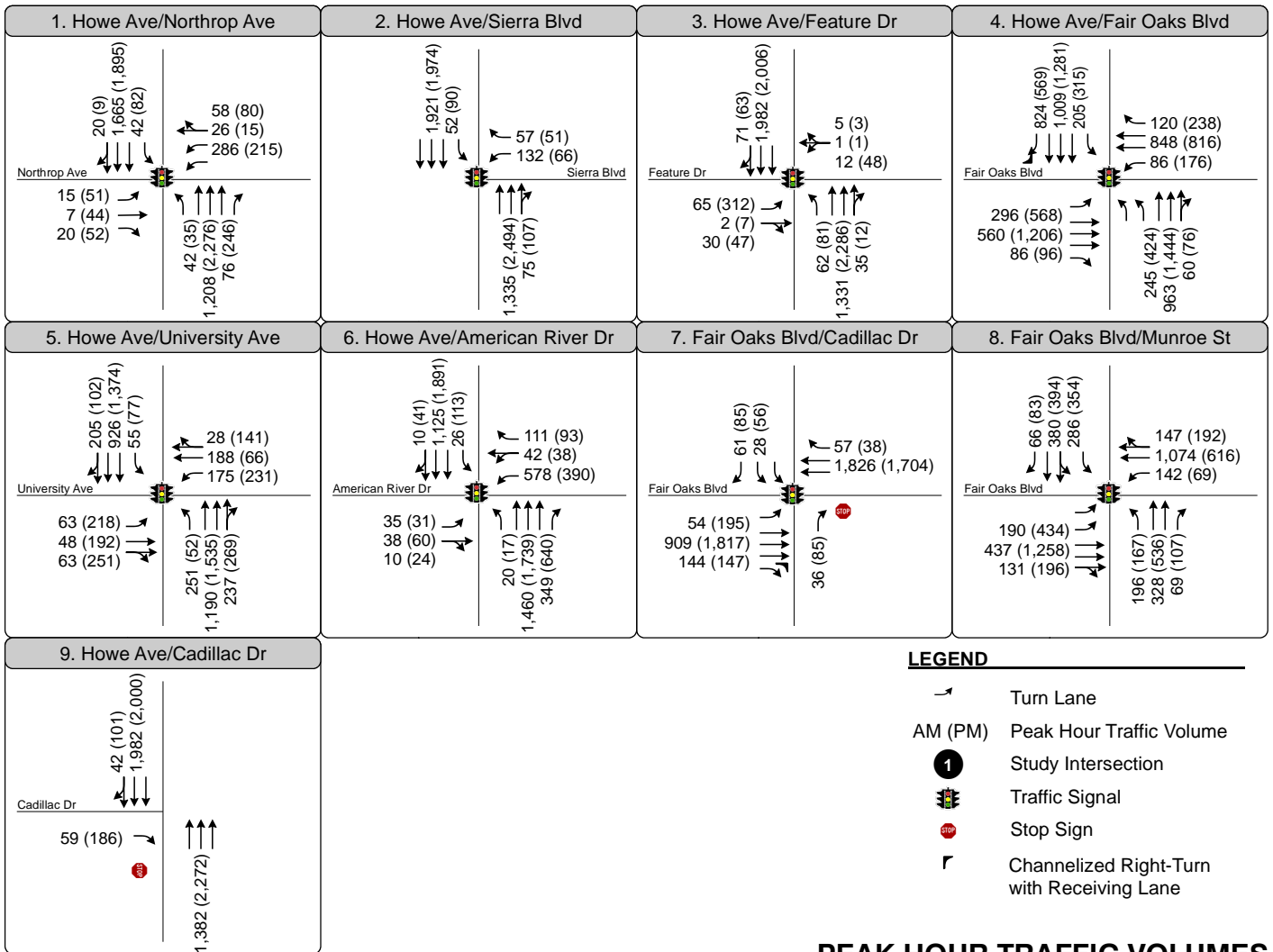
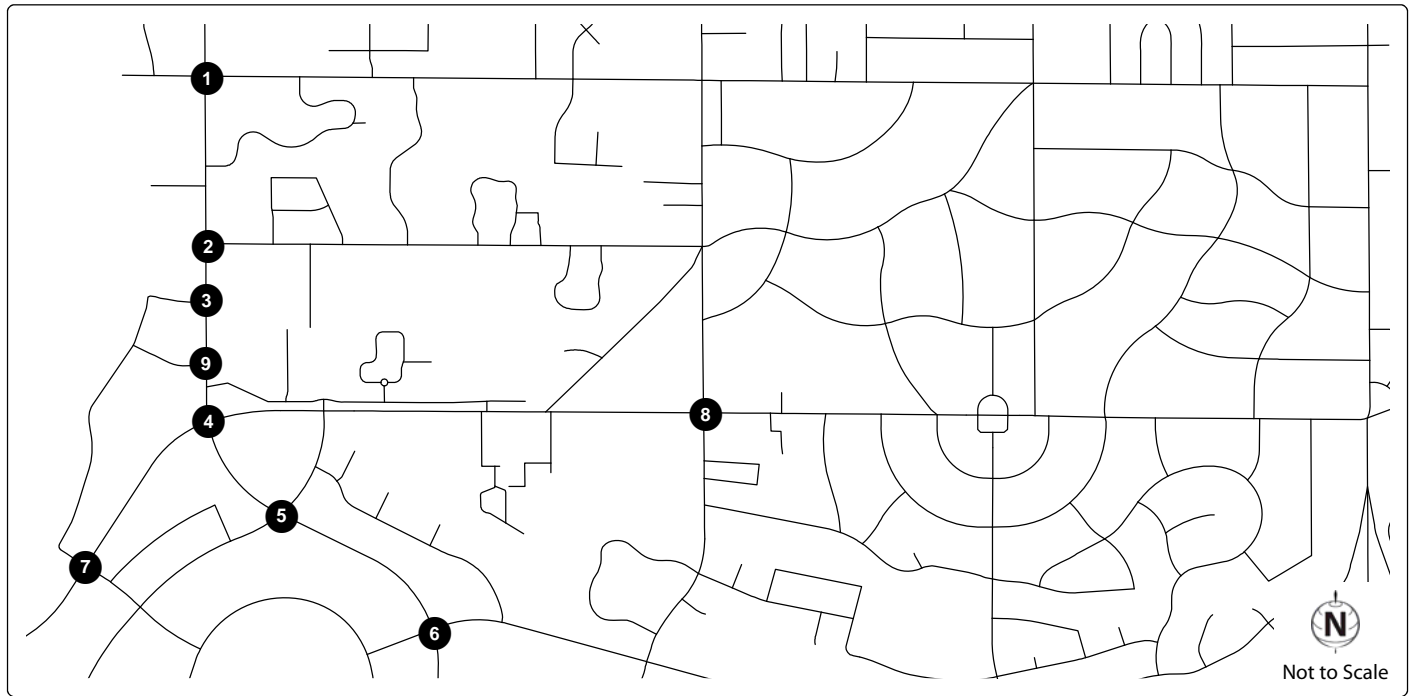
Source: Fehr & Peers Associates, 2012





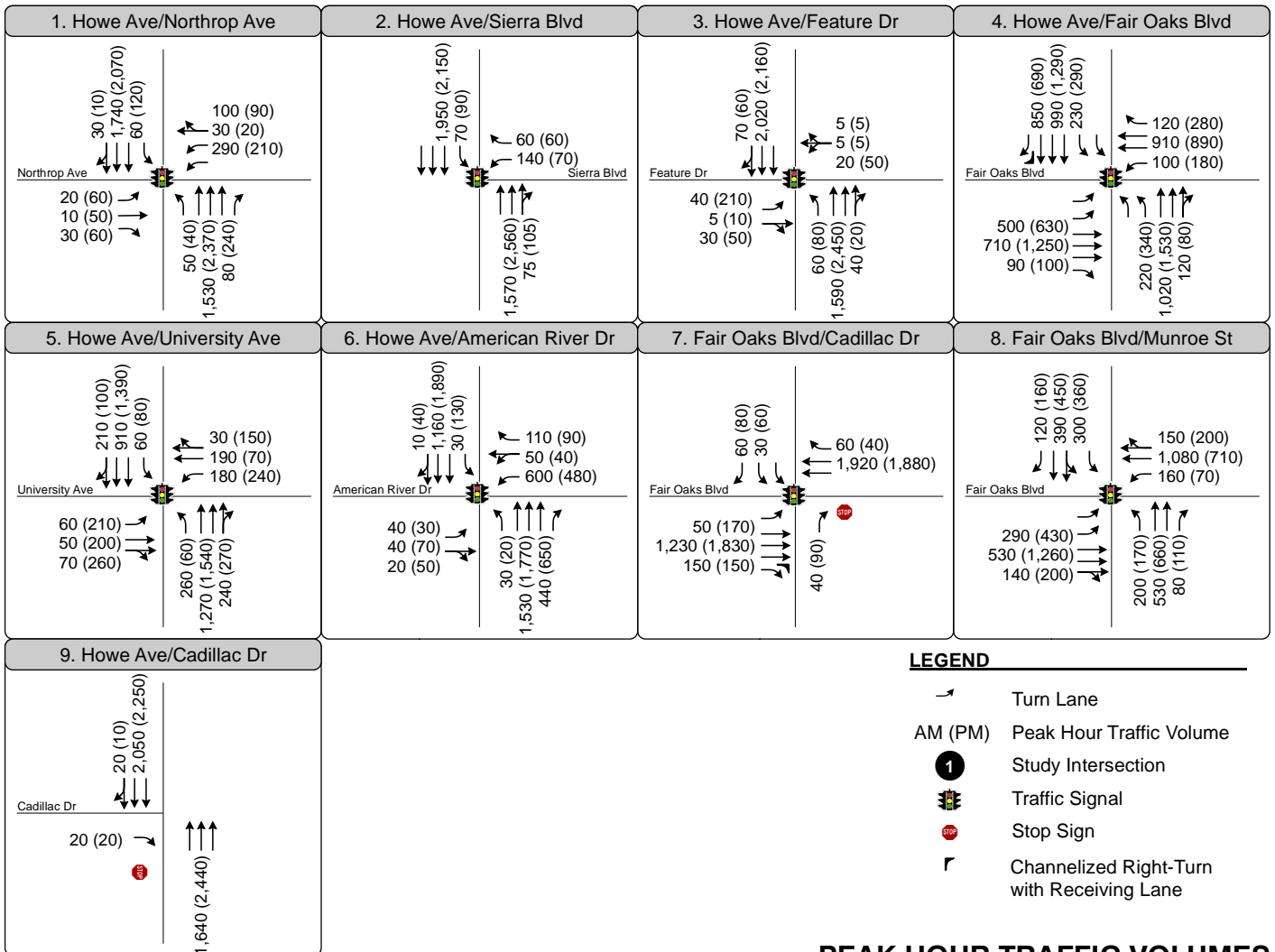
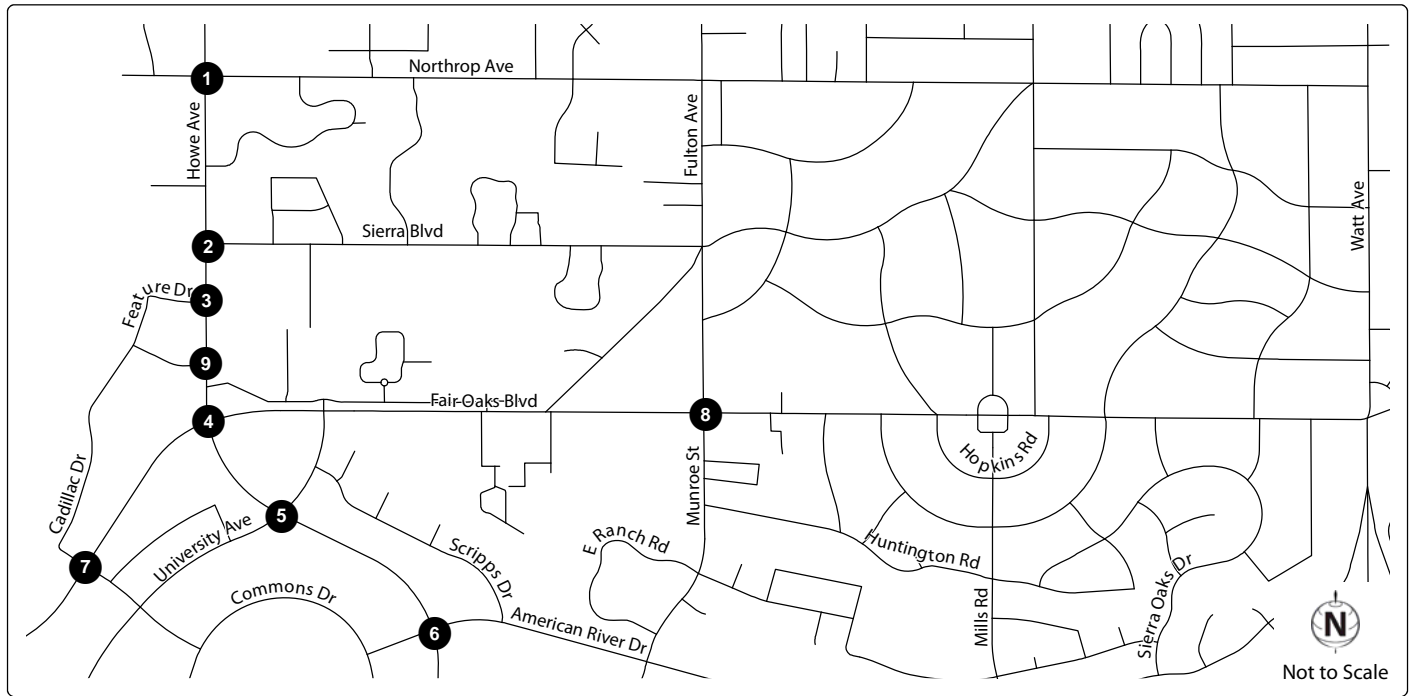
**PEAK HOUR TRAFFIC VOLUMES
AND LANE CONFIGURATIONS -
EXISTING CONDITIONS**

FIGURE 5.9-2



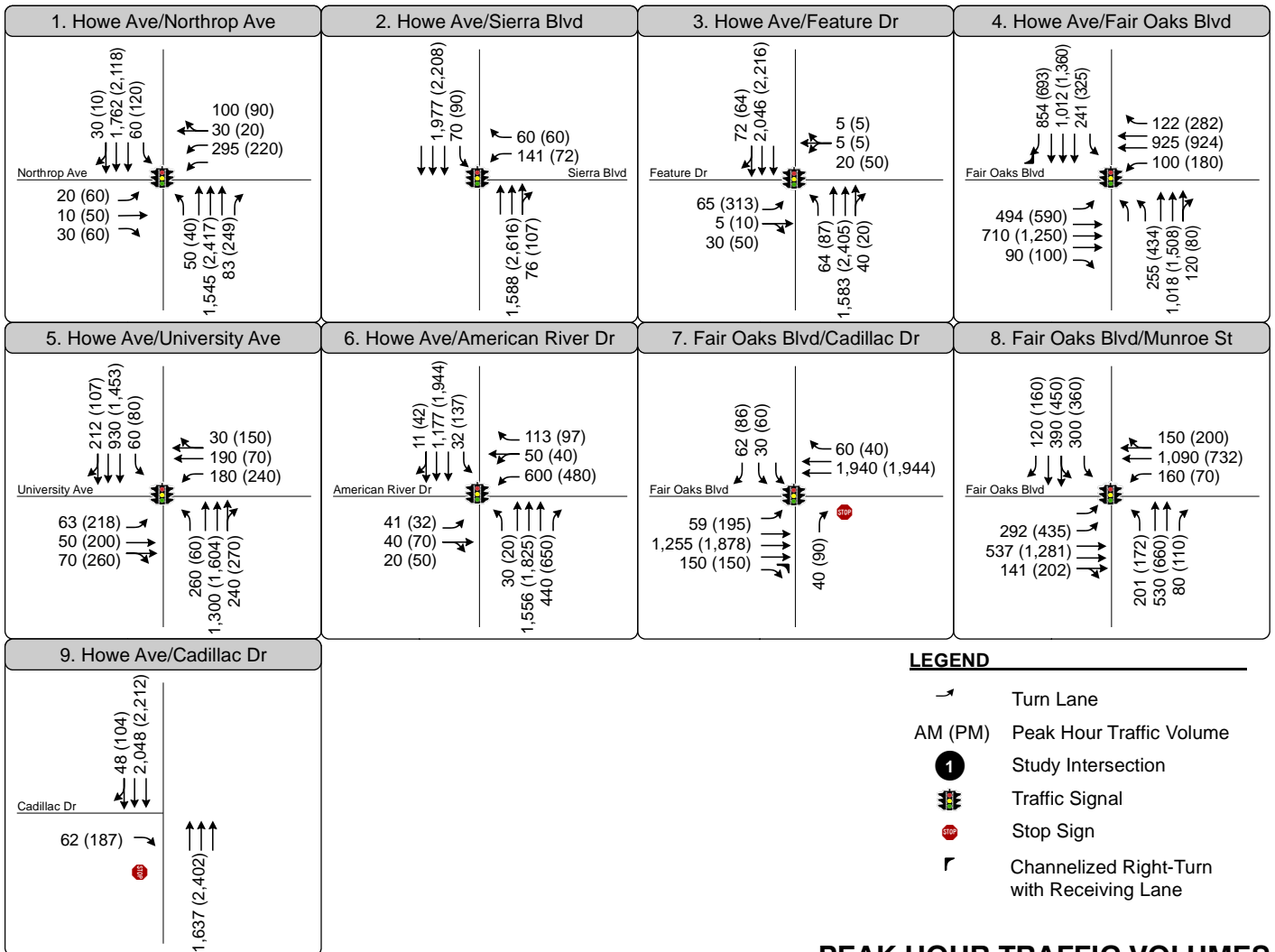
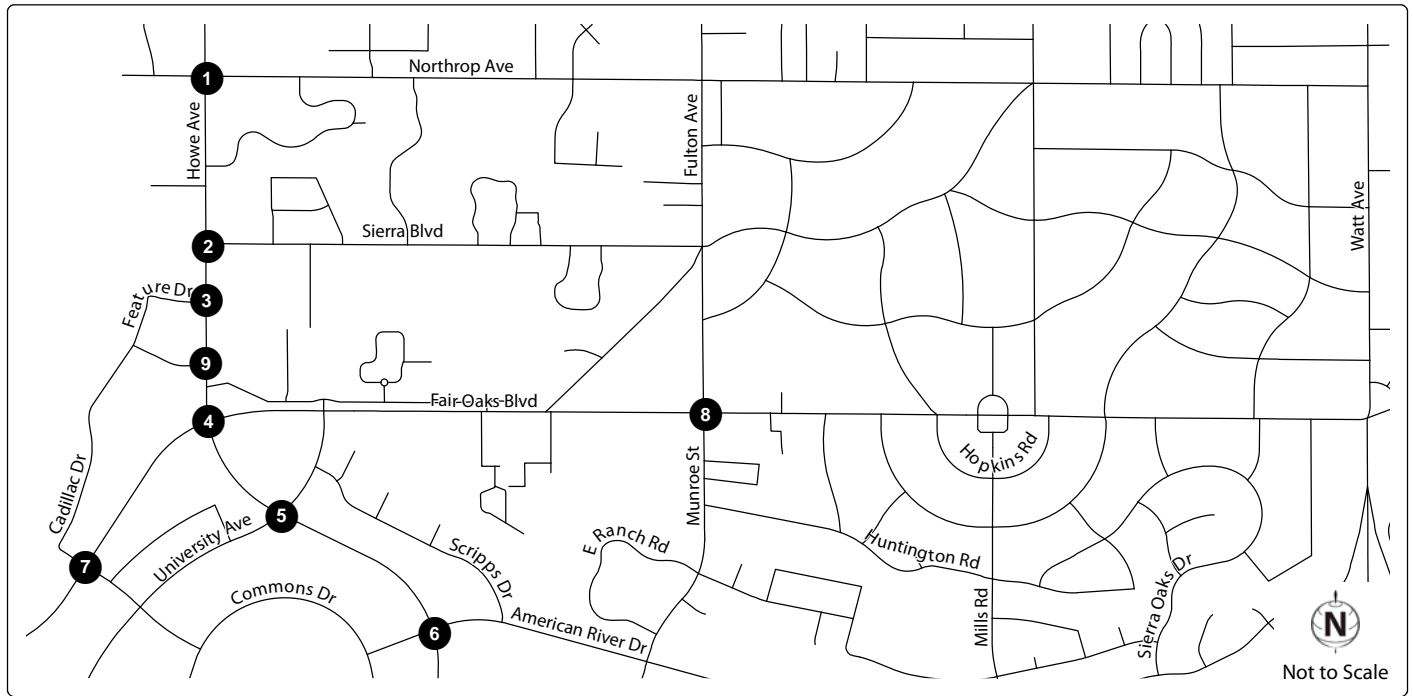
**PEAK HOUR TRAFFIC VOLUMES
AND LANE CONFIGURATIONS -
EXISTING PLUS PROJECT CONDITIONS**

FIGURE 5.9-6



**PEAK HOUR TRAFFIC VOLUMES
AND LANE CONFIGURATIONS -
CUMULATIVE NO PROJECT CONDITIONS**

FIGURE 5.9-7



**PEAK HOUR TRAFFIC VOLUMES
AND LANE CONFIGURATIONS -
CUMULATIVE PLUS PROJECT CONDITIONS**

FIGURE 5.9-8