

**FINAL MITIGATED NEGATIVE DECLARATION**

**(Revised Feb. 20, 2019)**

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

**Fruitridge Shopping Center (P18-007)** The proposed project, located at 5607-5781 Stockton Boulevard within the City of Sacramento (APN: 027-0011-021), consists of the proposed redevelopment of an existing commercial shopping center on a 8.7 acre parcel in the General Commercial (C-2-SPD) Zone and within the Broadway and Stockton Special Planning District. The proposal also includes the demolition of 4 existing buildings; the subdivision of one (1) 8.7 acre parcel into six (6), Conditional Use Permit for two (2) Drive-Through restaurants; Tree Permit to remove existing trees, and , Site Plan and Design Review for the construction of four new buildings, facade enhancements on two existing buildings, and overall site and parking lot improvements and reconfiguration.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

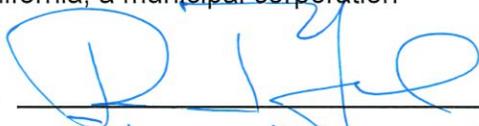
This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

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

By: \_\_\_\_\_

Date: \_\_\_\_\_

  
February 21, 2019

# Fruitridge Shopping Center Redevelopment (P18-007) Initial Study/ Mitigated Negative Declaration

## Errata Sheet February 20, 2019

### INTRODUCTION

This errata sheet presents, in ~~strike-through~~ and double-underline format, the revisions to the Initial Study/ Mitigated Negative Declaration (IS/MND) for the Fruitridge Shopping Center project (proposed project). The revisions to the IS/MND reflected in this errata sheet do not affect the adequacy of the previous environmental analysis contained in IS/MND. Because the changes presented below would not result in any new significant impacts or an increase in impact significance from what was identified in the IS/MND, recirculation of the IS/MND is not required.

### CHANGES TO THE IS/MND

The paragraph above **Table 2** and **Table 2** of the Project Description on Page 8 is revised as follows:

As shown in **Table 2**, the proposed project would construct the following structures at the project site: a 2,200 sf building (proposed Starbucks with one drive-thru lane), a 15,008 sf building (proposed CVS Pharmacy with one drive-thru lane), a 13,608 sf building (multi-tenant building of undetermined uses anticipated to be a 1/3 combination of retail, restaurant, office) and a 130 sf coffee kiosk with ~~two~~ one drive thru-lanes. The total proposed building square footage is 96,871 sf. As noted in **Table 1**, the existing condition at the project site is a total building square footage of 108,084 sf. Thus, the proposed project would reduce building square footage at the project site by 11,213 sf.

**Table 2: Proposed Building Square Footage**

Proposed Buildings	Square Footage
New Building A (Starbucks w/ one drive-thru lane)	2,200 sf
New Building B (CVS w/ one drive-thru lane)	15,008 sf
New Building C (multi-tenant commercial building)	13,608 sf
Existing Building D (dental offices)	5,255 sf
Existing Building E (multi-tenant commercial building)	18,541 sf
Existing Building F (multi-tenant commercial building)	36,603 sf
Existing Building G (Firestone Tires and Lube)	5,526 sf
New Building H (Coffee Kiosk w/ <del>two</del> <u>one</u> drive-thru lanes)	130 sf
<b>Total Proposed</b>	<b>96,871 sf</b>

Note: Shaded buildings would be constructed with the proposed project.

Figure 4, the Proposed Overall Site Plan is also revised to show the double drive-thru lanes for the New Building H (Coffee Kiosk). The revised site plan is shown on following page.

The following is added to the Utilities paragraph in the Project Description on Page 12:

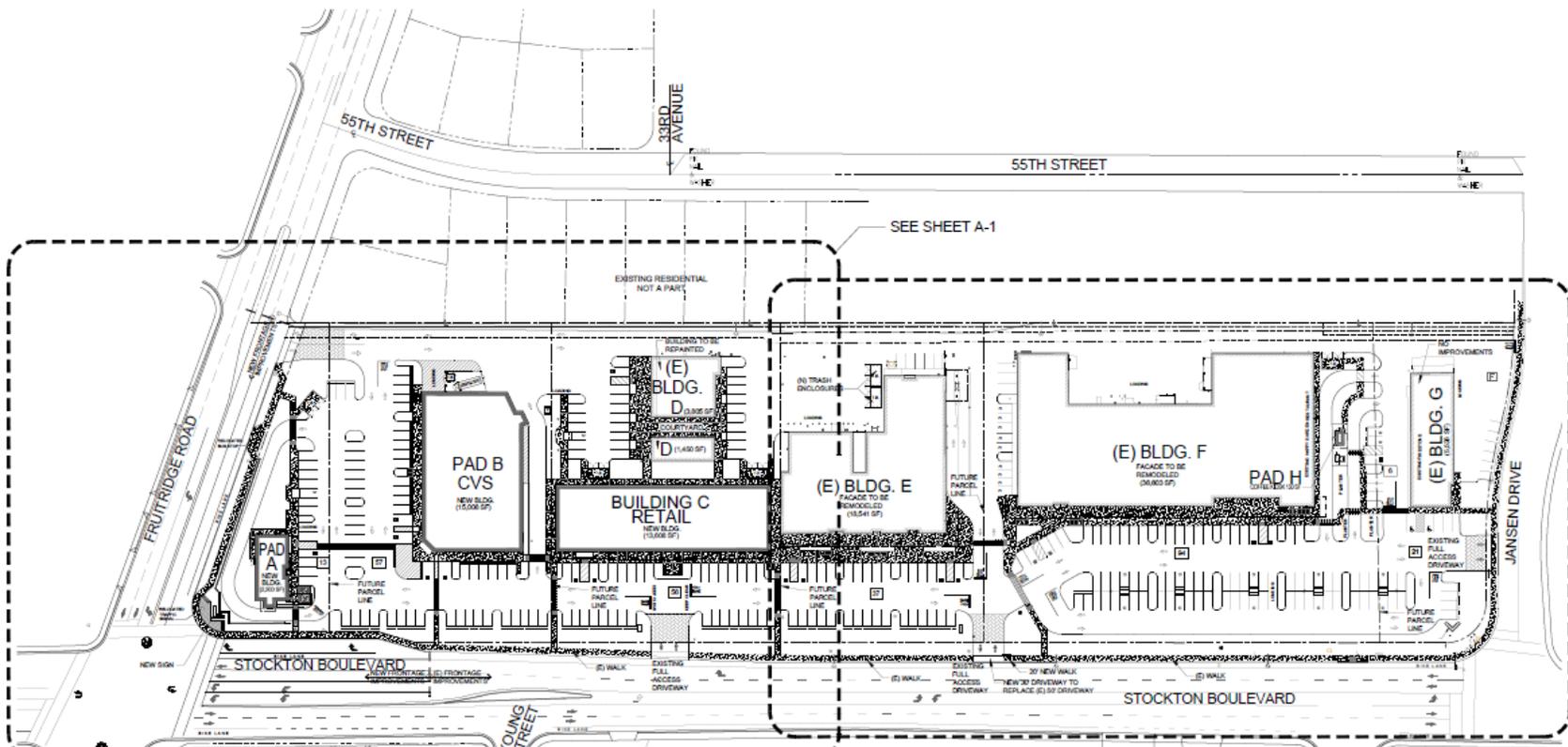
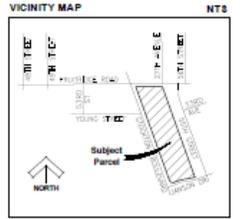
**Utilities**

The project site currently has overhead electrical facilities serving the existing uses at the Fruitridge Shopping Center, which are along the eastern project site boundary adjacent to the single family residential homes to the east. SMUD has a high-pressure natural gas transmission pipeline along Fruitridge Road, all conditions listed in the letter SMUD sent to the City of Sacramento, dated July 16, 2018, still apply. There are existing overhead lines on the east side and within the project site that shall remain. There are existing underground facilities within the project site that shall remain. Underground water lines, sewer lines, storm drain lines and gas lines also serve the existing uses at the project site. City records indicate that there are City fiber optics running through the northern portion of the shopping center.

The Project Approvals paragraph in Project Description on Page 13 is revised as follows:

**Project Approvals**

The proposed project requires a Conditional Use Permit (CUP) from the City for the Starbucks with drive-thru use and relocated Java Express with drive-thru use and also requires Site Plan and Design Review from the City. The proposed project also requires a ~~Major Subdivisions Tentative Parcel~~ Map since the proposed project would subdivide the parcel into 5 or more parcels.



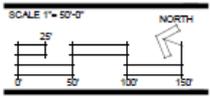
PROJECT STATISTICS									
BUILDING	USE	AREA (SQ. FT.)	PARKING REQUIRED (1,000 SF)	PARKING PROPOSED		BIKE PARKING REQUIRED*		BIKE PARKING PROVIDED*	
				STALLS	SPACES	SHORT TERM	LONG TERM	SHORT TERM	LONG TERM
PAD A	STARBUCKS (NEW)	2,200	4	13	2	2	2	2	2
PAD B	CVS PHARMACY (NEW)	15,008	30	57	8	2	8	2	2
BUILDING C	MULTI-TENANT RETAIL/ RESTAURANT (NEW)	13,808	27	46	7	2	8	2	2
BUILDING D	OFFICES (EXISTING)	5,255	11	10	3	2	4	2	2
BUILDING E	MULTI-TENANT (EXIST.)	10,541	37	37	10	2	10	2	2
BUILDING F	MULTI-TENANT (EXIST.)	26,003	73	84	19	4	20	4	4
BUILDING G	AUTO CARE (EXIST.)	5,236	11	21	N/A	N/A	N/A	N/A	N/A
BUILDING H	COFFEE KIOSK (NEW)	130	2	6	2	2	2	2	2
<b>TOTAL</b>		<b>96,071</b>	<b>195 STALLS</b>	<b>354 STALLS (1,341 SF)</b>	<b>51</b>	<b>18</b>	<b>54</b>	<b>16</b>	

\* BIKE PARKING PER SOC 17.608.0300, TRADITIONAL DISTRICT, LONG TERM: 1 PER 10,000 SQ. FT. SHORT TERM: 1 PER 2,000 SQ. FT. TWO SPACES MINIMUM.

PARKING STATISTICS	
TYPE	STALLS
STANDARD	246
COMPACT	9
ACCESSIBLE	40
<b>TOTAL</b>	<b>295</b>

**Stockton & Fruitridge**  
 850 Stockton Blvd. & Fruitridge Road  
 Sacramento, CA

**SUSTAINED INVESTMENTS**  
 17155 New Hope Street, Suite H  
 Folsom Valley, CA 95708



**OVERALL SITE PLAN**



coactdesignworks.com  
 801 T STREET  
 SACRAMENTO, CA 95811  
 916.930.5900  
 414 JACKSON STREET, SUITE 404  
 SAN FRANCISCO, CA 95411  
 415.425.7052

DATE: 04/27/20	DATE: 04/27/20
DRAWN BY: [NAME]	CHECKED BY: [NAME]
SCALE: 1"=50'	SCALE: 1"=50'
DATE: FEBRUARY 6, 2019	DATE: FEBRUARY 6, 2019

A2



## **FRUITRIDGE SHOPPING CENTER REDEVELOPMENT (P18-007)**

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

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

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#### **ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

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

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

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

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

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

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

**APPENDICES:** Technical reports or resources that have been prepared for and used in the Initial Study.

## SECTION I - BACKGROUND

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Project Name and File Number: Fruitridge Shopping Center [Application Number P18-007]

Project Location: SE Corner of Stockton Boulevard & Fruitridge Road, Sacramento, CA  
APN 027-0011-021

Project Applicant: Sustained Investments, LLC  
17165 New Hope Street, Suite H  
Fountain Valley, CA 92708

Project Planner: Angel Anguiano, Assistant Planner

Environmental Planner: Scott Johnson, Associate Planner

Date Initial Study Completed: January 18, 2019

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

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

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

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The documents are at:

<http://www.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan>

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The 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:

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent no later than the 20-day review period ending February 12, 2019.

Please send written responses to:

Scott Johnson, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-5842  
SRJohnson@cityofsacramento.org

## SECTION II - PROJECT DESCRIPTION

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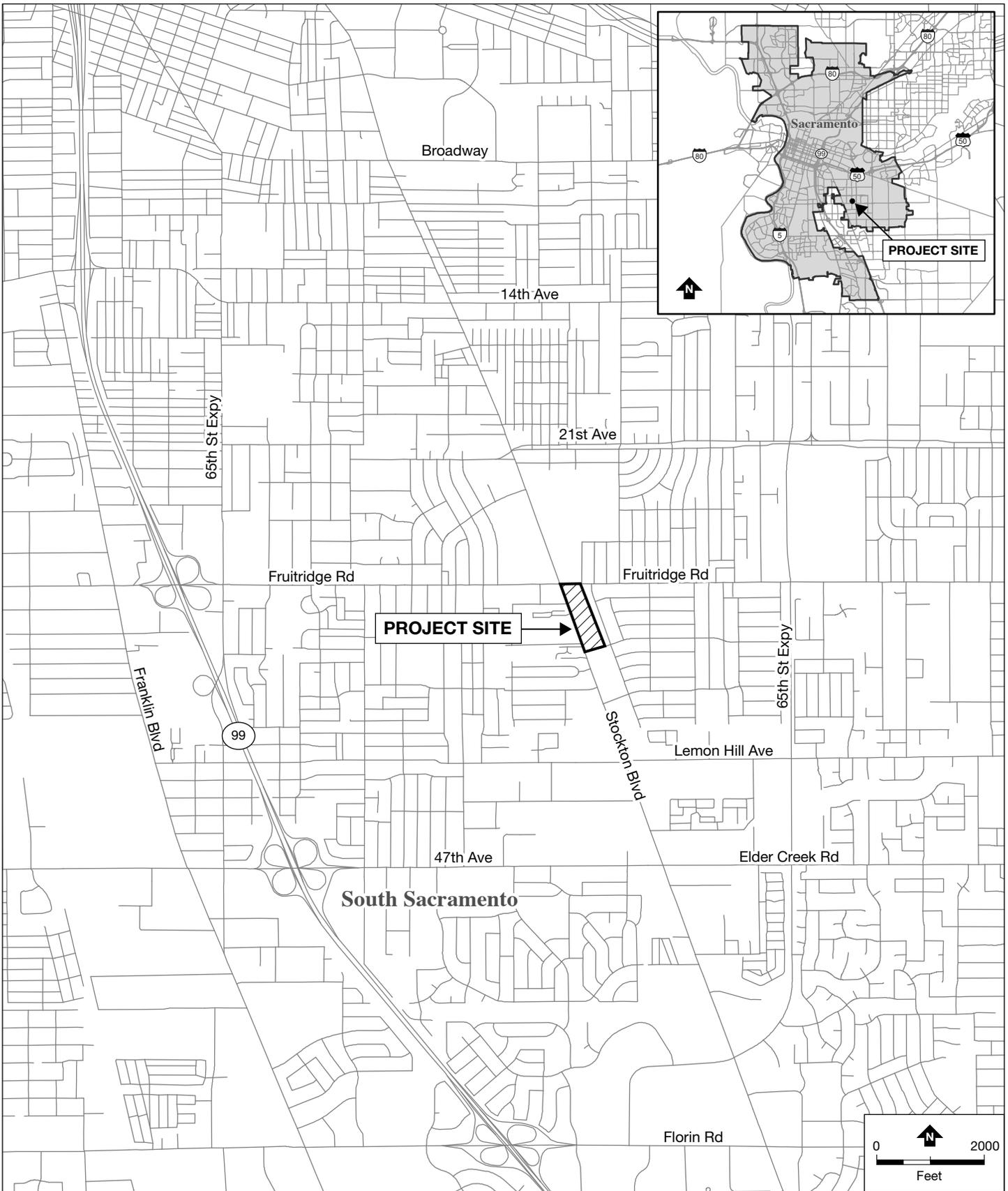
### INTRODUCTION

The proposed project is the redevelopment of the Fruitridge Shopping Center at the southeast corner of the Fruitridge Road and Stockton Boulevard intersection (to include demolition, construction, remodeling, parking lot/ roadway improvements, and subsequent operation of the proposed uses). The project site would be subdivided into six separate parcels to accommodate the proposed redevelopment. The proposed project would demolish three buildings and a coffee kiosk, and would also include various parking lot, landscaping and frontage improvements. The redeveloped Fruitridge Shopping Center would include a new Starbucks with drive-thru, CVS Pharmacy with drive-thru, multi-tenant commercial building (retail, office and restaurant), and a relocated coffee kiosk with drive-thru.

### PROJECT LOCATION

The project site is an 8.8-acre (net) parcel (10.1-acre [gross] parcel) (APN 027-0011-021) at the southeast corner of the Fruitridge Road and Stockton Boulevard intersection (Fruitridge/Stockton Intersection), in the City of Sacramento. The project site is zoned as C-2-SPD (General Commercial/Special Planning District) in the Broadway/Stockton SPD and is adjacent to Fruitridge Manor (single-family residential) to the east, Stockton Boulevard to the west (commercial and vacant land farther west), a commercial shopping center to the south and Fruitridge Road to the north (commercial and single-family residential farther north). The project site is in the Fruitridge Broadway Community Plan Area.

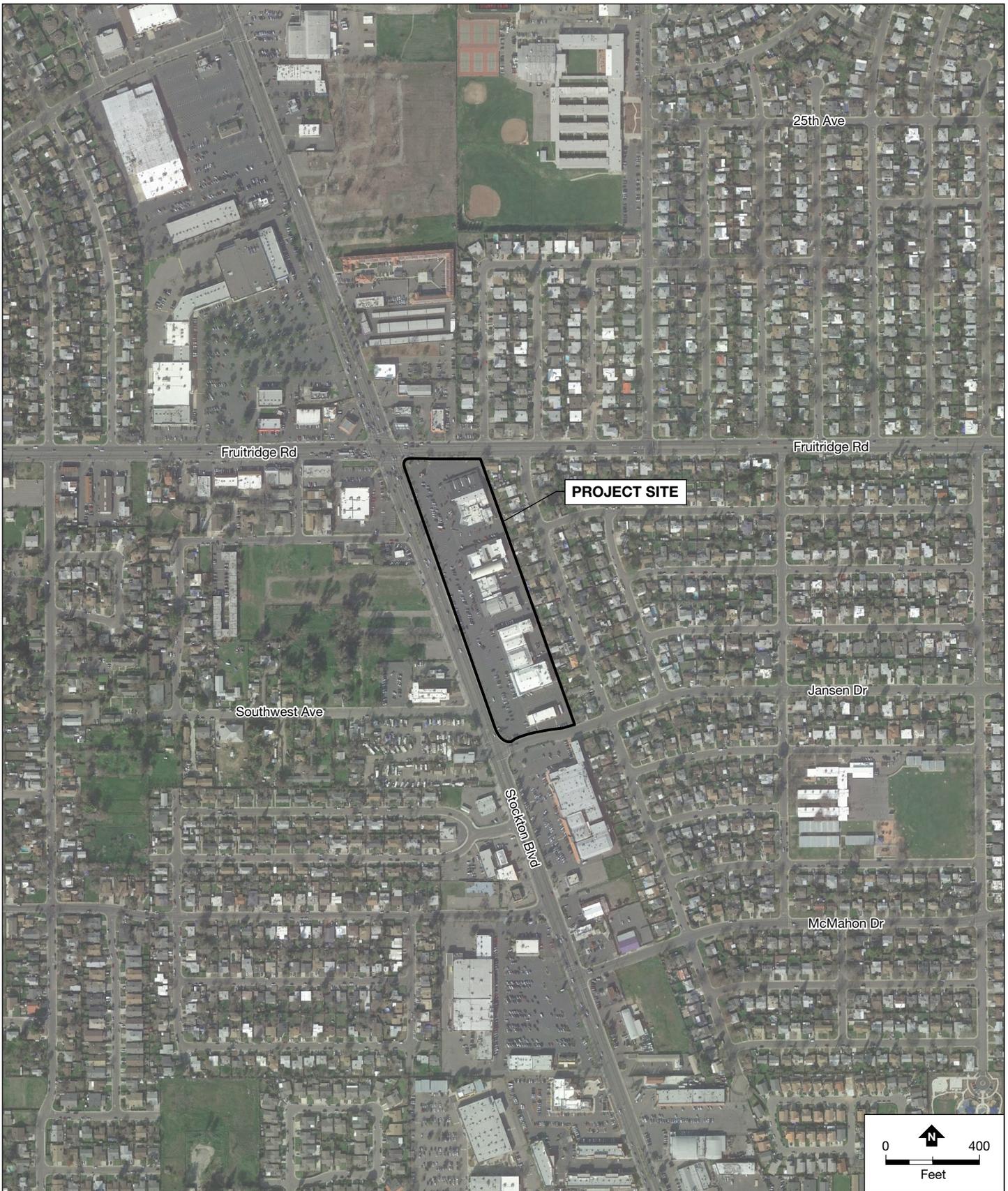
**Figure 1** shows the regional location of the project site relative to nearby streets and freeways. **Figure 2** is an aerial photo of the project location, which shows adjacent and nearby land uses. The project site may be accessed off of either Stockton Boulevard, Fruitridge Road, or Jansen Drive. Photos of the project site are contained in the Aesthetics section of this Initial Study.



Source: RCH Group

**Figure 1**  
Regional Location





Source: RCH Group; Google Earth, 2018

**Figure 2**  
Project Location



## PROJECT DESCRIPTION

**Table 1** displays the existing buildings and the associated square footages that currently exist at the project site. As shown in **Table 1**, the total existing building footprint at the project site is 108,084 square feet (sf). The proposed project would demolish the following existing structures at the project site: a 120 sf coffee kiosk with two drive-thru lanes, a 30,967 sf multi-tenant commercial building, a 5,009 sf multi-tenant commercial building and a 6,063 sf multi-tenant commercial building.

**Table 1: Existing Building Square Footage**

<b>Existing Buildings</b>	<b>Square Footage</b>
Existing Building A (multi-tenant commercial building)	30,967 sf
Existing Building B (multi-tenant commercial building)	5,009 sf
Existing Building C (vacant building)	6,063 sf
Existing Building D (dental offices)	5,255 sf
Existing Building E (multi-tenant commercial building)	18,541 sf
Existing Building F (multi-tenant commercial building)	36,603 sf
Existing Building G (Firestone Tires and Lube)	5,526 sf
Existing Coffee Kiosk (w/ two drive-thru lanes)	120 sf
<b>Total Existing</b>	<b>108,084 sf</b>

Note: Shaded buildings would be demolished with the proposed project.

**Figure 3** shows the existing site conditions and buildings to be demolished at the project site. **Figure 4** shows the proposed overall site plan. **Figure 5** shows the proposed site plan zoomed in on the northern portion of the project site (the area with proposed demolition, new building construction and frontage/roadway improvements).

As shown in **Table 2**, the proposed project would construct the following structures at the project site: a 2,200 sf building (proposed Starbucks with one drive-thru lane), a 15,008 sf building (proposed CVS Pharmacy with one drive-thru lane), a 13,608 sf building (multi-tenant building of undetermined uses anticipated to be a 1/3 combination of retail, restaurant, office) and a 130 sf coffee kiosk with one drive thru-lane. The total proposed building square footage is 96,871 sf. As noted in **Table 1**, the existing condition at the project site is a total building square footage of 108,084 sf. Thus, the proposed project would reduce building square footage at the project site by 11,213 sf.

**Table 2: Proposed Building Square Footage**

<b>Proposed Buildings</b>	<b>Square Footage</b>
New Building A (Starbucks w/ one drive-thru lane)	2,200 sf
New Building B (CVS w/ one drive-thru lane)	15,008 sf
New Building C (multi-tenant commercial building)	13,608 sf
Existing Building D (dental offices)	5,255 sf
Existing Building E (multi-tenant commercial building)	18,541 sf
Existing Building F (multi-tenant commercial building)	36,603 sf
Existing Building G (Firestone Tires and Lube)	5,526 sf
New Building H (Coffee Kiosk w/ one drive-thru lane)	130 sf
<b>Total Proposed</b>	<b>96,871 sf</b>

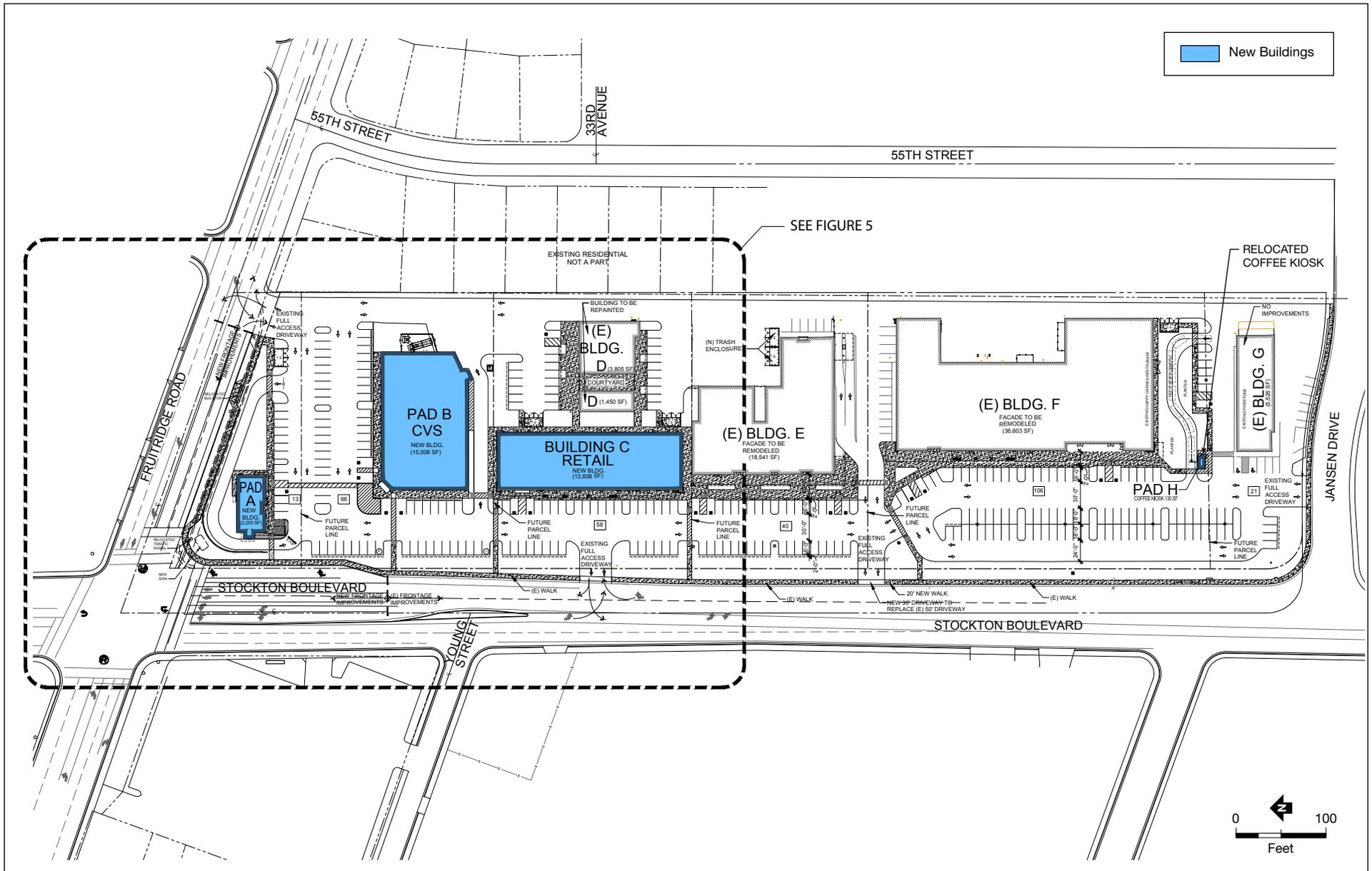
Note: Shaded buildings would be constructed with the proposed project.

The proposed project would repaint the 5,255 sf of dental offices (Existing Building D) to match the proposed colors of the new buildings. The proposed project would also remodel the building facades and storefronts of the existing 18,541 sf multi-tenant commercial building (Existing Building E) and an existing 36,603 sf multi-tenant commercial building (Existing Building F) at the project site. No improvements would be made to the existing 5,526 sf Firestone Tires and Lube (Existing Building G) due to current lease conditions.

The existing parking lot at the project site consists of 480 spaces and limited landscaping. The proposed project would reconfigure the existing parking lot to reduce parking and add significant landscaping to the project site. The proposed project would include much wider street front landscape planters than currently existing, which would soften the street edge with trees and shrubs. Interior parking lot planters would be added for tree and shrub planting as well as to improve on-site vehicular circulation and shading from trees. Overall, the proposed project would include 304 parking stalls (195 parking spaces required). This is an overall reduction of 176 parking spaces, but 109 parking stalls more than the required number of parking spaces.





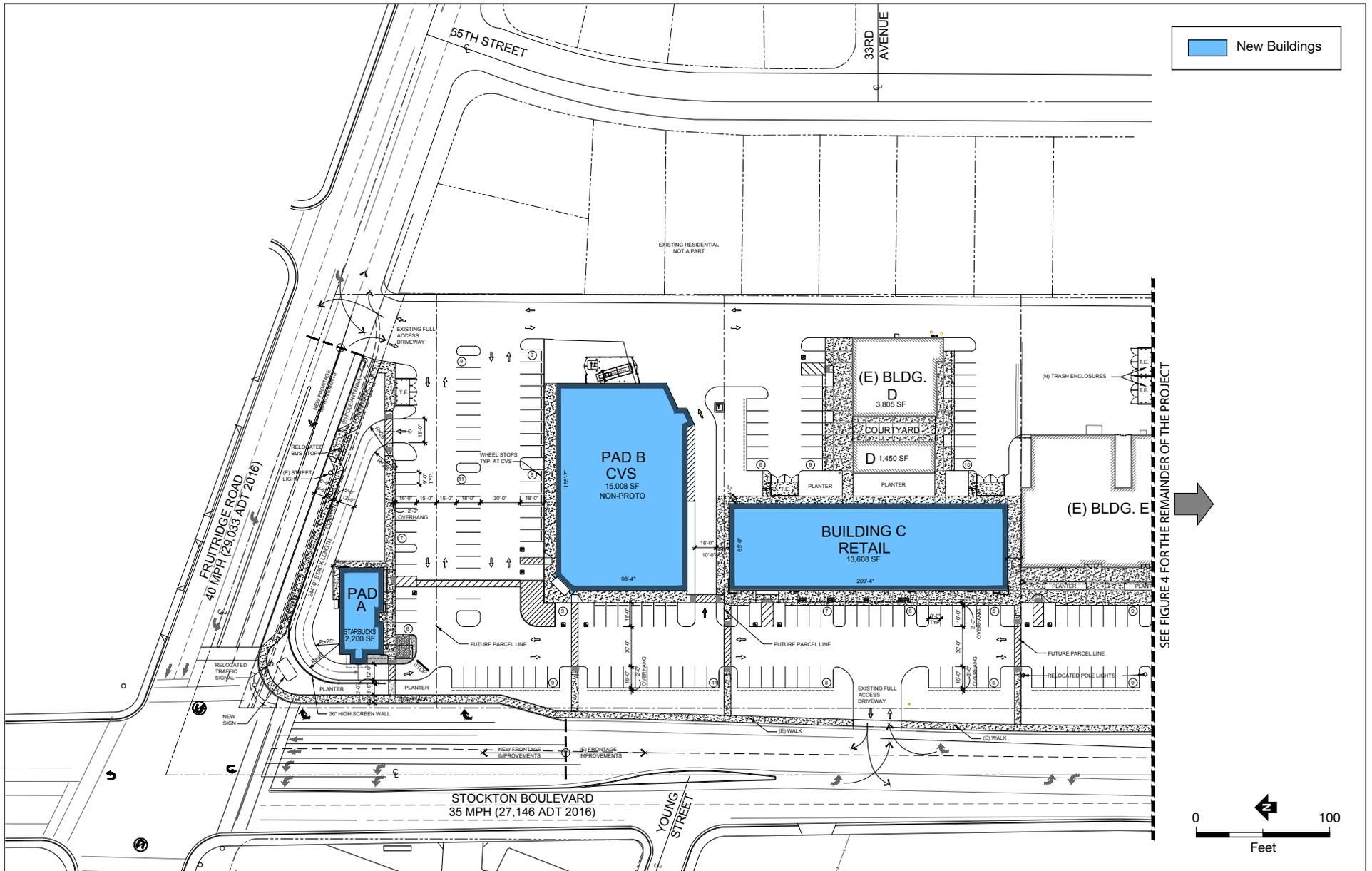


Source: COACT Designworks

**Figure 4**  
Proposed Overall Site Plan







Source: COACT Designworks

**Figure 5**  
Northern Site Plan





The existing driveway on Fruitridge Road closest to the Fruitridge/Stockton Intersection would be removed (the driveway is too close to the intersection) and the existing driveway on Stockton Boulevard closest to the Fruitridge/Stockton Intersection would be reduced from 50 feet to 30 feet. New sidewalks would be constructed within the parking lot, along the northern one-third of project frontage of Stockton Boulevard, and along the project frontage of Fruitridge Road. A new sign for the shopping center would also be constructed in the planter at the Fruitridge/Stockton Intersection. A bus stop at Fruitridge Road would also be relocated with construction of the new sidewalk along Fruitridge Road project frontage.

The proposed project would also construct a right-turn lane and bicycle lane to the Stockton Boulevard and Fruitridge Road frontage at the Fruitridge/Stockton Intersection. These improvements would require relocating a traffic signal at the Fruitridge/Stockton Intersection approximately 15 feet into the proposed project's new landscape planter.

The significant landscape improvements with the proposed project would require the removal of approximately 65 pear trees, which would be replaced with approximately 108 low/medium water use trees. The existing pear trees on the project site range from two to 17 feet tall and have limited canopy size and do not provide the environmental contribution that the replacements trees could provide in a short period of time (Sierra Nevada Arborists, 2018).

### **Utilities**

The project site currently has overhead electrical facilities serving the existing uses at the Fruitridge Shopping Center, which are along the eastern project site boundary adjacent to the single family residential homes to the east. Underground water lines, sewer lines, storm drain lines and gas lines also serve the existing uses at the project site. City records indicate that there are City fiber optics running through the northern portion of the shopping center.

### **Project Construction**

The proposed project construction is estimated to take one year to complete, with demolition/construction beginning in July 2019 and ending in July 2020. As the project site is already developed and paved, there would be no substantial grading changes and any soils from required grading would be expected to balance on the site with minimal import/export of cut/fill material.

### **Operations**

The proposed project is expected to be operational in summer of 2020. The proposed project would not change the hours of operation at the existing buildings that would remain with the proposed project. The new buildings would have operating hours established by the needs of individual tenants. Tenants occupying an entire building (i.e., Starbucks or CVS) may elect to operate 24 hours if customer demand is high.

### **Sign Preservation**

The proposed project will preserve and relocate on-site (in coordination with the City), the existing Alonzo's Ham & Eggs Stead Entrance pole sign and the Yankee Hardware sign.

## **Project Approvals**

The proposed project requires a Conditional Use Permit (CUP) from the City for the Starbucks with drive-thru use and also requires Site Plan and Design Review from the City. The proposed project also requires a Major Subdivisions Map since the proposed project would subdivide the parcel into 5 or more parcels.

**Table 3** contains a list of the permits and approvals that may be required for the proposed project.

**Table 3: Permits and Approvals**

<b>Permit/Approval Description</b>	<b>Permit/Approval Agency</b>
Wrecking Permit	City of Sacramento
Conditional Use Permits	City of Sacramento
Site Plan and Design Review	City of Sacramento
Tentative Map	City of Sacramento
General Construction Stormwater Permit	Central Valley Regional Water Quality Control Board (RWQCB)
Building Permits	City of Sacramento

These actions by the City of Sacramento are discretionary and require environmental review pursuant to the CEQA. Prior to taking action, the City would be required to approve the environmental document prepared for the proposed project.

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

### **Introduction**

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

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

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

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

### **Discussion**

#### **Land Use**

The project site is designated Regional Commercial in the 2035 General Plan, and is zoned C-2-SPD (General Commercial/Special Planning District) in the Broadway/Stockton SPD. The project site is in the Fruitridge Broadway Community Plan Area. The project site is within the Stockton Boulevard Corridor Opportunity Area in the Fruitridge Broadway Community Plan Area.

The project site is located in an urbanized area of the community. The adjacent land uses are single-family residential to the east, Stockton Boulevard to the west (commercial and vacant land farther west), a commercial shopping center to the south and Fruitridge Road to the north (commercial and single-family residential farther north). The proposed project would not alter the existing land use or zoning designations. Therefore, the proposed project would have no impact on land use.

#### **Population and Housing**

The proposed project would redevelop the project site and replace existing commercial uses with new commercial uses. Housing would not be created or destroyed with implementation of the proposed project, and people or housing would not be displaced. Accordingly, construction or replacement of housing would not be required. Therefore, the proposed project would have no impact on population and housing.

## **Agricultural Resources**

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

The Department of Conservation's (DOC's) California Important Farmland Finder Map designates the project site as urban and built-up land and does not designate the project site as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (DOC, 2016a). The project site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Therefore, the proposed project would have no impact on agricultural resources.

## **Energy**

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

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

The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

There are a several aspects of the proposed project that indicate the project would not result in the need for new expanded or new utility facilities (including extension of services) including:

- The type of uses (retail, office, and restaurant) would be the same as existing uses;
- The site is already developed, and served by all the utilities;
- There would be a reduction in overall building square footage; and
- The new buildings would be more energy efficient to meet Titles 20 and 24.

Therefore, in comparison to the existing energy consumption at the site from the existing buildings, the proposed project would be expected to have comparable or reduced energy consumption. Thus, the proposed project would have no impact on energy use.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</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
C) Substantially degrade the existing visual character of the site or its surroundings?			X

**ENVIRONMENTAL SETTING**

The project site is developed and paved. The project site is adjacent to single-family residential to the east, Stockton Boulevard to the west, a commercial shopping center to the south and Fruitridge Road to the north. Public views of the project site include view from motorists, bicyclists and pedestrians traveling along the project site frontage (Fruitridge Road, Stockton Boulevard and Jansen Drive). Private views are limited as the adjacent residences to the east are single-story and are shielded by fencing and existing vegetation. Existing sources of light and glare include, but are not limited to, headlights from vehicles traveling along the project site frontage, headlights from vehicles in the existing parking lot, parking lot lighting and signage. The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any state-designated scenic highways. Existing views of the project site are presented in Photos 1-10.

**STANDARDS OF SIGNIFICANCE**

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

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

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

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

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



Photo #1) View of the existing sign and landscaping at the northwest corner of project site (8/29/18).



Photo #2) View of the west side of Existing Building A (30,967 SF multi-tenant commercial building) to be demolished with the project (8/29/18).



Photo #3) View of the south side of Existing Building A (30,967 SF multi-tenant commercial building) to be demolished with the project (8/29/18).



Photo #4) View of north side of Existing Building A (30,967 SF multi-tenant commercial building) to be demolished with the project (8/29/18).



Photo #5) View of the west side of Existing Buildings B (5,009 SF multi-tenant commercial building) and C (6,063 SF vacant building) to be demolished with the project (8/29/18).



Photo #6) View of the south of Existing Building E (18,541 SF multi-tenant comm. building) to have façade remodeled with the project (8/29/18).



Photo #7) View of the west side of Existing Building F (36,603 SF multi-tenant commercial building) to have façade remodeled with the project (8/29/18).



Photo #8) View of the project site parking lot at the southwest corner of project site (photo from 8/29/18).



Photo #9) View of the east side of Existing Building A and the alley between single family residences to the east of project site (8/29/18).



Photo #10) View of the northern parking lot area and existing coffee kiosk to be relocated with project (8/29/18).

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A and B

The proposed project would demolish existing buildings and replace them with new buildings. The proposed project would also reconfigure the existing parking lot and relocate existing parking lot lighting. The proposed project would not create new sources of lighting and glare and the amount and intensity of lighting would be similar to the current intensity of lighting at the existing project site.

The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. Policy ER 7.1.3: Lighting requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and (5) using exposed concrete that exceeds 50 percent of any building. The proposed project would comply with the aforementioned general plan policies, which would be ensured through the Site Plan and Design Review process. Overall the proposed project would not create a source of glare or light that would cause a public hazard, annoyance, or be cast onto oncoming traffic or residential uses. Therefore, the proposed project would result in a ***less-than-significant*** impact.

### Question C

Existing views of the project site are presented in Photos 1-10. The proposed project would significantly improve the visual character of the project site. The new buildings would have a contemporary retail design and existing buildings would be repainted or would receive a complete façade and storefront remodel (except for the existing Firestone, which would remain as-is due to current lease conditions). The existing parking lot and street frontage would be substantially improved with new trees, shrubs and groundcover in planters.

Overall, the proposed project would be consistent with the existing visual character and quality of the area. City staff would conduct a Site Plan and Design Review prior to approval of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the general plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Consequently, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site. Therefore, the proposed project would result in a ***less-than-significant*** impact.

## MITIGATION MEASURES

None required.

## FINDINGS

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

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> <i>Would the proposal:</i>			X
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?			X
B) Result in operational emissions of NO <sub>x</sub> 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 <sub>10</sub> 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) Create objectionable odors affecting a substantial number of people?			X
I) Conflict with the Climate Action Plan?			X

**ENVIRONMENTAL SETTING**

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

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

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused

by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

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

The Sacramento County portion of the SVAB is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and state air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. Criteria pollutants include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOC) as reactive organic gases (ROG), particulate matter less than 10 micrometers (coarse or PM<sub>10</sub>), and particulate matter less than 2.5 micrometers (fine or PM<sub>2.5</sub>).

Regions which exceed the federal or state ambient air quality standards (AAQS) are classified as non-attainment area, while regions which do not exceed the federal or state AAQS are known as attainment areas. At the federal level, Sacramento County is designated as severe non-attainment for the eight-hour ozone standard, non-attainment for the 24-hour PM<sub>2.5</sub> standard, and attainment or unclassified for all other criteria pollutants. At the state level, the area is designated as a serious non-attainment area for the one-hour ozone standard, non-attainment for the eight-hour ozone standard, non-attainment for the PM<sub>10</sub> and PM<sub>2.5</sub> standards, and attainment or unclassified for all other state standards.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and state AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County (SMAQMD, 2018)*. The SMAQMD’s *Guide to Air Quality Assessment in Sacramento County* includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors (ROG and NO<sub>x</sub>), as the area is under non-attainment for the federal and state ozone AAQS. The SMAQMD’s *Guide to Air Quality Assessment in Sacramento County* also includes screening criteria for localized CO emissions and thresholds for new stationary sources of toxic air contaminants (TAC).

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- construction emissions of NO<sub>x</sub> above 85 pounds per day;
- operational emissions of ROG or NO<sub>x</sub> above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM<sub>10</sub> concentrations equal to or greater than 80 lbs./day and 14.6 tons/year, if all feasible BACT/BMPs are applied;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TAC. 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 TAC from mobile sources.

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

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

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

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.10 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TAC as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4 requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TAC, and impose appropriate conditions on projects to protect public health and safety.

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

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Question A

Construction-related emissions are expected to occur intermittently for approximately one year. Construction activities would include demolition, site preparation, grading/earthmoving, building construction, paving and architectural coating. The emissions generated from these construction activities include:

- Dust (including PM<sub>10</sub> and PM<sub>2.5</sub>) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling, material screening, and unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) primarily from operation of heavy off-road construction equipment (primarily diesel-operated), haul trucks, and construction worker automobile trips (primarily gasoline-operated); and
- Evaporative emissions (e.g., ROG) from asphalt paving and building painting.

Construction emissions were estimated using the CalEEMod (California Emissions Estimator Model Version 2016.3.2) land use emissions model (CAPCOA, 2017). The proposed project’s estimated maximum daily construction emissions are presented in **Table 4**. The daily construction emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are well below the SMAQMD thresholds of significance. Therefore, the proposed project would result in a **less-than-significant** impact. **Appendix A** provides the detailed construction emission estimation results.

**Table 4: Maximum Daily Construction Emissions (pounds)**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Summer 2019 Construction	4.42	45.62	21.44	12.26
Winter 2019 Construction	4.41	45.63	21.44	12.26
Winter 2020 Construction	18.79	23.00	1.94	1.29
Summer 2020 Construction	18.80	22.88	1.94	1.29
<b>Maximum Daily Emissions</b>	<b>18.80</b>	<b>45.63</b>	<b>21.44</b>	<b>12.26</b>
SMAQMD Significance Thresholds	-	85	80	82
Exceeds Thresholds?	No	No	No	No

Source: CalEEMod (California Emissions Estimator Model Version 2016.3.2)

The following basic construction emission control practices are considered feasible for controlling fugitive dust from project construction activities. Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff.

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

The following practices describe exhaust emission control from diesel powered fleets associated with project construction activities. California regulations limit idling from both on-road and off-road diesel powered equipment. The CARB enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five 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.

#### Question B

Operational emissions from land use projects are primarily generated through energy use and vehicle trips. The proposed project would reduce building square footage at the project site by 11,213 SF. The three existing buildings to be demolished are greater than 50 years old and the existing coffee kiosk to be replaced is approximately 20 years old. The proposed project would replace these energy-inefficient buildings with ones that are subject to the Title 24 2019 Building Energy Efficiency Standards. The reduction of building square footage and the improved energy efficiency associated with the proposed project would result in less energy use at the project site compared to the existing baseline.

The proposed project would result in a slight increase in daily vehicle trips (241 additional trip-ends per day compared to the existing baseline), but overall, the proposed project would result in a decrease of 9,114 vehicle miles traveled (VMT) per day or 3,326,610 VMT per year (DKS, 2018). This reduction in VMT would result in decreased mobile emissions from the proposed project compared to the existing baseline. Thus, with consideration also of the minor reduction in overall square footage, the proposed project would be comparable to and probably reduce operational emissions at the project site. Therefore, the proposed project would result in a ***less-than-significant*** impact.

#### Question C

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

As discussed in this section, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance and the proposed project would comply with applicable SMAQMD rules and regulations. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the proposed project would result in a ***less-than-significant*** impact.

#### Question D

Project construction, particularly ground-disturbing activities such as grading and excavation result in emissions of fugitive dust, which includes PM emissions. Construction would occur for approximately one year. Ground-disturbing activities are not expected to be a significant component of proposed project construction as the project site is already developed and paved. The proposed project is required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter).

As stated previously, all projects within the jurisdictional area of SMAQMD are required to implement the SMAQMD's Basic Construction Emission Control Practices. SMAQMD has adopted mass emissions thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub>, which have been included in the proposed project's construction-related emissions analysis as shown in **Table 4**. As shown, the proposed project's estimated construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be well below the applicable thresholds of significance. Therefore, the proposed project would have a ***less-than-significant*** impact.

#### QUESTION E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would slightly increase traffic volumes on streets near the project site; therefore, the project would be expected to slightly increase local CO concentrations. Concentrations of CO approaching the AAQS are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

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

Even if a project would result in either of the two criteria, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO if:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would 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
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average.

The proposed project would result in a slight increase in daily vehicle trips (241 additional trip-ends per day compared to the existing baseline), but overall, the proposed project would result in a decrease of 9,114 vehicle miles traveled (VMT) per day or 3,326,610 VMT per year (DKS, 2018). All proposed project study area intersections would continue to operate at LOS D or better (DKS, 2018). Consequently, the proposed project would not be expected to result in the generation of localized CO emissions that would exceed the state AAQS. Therefore, the proposed project would have a ***less-than-significant*** impact.

#### Questions F and G

Construction activity can result in emissions of diesel particulate matter (DPM) from diesel-fueled engines, airborne asbestos resulting from demolition of asbestos containing materials, and, in some areas of Sacramento County, earth disturbance activity can result in the release of naturally occurring asbestos (NOA) to the air.

#### *Diesel Particulate Matter*

The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TAC are a function of both the concentration of emissions and the duration of exposure. Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment would result in the generation of DPM during construction. However, construction activities would not require significant grading or excavation since the project site is currently developed and paved. The majority of proposed project construction would involve less off-road heavy-duty diesel equipment and more manual labor, such as new building construction, remodeling facades of existing

buildings, landscaping and architectural coating. Furthermore, construction would occur over a short duration (one year) and construction equipment would be used intermittently in different areas of the project site. Generally, health risks are evaluated for long-term exposure (30 years). Residential receptors are adjacent to the east of the project site, but do benefit from some shielding by existing fences and vegetation. The SMAQMD's basic construction emission control practices would be implemented, as required. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction for any extended period of time would be low. Therefore, the proposed project would have a **less-than-significant** impact related to TACs during construction.

The proposed project would not include stationary sources and the proposed project would result in a reduction in VMT. Thus, the proposed project would not be expected to result in TAC exposures that would create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources. Therefore, the proposed project would have a **less-than-significant** impact.

#### Demolition of Asbestos Containing Materials

Demolition or renovation of existing buildings and structures would be subject to SMAQMD Rule 902 (Asbestos). Rule 902 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of regulated asbestos containing material (RACM) generated or handled during these activities. Rule 902 addresses the national emissions standards for asbestos along with some additional requirements. Rule 902 requires lead agencies, building owners, and their contractors to notify the SMAQMD of any regulated renovation or demolition activity. This notification includes specific requirements for surveying, removal, location, work methods, and disposal of RACM. Projects that comply with Rule 902 would ensure that RACM would be disposed of appropriately and safely, minimizing the release of airborne asbestos emissions. Because Rule 902 is in place, SMAQMD's *Guide to Air Quality Assessment in Sacramento County* states that no further analysis regarding demolition of RACM is needed in a CEQA document. Therefore, the proposed project would have a **less-than-significant** impact.

#### Naturally Occurring Asbestos

NOA was identified as a TAC in 1986 by CARB. NOA is located in many parts of California and is commonly associated with ultramafic rocks, according to the California Department of Geology's (DOG's) special publication titled *Guidelines for Geologic Investigations of Naturally Occurring Asbestos in California* (DOG, 2002). Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. According to the DOG, NOA is not known to occur at the project site nor is it likely to occur (DOG, 2000). NOA is generally only found or likely to be present in eastern Sacramento County. Therefore, the proposed project would have a **less-than-significant** impact.

#### Question H

In the SMAQMD's *Guide to Air Quality Assessment in Sacramento County*, odor screening distances are recommended for a variety of land uses that are associated with odor generation. The proposed project does not include uses that have the potential to generate an odor impact according to the SMAQMD. Therefore, the proposed project would have a **less-than-significant** impact.

#### Question I

Gases that trap heat in the atmosphere are referred to as GHG emissions because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons,

perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO<sub>2</sub>e).

There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity (DOJ, 2018).

The proposed project is required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are city-wide efforts in support of reducing overall city-wide emissions of GHG. The General Plan CAP contains several goals applicable to the proposed project. The proposed project is a reuse/redevelopment project in an existing urbanized area that would enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian-and bicycle-friendly neighborhoods and enhance retail viability. Therefore, the proposed project would not fail to satisfy the requirements of City’s CAP and would result in a **less-than-significant** impact.

The proposed project’s construction emissions were estimated at 245 metric tons of CO<sub>2</sub>e in 2019 and 202 metric tons of CO<sub>2</sub>e in 2020 (**Appendix A** provides the detailed construction emission estimation results). Thus, construction GHG emissions would be below the SMAQMD threshold of significance of 1,100 metric tons per year of CO<sub>2</sub>e. Therefore, construction of the proposed project would result in a **less-than-significant** impact.

Operational emissions from land use projects are primarily generated through energy use and vehicle trips. The proposed project would reduce building square footage at the project site by 11,213 SF. The three existing buildings to be demolished are greater than 50 years old and the existing coffee kiosk to be replaced is approximately 20 years old. The proposed project would replace these energy-inefficient buildings with ones that are subject to the Title 24 2019 Building Energy Efficiency Standards. The reduction of building square footage and the improved energy efficiency associated with the proposed project would result in less energy use at the project site compared to the existing baseline. The reduction in energy use would reduce GHG emissions.

The proposed project would result in a slight increase in daily vehicle trips (241 additional trip-ends per day compared to the existing baseline), but overall, the proposed project would result in a decrease of 9,114 vehicle miles traveled (VMT) per day or 3,326,610 VMT per year (DKS, 2018). This reduction in VMT would result in decreased mobile emissions from the proposed project compared to the existing baseline. Thus, the proposed project would reduce operational GHG emissions at the project site. Therefore, the proposed project would result in a **less-than-significant** impact.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

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

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
<b>3. <u>BIOLOGICAL RESOURCES</u></b> Would the proposal:			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?			X
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

**ENVIRONMENTAL SETTING**

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

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

A number of special status plant and animals species are known to occur or are suspected to occur in the natural habitats present in the City of Sacramento. Table 6-3 Special-Status Species Potentially Occurring in the Policy Area in the Sacramento 2035 General Plan Background Report provides a list of 17 special-status plant species; three special-status invertebrate species; six special-status fish species; one special-status amphibian species; three special-status reptile species; nine special-status bird species; and, four special-status mammal species that occur or have the potential to occur in the City of Sacramento.

## Vegetation

The project site is developed and paved. Existing vegetation on the project site consists of approximately 63 pear trees along the project site frontage of Stockton Boulevard, Fruitridge Road and Jansen Drive. There are two additional pear trees and also a few bushes in landscape planters nearby existing the buildings. There are also some bushes and patches of grass within the landscape planter at the corner of Stockton Boulevard and Fruitridge Road, and some additional bushes near the Liquor/Hollywood Market sign just north of the existing coffee kiosk.

The pear trees on the project site were planted sometime between 1984 and 1993, as they are shown in 1993 aeriels, but not 1984 aeriels. The existing pear trees on the project site range from two to 17 inches in diameter, are all in poor to fair condition and have limited canopy size due to previous canopy reductions and do not provide the environmental contribution that replacements trees could provide in a short period of time (Sierra Nevada Arborists, 2018).

## Wildlife

No wildlife was observed during site visits on August 9, 2018 and August 29, 2018. The project site is developed and paved and includes very little landscaping.

## Sensitive Biological Resources

RCH performed a search of the CDFW California Natural Diversity Database (CNDDDB) was performed for the project site to determine the records of sensitive plant and wildlife species within the general vicinity of the area. A total of 70 federally listed, State listed, or special-status plant and wildlife species were identified for the proposed project's quadrangle and the site's surrounding quadrangles (i.e., Sacramento East, Sacramento West, Carmichael, Citrus Heights, Clarksburg, Elk Grove, Florin, Rio Linda, and Taylor Monument). A total of 27 federally listed, State listed, or special-status plant and wildlife species were identified for the proposed project's quadrangle (i.e. Sacramento East). The results of the CNDDDB search are in **Appendix B**.

## **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 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

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

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

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

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

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Question A

The project site is developed and paved, and the proposed project would redevelop the existing shopping center. The project site does not contain known hazardous materials, therefore demolition, site preparation,

grading and trenches activities associated with construction are not likely to disturb soil containing hazardous substances. Operations would be similar to the existing shopping center, which is not expected to include the use of hazardous substances. Please refer to the Hazards section of this Initial Study regarding the risk of an accidental release of hazardous substances. Since there are no known hazardous materials onsite and operations would not involve the use of hazardous substances, therefore the proposed project would have a ***less-than-significant*** impact.

#### Question B

The project site provides limited value to threatened and endangered wildlife species because it is developed with structures and impervious surfaces, and has been improved with landscaping that contains no natural vegetation. The redevelopment of the project site would not eliminate any habitat important to the long-term survival of any species or community and would not substantially reduce the number or restrict the range of any species. No threatened, endangered, or special-status plants were identified at the project site as it only contains landscaping plants and pear trees. Therefore, the proposed project would have a ***less-than-significant*** impact.

#### Question C

The project site provides limited value to threatened and endangered wildlife species because it is developed with structures and impervious surfaces, and has been improved with landscaping that contains no natural vegetation. No wetland, riparian, aquatic, or other sensitive habitat would be affected by the proposed project as none of these habitats exist at the project site. Therefore, the proposed project would have a ***less than significant*** impact.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

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

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
<b>4. <u>CULTURAL RESOURCES</u></b>			
Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?		X	

**ENVIRONMENTAL SETTING**

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

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

The buildings on the project site were constructed circa 1957 and are currently in use as part of the shopping center. Existing development surrounds the project site, including commercial and residential uses. As such, the project site and vicinity are highly disturbed. Known historical resources do not exist on the project site or in the immediate vicinity.

**STANDARDS OF SIGNIFICANCE**

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or

2. Directly or indirectly destroy a unique paleontological resource; or
3. A substantial adverse change in the significance of such resources.

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

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

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

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

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Questions A

Appendix C of this Initial Study is a historical review of the Fruitridge Shopping Center. As summarized at the end of Appendix C, the Fruitridge Shopping Center is a composite of various mostly retail shops gathered primarily into essentially four groups of buildings. Original construction began in 1947 to create a shopping complex to serve the new tract home development of Fruitridge Manor. Over the last 71 years, many physical and occupational changes have occurred to the Center and its tenants. The only remaining design detail that remains in only two of the 'blocks' is the hand-hewn, "routed," rustic detail on the sides of struts of the walkway canopy trusses. Once an active and important part of the surrounding community, the Center has lost tenants and commercial business use, and is no longer a principal shopping and social/neighborhood center for the area.

Due to the many changes in occupancy and construction, lack of physical integrity, and limited community importance, the Fruitridge Shopping Center does not appear to be eligible for listing in the Sacramento Register of Historical and Cultural Resources, or the California Register of Historical Resources. Thus, the proposed project would not have a significant effect on a historical or archaeological resource for purposes of California Code of Regulations §15064.5. The proposed project's impacts to historical resources would be **less than significant**.

##### Question B

Paleontological or archaeological resources are not known or suspected on-site, and unique geologic features are not known to exist on the project site or in the immediate vicinity. Due to the disturbed nature of the project site, the potential for encountering paleontological resources is low, however, it remains possible that earth-disturbing activities could affect the integrity of a paleontological site. **Mitigation Measure CR-1** would ensure that the proposed project's impacts to paleontological resources would be **less than significant**.

##### Question C

Tribal cultural resources are generally defined by Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. The project site is developed and paved and there are no known tribal cultural resources at the project site. The City of Sacramento distributed project notification letters per AB 52 and received one response from the United

Auburn Indian Community of the Auburn Rancheria (UAIC). In the correspondence with UAIC, the City included draft mitigation measures to address potential impacts on Tribal Cultural Resources. Through coordination between the City and UAIC, the agreed upon mitigation measures are included as **Mitigation Measure CR-2. Mitigation Measure CR-2** would ensure that the proposed project's impacts to tribal cultural resources would be *less than significant*.

## **MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impact to a less-than-significant level.

### **Mitigation Measure CR-1: In the Event that Paleontological Resources Are Discovered During Construction**

If discovery is made of items of paleontological interest, the contractor shall immediately cease all work activities in the vicinity (within approximately 50 feet) of the discovery. Any inadvertent discovery of paleontological resources during construction shall be evaluated by a qualified paleontologist. If it is determined that the proposed project could damage a unique paleontological resources (as defined pursuant to the *CEQA Guidelines*), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the *CEQA Guidelines*. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the City.

### **Mitigation Measure CR-2a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities**

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

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

### **Mitigation Measure CR-2b: In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.**

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

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

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

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

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City’s invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City

representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

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

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

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

**Mitigation Measure CR-2c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.**

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

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

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

**FINDINGS**

All additional significant environmental effects of the proposed project relating to 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><u>5. GEOLOGY AND SOILS</u></p> <p>A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

**ENVIRONMENTAL SETTING**

Geological literature indicates that no major active faults transect Sacramento County (Sacramento County, 2011). The General Plan Master EIR identifies the City of Sacramento as having no known active faults and Sacramento's potential for seismic groundshaking is one of the lowest in the State. The greatest earthquake threat is from earthquakes along Northern California's major faults, the San Andreas, Calaveras, and Hayward faults (City of Sacramento, 2014). According to the California Department of Conservation, California Geological Survey, the project site is within a low severity zone (DOC, 2016b).

The City of Sacramento has a relatively flat topography with soils that exhibit low expansion properties. The Natural Resource Conservation Service (NRCS) identifies soils within the project site as "Urban land" (USDA, 2018). The project site is developed and paved, no unique geologic or physical features are located on or adjacent to the project site.

## STANDARDS OF SIGNIFICANCE

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

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

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

## ANSWERS TO CHECKLIST QUESTIONS

### Question A

The proposed project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City of Sacramento. The State of California provides minimum standards for structural design, soils and foundations, and other components of new building construction through the 2016 California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). Specific minimum seismic safety building design requirements are set forth in the CBSC. The building standards included in the CBSC (Title 24 of the California Code of Regulations) and other codes (i.e., California Plumbing Code, California Mechanical Code, California Electrical Code, etc.) are adopted by reference and incorporated in the City of Sacramento Municipal Code. Construction activities associated with the proposed project would comply with applicable standards in the CBSC and the City of Sacramento Municipal Code that were adopted to avoid damage due to seismic activity and geologic hazards. The proposed project would require grading and excavation, therefore it would be required to comply with the Grading Ordinance and a Grading and Erosion and Sediment Control Plan would be submitted and approved per Chapter 15.88 of the City of Sacramento Municipal Code. Therefore, the proposed project would result in a *less-than-significant* impact.

## MITIGATION MEASURES

None required.

## FINDINGS

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

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

**ENVIRONMENTAL AND REGULATORY SETTING**

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

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

**SMAQMD RULE 902 AND COMMERCIAL STRUCTURES**

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

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

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or

- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the SMAQMD.

#### **STANDARDS OF SIGNIFICANCE**

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

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

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

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

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Question A

The project site is not included on a list of hazardous materials sites compiled by Sacramento County pursuant to Government Code 65962.5. According to the Department of Toxic Substances Control records there are no contaminated soils at the project site. Ground-disturbing construction activities, such as excavation or trenching, would be limited as a result of the proposed project as the project site is already developed and paved. An EDR Radius Map Report was completed for the project site, which did not identify contaminated soils or recognized environmental conditions at the project site (EDR, 2018). As stated in the Air Quality section of this Initial Study, naturally occurring asbestos (NOA) is not known to occur at the project site nor is it likely to occur (DOG, 2000). Accordingly, construction activities would not result in exposure of people to existing contaminated soil. Therefore, the proposed project would have a ***less-than-significant*** impact.

##### Question B

As stated in the Air Quality section, Demolition or renovation of existing buildings and structures would be subject to SMAQMD Rule 902 (Asbestos). Rule 902 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of regulated asbestos containing material (RACM) generated or handled during these activities. Rule 902 addresses the national emissions standards for asbestos along with some additional requirements. Rule 902 requires lead agencies, building owners, and their contractors to notify the SMAQMD of any regulated renovation or demolition activity. This notification includes specific requirements for surveying, removal, location, work methods, and disposal of RACM. Projects that comply with Rule 902 would ensure that RACM would be disposed of appropriately and safely, minimizing the release of airborne asbestos emissions. Because Rule 902 is in place,

SMAQMD's Guide to Air Quality Assessment in Sacramento County states that no further analysis regarding demolition of RACM is needed in a CEQA document.

Unmitigated demolition of older structures that could contain RACM or lead-based paint (LBP), such as the buildings to be demolished with the proposed project, could create asbestos dust, lead paint chips, and lead dust, which pose inhalation hazards for both construction workers and the nearby public. In addition, collection and disposal of RACMs and LBP 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. Implementation of **Mitigation Measure HM-1** below would reduce impacts to a ***less-than-significant*** level.

Construction activities associated with the proposed project would involve the transport and use of fuels, lubricants, paints, solvents, and other potentially hazardous materials to the project site during construction. The use of these commonly used hazardous substances would be limited in nature and subject to standard handling and storage requirements. Federal, State, and local laws regulate the transport management, storage, and use of hazardous materials. These laws are enforced by various City, County and State departments. Consequently, use of these materials for their intended purpose during construction would not pose a significant risk to the public or environment.

Following construction, the transport, storage, use and/or disposal of hazardous materials would be limited to common hazardous materials typical of commercial and retail developments (e.g., cleaning agents, paints and thinners, insecticides, herbicides, etc.). Although limited quantities of hazardous materials can be found in most buildings, the use of such substances would not occur in quantities that would present a significant hazard to the environment or the public.

Demolition activities would be mitigated by the implementation of **Mitigation Measure HM-1**. Compliance with existing regulations would ensure construction and operation of the proposed project would not pose a significant risk to the public or environment. Therefore, the proposed project would result in a ***less-than-significant impact with mitigation***.

#### Question C

Construction of the proposed project would not include dewatering activities and construction activities would not result in exposure of people to existing contaminated groundwater. Therefore, the proposed project would result in a ***less than significant*** impact.

#### **MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impact to a less-than-significant level.

#### **Mitigation Measure HM-1: Removal of Hazardous Materials during Demolition Activities**

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 SMAQMD 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 proposed 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
<p>7. <u>HYDROLOGY AND WATER QUALITY</u></p> <p>Would the project:</p> <p>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?</p>			X
<p>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?</p>			X

**ENVIRONMENTAL SETTING**

The project site is developed and paved with existing storm drains onsite. The project site is located 3.5 miles south of the American River, and 1 mile northwest of Morrison Creek. The project site itself does not contain any creeks, wetlands or other hydrologic features. The project site is in a highly developed area of the City of Sacramento. Currently, the project site is mostly impervious surfaces except for limited landscaping, and as a result, stormwater mostly drains to the storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone X (Community Panel Number 06067C0190H), Area of Minimal Flood Hazard (effective August 2012). The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The City's Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. The Sewer Development Fee Fund is used

to recover an appropriate share of the capital costs of the City's existing or newer system facilities or the City's existing or new combined sewer system facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

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

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

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

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Question A

Stormwater runoff from the project site flows to the City's storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Stormwater Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City

requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

The proposed project would decrease the amount impervious surfaces that currently exist on the project site due to significant landscape improvements including much wider street front landscape planters along the project site frontage and new interior parking lot planters. Therefore, the proposed project would be expected to slightly increase in stormwater absorption and slightly decrease stormwater discharges and flows to storm drains.

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

#### Question B

The proposed project would replace existing buildings with new buildings in a developed shopping center. As the project site is already developed, it would not result in an increased exposure of people or property to flood risk. Furthermore, the project site located within Flood Zone X, Area of Minimal Flood Hazard, of the FEMA FIRM. Thus, the project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X. Therefore, the proposed project would result in a ***less-than-significant*** impact.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. <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 <sub>dn</sub> or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

## ENVIRONMENTAL SETTING

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq); average day-night 24-hour average sound level (Ldn) with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

The project site is within a commercial area and is adjacent to single-family residences to the east (Fruitridge Manor). The single-family residences to the east are approximately 75 feet from the nearest area of building demolition and construction.

To quantify existing ambient noise levels in the immediate project vicinity, short-term measurements (10 minutes) of existing noise were taken at three locations. Noise measurements were made using a Metrosonics db308 Sound Level Meter. The noise measurements are summarized in **Table 5** below. Major noise sources in the project vicinity are predominately vehicular traffic on Fruitridge Road and Stockton Boulevard.

**Table 5: Existing Noise Levels in the Project Area**

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: NE area of site just west of fence separating the project site from residences on 55 <sup>th</sup> Street. 350 feet south of Fruitridge Road and 350 feet east of the center of Stockton Boulevard.	Wednesday, August 29, 2018 12:58 p.m. to 1:08 p.m.	5-minute Leq's: 55, 55	Vehicle traffic along Stockton Blvd. 51 – 55 dB; traffic on Fruitridge not as noisy or obvious. Traffic in back alley 60, 57; very few cars. Average background noise without traffic: 50 dB.
Site 2: Parking Lot near NW corner of Becks Shoe Emporium. 140 feet east of the center of Stockton Boulevard.	Wednesday, August 29, 2018 1:14 p.m. to 1:24 p.m.	5-minute Leq's: 63, 63	Vehicle traffic along Stockton Blvd. 62-68 dB. RT bus on Stockton 65 dB. Parking lot noise; backup beeper 67 dB. Average background noise without traffic: 57-58 dB.
Site 3: Sidewalk west of 55 <sup>th</sup> Street, 100 feet north of the center of Fruitridge Road.	Wednesday, August 29, 2018 1:35 p.m. to 1:45 p.m.	5-minute Leq's: 61, 65	Vehicle traffic along Fruitridge 64-70 dB. Average background noise without traffic: 52-58 dB.

Source: RCH Group, 2018

## REGULATIONS

### CITY OF SACRAMENTO GENERAL PLAN

The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan.

In addition to the General Plan, the City of Sacramento has also developed plans that are more specific to the various communities in the City. However, the City's *Fruitridge Broadway Community Plan* does not contain goals and policies specific to noise (City of Sacramento, 2015b).

### CITY OF SACRAMENTO MUNICIPAL CODE (NOISE ORDINANCE)

The Sacramento Municipal Code includes noise regulations in Title 8 – Health and Safety. The following construction exemption would be applicable to the project.

Section 8.68.080 Exemptions:

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

### STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies:

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

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

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy

3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Questions A and B

The proposed project is the redevelopment of the shopping center and would not change the land use or substantially change the location of shopping center activities. Thus, project operations would not increase exterior or interior noise levels at the nearest residential areas (on 55<sup>th</sup> Street) to the east of the project site.

Based upon the existing 2018 noise measurements, the project area would be compatible, since the General Plan Normally Acceptable level for Commercial Office Buildings is 70 dBA (Ldn or CNEL), and the noise measurements from August 29, 2018 indicate noise levels would be within the Normally Acceptable levels.

Because the proposed project would not change the existing land uses at the project site, the noise levels would not be expected to change and all noise impacts from operation of the proposed project would be ***less than significant***.

##### Question C

The redevelopment of the shopping center includes demolition of existing buildings, erection of new buildings and renovation of existing buildings that won't be demolished. Noise levels from construction activities at and near the project construction areas would fluctuate depending on the particular types, number, and duration of usage of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, and the amount of increase would depend on the number of haul trips made and types of vehicles used. **Table 6** shows typical noise levels produced by various types of construction equipment. The project would not use high noise sources such as pile drivers or blasting. The nearest sensitive receptors to the demolition/construction activity are the residences directly east of the shopping center (on 55<sup>th</sup> Street) that in some cases could be as close as 75 feet from building demolition/construction activity.

The noise from the demolition and construction activities would be exempt provided the project complies with the hourly restrictions provided in Noise Ordinance Section 8.68.080.

The Sacramento Municipal Code, Title 8 - Health and Safety, Chapter 8.68 – Noise Control, requires that construction activity take place between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday. The City director of building inspections may also permit work to be done outside of these hours in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. These limited hours ensure that construction occurs only during daytime hours, thereby minimizing the chance that noise would be generated during the more “sensitive” hours when people may be trying to sleep. Therefore, construction activities would be considered a ***less-than-significant*** impact.

**Table 6: Typical Noise Levels from Construction Equipment**

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Dump Truck	76
Air Compressor	78
Concrete Mixer (Truck)	79
Jackhammers	89
Scraper	84
Dozer	82
Paver	77
Generator	81
Auger Drill Rig	84
Front End Loader	79
Grader	85
Backhoe	78

Source: FHWA, 2006

Questions D through F

The project site is in a commercial zone and is adjacent to residences to the east. The proposed project would include demolition of existing buildings and construction of new buildings.

Construction-related vibration has two potential effects: disturbance of people and damage to buildings. Ground-borne vibration at high enough levels can disturb people trying to sleep or work. The FTA has determined that infrequent events producing vibration levels in excess of 80 VdB and 83 VdB can result in a significant impact at places where people sleep or work. Varying degrees of ground-borne vibration can potentially damage the foundations and exteriors of buildings. The FTA building damage thresholds are 0.2 PPV for historic buildings and 0.5 PPV for non-historic buildings.

**Table 7** estimates both the PPV and RMS groundborne vibration levels for the project demolition and construction. At the location of the nearest receptors to the building demolition and construction (75 feet), the PPV levels would be well below the significance threshold (0.5 in/sec PPV) and well below the RMS annoyance level of 80 Vdb. The vibration impacts of construction would be less than significant.

The proposed project would not affect highway traffic or rail traffic or historic buildings and archaeological sites, so there so there would be no vibration impacts related to these resources. Therefore, the proposed project would result in a **less-than-significant** impact.

**Table 7: Vibration Levels for Construction Equipment**

Typical and Similar Construction Equipment	Distance to nearest receptor (feet)	Peak Particle Velocity (PPV) at 25 feet (in/sec)	PPV at nearest receptors to the Project (ins/sec)	RMS at 25 feet (Vdb)	RMS at nearest receptors to the Project (Vdb)
Hoe Ram	75	0.089	0.02	87	73
Large Bulldozer	75	0.089	0.02	87	73
Loaded Trucks	75	0.076	0.01	86	72
Jackhammer	75	0.035	0.01	79	65
Small Bulldozer	75	0.003	0.00	58	44

Source: RCH Group, 2018; FTA, 2006 (Table 12-2, p. 12-12)

**MITIGATION MEASURES**

None Required.

**FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Noise and Vibration.

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
<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, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

## ENVIRONMENTAL SETTING

The project site is located in the southeastern area of Sacramento, approximately four miles from the downtown core of the City, and is served with fire protection, police protection, and schools by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. In addition to the SPD and Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento. The nearest fire station, Sacramento Fire Station 10, is approximately one mile east of the project site.

The project site is within the Sacramento City Unified School District. The nearest school, Peter Burnett Elementary School, is approximately 1,000 feet southeast of the project site. West Campus High School is approximately 1,300 feet north of the project site.

## STANDARDS OF SIGNIFICANCE

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

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

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

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

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

## ANSWERS TO CHECKLIST QUESTIONS

### Question A

The proposed project does not involve the creation of housing and would not introduce new residents to the project area. The proposed project would replace existing commercial uses with new commercial uses, therefore the increase in employees at the project site would be negligible. Employees for proposed uses would likely come from the surrounding area and would not constitute a substantial increase in population in the area. The project site is zoned General Commercial and the project site is an existing commercial shopping center, therefore there would be no additional demand for public services as a result of the proposed project. Overall, the proposed project would not result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan. Impacts related to public services would be ***less than significant***.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The proposed 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
<p>10. <u>RECREATION</u></p> <p>Would the project:</p> <p>A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?</p>			X
<p>B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?</p>			X

**ENVIRONMENTAL SETTING**

The City of Sacramento Parks and Recreation Department maintains all parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City’s General Plan Background Report, the City currently contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 222 parks comprise 3,108 acres. Of these, 1,573 acres are neighborhood and community parks and the remaining are City and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood and community park facilities. The closest recreational facilities are Lawrence Park, Artivio Guerrero Park, and Twain School Park, all approximately one-half mile from the project site.

## STANDARDS OF SIGNIFICANCE

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

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

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

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A and B

The proposed project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The proposed project would replace existing commercial uses with new commercial uses and therefore would not increase population. Thus, the proposed project would not result in a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. The proposed project would pay the required park impact fee for nonresidential development, if applicable to the redevelopment. Therefore, the proposed project would result in a ***less-than-significant*** impact.

## MITIGATION MEASURES

None Required.

## FINDINGS

The proposed 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
<p>11. <u>TRANSPORTATION AND CIRCULATION</u></p> <p>Would the project:</p> <p>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.</p>		X	
<p>B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?</p>			X
<p>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?</p>			X
<p>D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?</p>		X	
<p>E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?</p>		X	
<p>F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?</p>			X

## ENVIRONMENTAL SETTING

The project site may be accessed off of either Stockton Boulevard, Fruitridge Road, or Jansen Drive.

- Stockton Boulevard is a north-south arterial roadway. It has four through travel lanes near the project site, serving a primarily commercial district. The speed limit is 35 mph along project site frontage and it had an average daily traffic (ADT) of 27,146 in 2016. To the north, the roadway extends to the US 50 freeway and Center City Sacramento. To the south, the roadway extends to SR 99 freeway and the City of Elk Grove. Stockton Boulevard has signalized intersections with Fruitridge Road and Jansen Drive at the northwest and southwest corners of the project site.
- Fruitridge Road is an east-west arterial roadway. It has four through travel lanes near the project site. The speed limit is 40 mph along project site frontage and it had an ADT of 29,033 in 2016. To the east, the roadway extends into unincorporated Sacramento County, and ends at Mayhew Road. To the west, the roadway provides access to the SR 99 freeway. At South Land Park Drive, it becomes Seamas Avenue and provides access to the I-5 freeway.
- Jansen Drive is a two-lane local roadway that extends from Stockton Boulevard to the 65th Street Expressway to the east. The speed limit is 30 mph along project site frontage. East of the project site, it is fronted by single-family residences.

Sidewalks are provided on both sides of Fruitridge Road, Stockton Boulevard, Jansen Drive, and most local streets near the site. The arterial roadways (Fruitridge Road and Stockton Boulevard) can be crossed at the signalized intersection with marked crosswalks at the northwest and southwest corners of the project site. On-street bike lanes currently exist along Stockton Boulevard. The proposed project would install a bike lane along Fruitridge Road along the project site frontage.

Regional Transit (RT) service in the project vicinity is provided by RT Route 51 (Broadway – Stockton), which operates along Stockton Boulevard and by RT Route 61 (Fruitridge), which operates along Fruitridge Road. RT Route 51 operates throughout the day on weekdays, weekends, and holidays. RT Route 61 operates throughout the day on weekdays only.

The existing parking lot at the project site consists of 480 spaces and limited landscaping (a narrow strip of trees along the project frontage). The proposed project would reconfigure the existing parking lot to reduce parking and add significant landscaping to the project site. Street front landscape planters would soften the street edge with trees and shrubs. Interior parking lot planters would be added for tree and shrub planting as well as to improve on-site vehicular circulation. Overall, the proposed project would include 304 parking stalls (195 parking spaces required). This is an overall reduction of 176 parking spaces, but 109 parking stalls more than the required number of parking spaces.

The Transportation Analysis (DKS, 2018) studied the impact of the proposed project on the following intersections:

1. 53rd Street and Fruitridge Road
2. Stockton Boulevard and Fruitridge Road
3. Driveway 1 and Fruitridge Road (existing only, proposed to be closed)
4. Driveway 2 / 55th Street and Fruitridge Road
5. Stockton Boulevard and Young Street
6. Stockton Boulevard and Driveway 3
7. Stockton Boulevard and Driveway 4
8. Stockton Boulevard and Southwest Avenue
9. Stockton Boulevard and Jansen Drive
10. Driveway 5 and Jansen Drive
11. Driveway 6 and Jansen Drive
12. Vista Avenue / Lawrence Drive and Fruitridge Road
13. Stockton Boulevard and McMahon Drive

The Transportation Analysis (DKS, 2018) is **Appendix D** to this Initial Study.

## **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 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

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

### ANSWERS TO CHECKLIST QUESTIONS

#### Questions A and B

The proposed project was estimated to generate 241 new weekday trips, 110 new weekday a.m. peak hour trips and 27 new weekday p.m. peak hour trips (DKS, 2018). The proposed project would also result in a decrease of 9,114 VMT per day (DKS, 2018). LOS was analyzed for the a.m. and p.m. peak hours for all 13 intersections studied for the proposed project. All 13 intersections would continue to operate at LOS D or better (DKS, 2018).

The existing configuration of the Driveway 2 / 55th Street and Fruitridge Road Intersection has an adverse offset of approximately 40 feet between 55<sup>th</sup> Street and Driveway 2, which does not meet current City design guidelines (DKS, 2018). This results in overlapping paths of eastbound and westbound left turn movements. The increase in traffic volumes at this intersection associated with the proposed project would exacerbate the operating difficulties (DKS, 2018). Intersection impacts from the proposed project would be **less than significant** with implementation of **Mitigation Measure TR-1**. Operating conditions with implementation of **Mitigation Measure TR-1** would be an acceptable LOS D, and with the lengthening of the left turn lane the 95<sup>th</sup> percentile queue would not exceed the available storage. Therefore, potential roadway operational traffic impacts from the proposed project would be **less-than-significant** with implementation of **Mitigation Measure TR-1**.

#### Question C

The proposed project is approximately 1.4 miles from the SR 99 freeway and approximately 2.7 miles from the US 50 freeway. The proposed project would not interfere with the performance of freeway facilities. Therefore, the proposed project would result in a **less-than-significant** impact related to freeway facilities.

#### Question D

As stated above, RT Routes 51 and 61 provide transit opportunities in the vicinity of the project site. The proposed project would relocate the RT Route 61 bus stop along Fruitridge Road along the project site frontage. The proposed project would not interfere with transit operations (DKS, 2018). Regional transit impacts from the proposed project would be **less than significant** with implementation of **Mitigation Measure TR-2**.

#### Question E

The proposed project would not interfere with bicycle circulation or bike lanes, as the proposed project would improve bike lanes along the east side of Stockton Boulevard along the project site frontage and would provide a new bike lane along the south side of Fruitridge Road along the project site frontage (DKS, 2018). Bicycle impacts from the proposed project would be ***less than significant*** with implementation of **Mitigation Measure TR-3**.

#### Question F

The proposed project would not interfere with pedestrian circulation, as the proposed project would improve sidewalks along the project site frontage (DKS, 2018). Therefore, the proposed project would result in a ***less-than-significant*** impact related to pedestrian access.

### **MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impacts related to Regional Transit and Bicycle Lanes/Circulation to a less-than-significant level.

#### **Mitigation Measure TR-1: Intersections**

The Applicant shall, at Intersection 4 (Driveway 2 / 55th Street and Fruitridge Road), limit the 55<sup>th</sup> Street and Driveway 2 approaches to right-in/ right-out movements (conceptually shown in Figure 9 of the Transportation Analysis by extending the median approximately 180 feet to the east). The Applicant shall extend the westbound left turn lane approaching Intersection 2 (Stockton Boulevard and Fruitridge Road) to provide 230 feet of storage.

#### **Mitigation Measure TR-2: Bus Stop Design**

The Applicant shall coordinate with Regional Transit on the relocated bus stop design.

#### **Mitigation Measure TR-3: Bicycle Lane Design**

As the new bicycle lane along Fruitridge Road would end at the property line, the Applicant shall provide an appropriate transition to the satisfaction of the City Traffic Engineer.

### **FINDINGS**

All additional significant environmental effects of the proposed project relating to Transportation and Circulation 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>12. <u>UTILITIES AND SERVICE SYSTEMS</u></p> <p>Would the project:</p> <p>A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?</p>			X
<p>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?</p>			X

**ENVIRONMENTAL SETTING**

**Wastewater**

The project site is located within an area of the City served by the Sacramento Area Sewer District (SASD). The SASD owns and operates thousands of miles of lower lateral and main line pipes, over 100 pump stations, and is responsible for the day-to-day operations and maintenance of such sewer pipes. Once collected in the SASD system, sewage flows into the Sacramento Regional County Sanitation District (SRCSD) interceptor system, where the sewage is conveyed to Sacramento Regional Wastewater Treatment Plant (SRWWTP) located near Elk Grove. The SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2010 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 141 mgd. Expansion of the SRWWTP was previously proposed; however, due to slow growth and potential reclamation, the SRCSD decided not to expand the plant at that time. Sewage treated by the SRCSD at the SRWWTP is then safely discharged into the Sacramento River.

**Water Supply**

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento provides domestic water service to the City through a combination of surface water and groundwater sources. Two water treatment plants supply domestic water to residents and businesses from the American and Sacramento Rivers, as well as groundwater supply wells.

The project site is located within the South American Groundwater Subbasin of the Sacramento Valley Groundwater Basin. According to the California Department of Water Resources Bulletin 118, little is currently known about the groundwater budget in the South American Groundwater Subbasin, as only 105 wells are currently providing groundwater level data for the entire 248,000-acre Subbasin area (DWR 2003). The underlying groundwater table is unconfined.

**Solid Waste Disposal**

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the

Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

### **Electricity and Natural Gas**

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

### **STANDARDS OF SIGNIFICANCE**

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

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

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

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **Questions A and B**

The project site is an existing shopping center. The proposed project would reduce building square footage at the project site by 11,213 SF, which should reduce demand for wastewater conveyance, water supply, solid waste disposal and energy use. Replacing the old structures at the project site with new buildings would also be expected to reduce demand on utilities and service systems due to increased standards for energy efficiency and water use efficiency. Based on the above, the proposed project would result in an overall **less-than-significant** impact related to utilities and service systems.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

Issues:	Effect remains significant with all identified mitigation	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

As described in the Biological Resources section of this Initial Study, the proposed project is in an urbanized area of the City and the project site is an existing paved and developed shopping center. The proposed project would not result in elimination of habitat or impacts to biological resources. As described in the Cultural Resources section of this Initial Study, no cultural or historical resources have been identified on the project site. Implementation of **Mitigation Measure CR-1** would reduce potential impacts to unknown archaeological and paleontological resources to a less-than-significant level. Therefore, the proposed project would result in a ***less-than-significant impact with mitigation***.

### Question B

As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. The proposed project would have reduced operational environmental effects compared to existing effects of the project site related to air quality, GHG emissions, energy use, utilities and service systems, and hydrology and water quality. Thus, the project would not result in a cumulatively considerable contribution to impacts on the environment. Therefore, the proposed project would have a *less-than-significant* impact

### Question C

As described in the Hazards section of this Initial Study, unmitigated demolition of older structures with the proposed project could result in potentially significant impacts related to RACM or LBP. Implementation of **Mitigation Measure HM-1** would reduce impacts to a less-than-significant level. Therefore, with mitigation, the proposed project would result in a *less-than-significant* impact.

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**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

	Aesthetics	<b>X</b>	Hazards
	Air Quality		Noise
	Biological Resources		Public Services
<b>X</b>	Cultural Resources		Recreation
	Energy and Mineral Resources	<b>X</b>	Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		

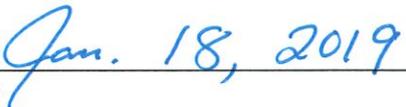
SECTION V - DETERMINATION

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**On the basis of the initial study:**

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

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

Scott Johnson

\_\_\_\_\_  
Printed Name

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# APPENDICES

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Appendix A – Air Quality CalEEMod 2016.3.2 Output Files (95 pages)

Appendix B – Biological Resources; CDFW CNDBB Search Results (8 pages)

Appendix C – Historic Resources Inventory – DPR 523 Forms (11 pages)

Appendix D – Transportation Analysis (51 pages)

# Appendix A

## CalEEMod 2016.3.2 Output Files

- Annual
- Summer
- Winter

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**Fruitridge Shopping Center Redevelopment  
Sacramento County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.20	1000sqft	0.05	2,200.00	0
Pharmacy/Drugstore with Drive Thru	15.01	1000sqft	0.34	15,008.00	0
Fast Food Restaurant with Drive Thru	0.13	1000sqft	0.00	130.00	0
Strip Mall	13.61	1000sqft	0.31	13,608.00	0
Parking Lot	304.00	Space	2.74	121,600.00	0
Other Asphalt Surfaces	1.00	Acre	1.00	43,560.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2021
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

Project Characteristics -

Land Use - Other Asphalt Surfaces accounts for frontage and turning lane improvements

Construction Phase - Approximately one year of construction

Grading - Minimal grading since site is already paved

Demolition - Three buildings and one coffee kiosk to be demolished

Vehicle Trips - Project would result in a decrease of 9,114 VMT/day

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	200.00
tblConstructionPhase	PhaseEndDate	8/20/2020	7/9/2020
tblConstructionPhase	PhaseEndDate	7/1/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/27/2020	6/15/2020
tblConstructionPhase	PhaseStartDate	7/28/2020	6/16/2020
tblConstructionPhase	PhaseStartDate	7/2/2020	5/21/2020
tblGrading	AcresOfGrading	0.00	4.00
tblVehicleTrips	ST_TR	722.03	0.00
tblVehicleTrips	ST_TR	96.91	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	542.72	0.00
tblVehicleTrips	SU_TR	96.91	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	496.12	0.00
tblVehicleTrips	WD_TR	96.91	0.00
tblVehicleTrips	WD_TR	44.32	0.00

**2.0 Emissions Summary**

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Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2019	9-30-2019	1.1216	1.1216
2	10-1-2019	12-31-2019	0.9241	0.9241
3	1-1-2020	3-31-2020	0.8308	0.8308
4	4-1-2020	6-30-2020	0.6916	0.6916
5	7-1-2020	9-30-2020	0.0660	0.0660
		Highest	1.1216	1.1216

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	0.1486	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003
Energy	3.0700e-003	0.0279	0.0234	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	156.4413	156.4413	6.7800e-003	1.8400e-003	157.1585
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	17.5100	0.0000	17.5100	1.0348	0.0000	43.3803
Water						0.0000	0.0000		0.0000	0.0000	0.9810	4.9280	5.9090	3.6200e-003	2.1800e-003	6.6502
<b>Total</b>	<b>0.1517</b>	<b>0.0279</b>	<b>0.0277</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.1400e-003</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>2.1400e-003</b>	<b>2.1400e-003</b>	<b>18.4910</b>	<b>161.3777</b>	<b>179.8687</b>	<b>1.0452</b>	<b>4.0200e-003</b>	<b>207.1978</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**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	0.1486	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003
Energy	3.0700e-003	0.0279	0.0234	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	156.4413	156.4413	6.7800e-003	1.8400e-003	157.1585
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	17.5100	0.0000	17.5100	1.0348	0.0000	43.3803
Water						0.0000	0.0000		0.0000	0.0000	0.9810	4.9280	5.9090	3.6200e-003	2.1800e-003	6.6502
<b>Total</b>	<b>0.1517</b>	<b>0.0279</b>	<b>0.0277</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.1400e-003</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>2.1400e-003</b>	<b>2.1400e-003</b>	<b>18.4910</b>	<b>161.3777</b>	<b>179.8687</b>	<b>1.0452</b>	<b>4.0200e-003</b>	<b>207.1978</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/2/2019	5	5	
3	Grading	Grading	8/3/2019	8/14/2019	5	8	
4	Building Construction	Building Construction	8/15/2019	5/20/2020	5	200	
5	Paving	Paving	5/21/2020	6/15/2020	5	18	
6	Architectural Coating	Architectural Coating	6/16/2020	7/9/2020	5	18	

**Acres of Grading (Site Preparation Phase): 4**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 3.74**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,419; Non-Residential Outdoor: 15,473; Striped Parking Area: 9,910 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	192.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	80.00	32.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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					0.0216	0.0000	0.0216	3.2800e-003	0.0000	3.2800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>	<b>0.0216</b>	<b>0.0180</b>	<b>0.0396</b>	<b>3.2800e-003</b>	<b>0.0167</b>	<b>0.0200</b>	<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8672</b>

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**3.2 Demolition - 2019**

**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	8.5000e-004	0.0298	7.2200e-003	8.0000e-005	1.6200e-003	1.3000e-004	1.7500e-003	4.4000e-004	1.2000e-004	5.6000e-004	0.0000	7.4226	7.4226	4.4000e-004	0.0000	7.4336
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	4.6000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0071	1.0071	3.0000e-005	0.0000	1.0078
<b>Total</b>	<b>1.4600e-003</b>	<b>0.0303</b>	<b>0.0118</b>	<b>9.0000e-005</b>	<b>2.7200e-003</b>	<b>1.4000e-004</b>	<b>2.8600e-003</b>	<b>7.3000e-004</b>	<b>1.3000e-004</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>8.4297</b>	<b>8.4297</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>8.4415</b>

**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					0.0216	0.0000	0.0216	3.2800e-003	0.0000	3.2800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>	<b>0.0216</b>	<b>0.0180</b>	<b>0.0396</b>	<b>3.2800e-003</b>	<b>0.0167</b>	<b>0.0200</b>	<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8671</b>

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**3.2 Demolition - 2019**

**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	8.5000e-004	0.0298	7.2200e-003	8.0000e-005	1.6200e-003	1.3000e-004	1.7500e-003	4.4000e-004	1.2000e-004	5.6000e-004	0.0000	7.4226	7.4226	4.4000e-004	0.0000	7.4336
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	4.6000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0071	1.0071	3.0000e-005	0.0000	1.0078
<b>Total</b>	<b>1.4600e-003</b>	<b>0.0303</b>	<b>0.0118</b>	<b>9.0000e-005</b>	<b>2.7200e-003</b>	<b>1.4000e-004</b>	<b>2.8600e-003</b>	<b>7.3000e-004</b>	<b>1.3000e-004</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>8.4297</b>	<b>8.4297</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>8.4415</b>

**3.3 Site Preparation - 2019**

**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					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
<b>Total</b>	<b>0.0108</b>	<b>0.1139</b>	<b>0.0552</b>	<b>9.0000e-005</b>	<b>0.0473</b>	<b>5.9800e-003</b>	<b>0.0533</b>	<b>0.0251</b>	<b>5.5000e-003</b>	<b>0.0306</b>	<b>0.0000</b>	<b>8.5422</b>	<b>8.5422</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.6097</b>

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**3.3 Site Preparation - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.3800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3021	0.3021	1.0000e-005	0.0000	0.3024
<b>Total</b>	<b>1.8000e-004</b>	<b>1.3000e-004</b>	<b>1.3800e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.3021</b>	<b>0.3021</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3024</b>

**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					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
<b>Total</b>	<b>0.0108</b>	<b>0.1139</b>	<b>0.0552</b>	<b>9.0000e-005</b>	<b>0.0473</b>	<b>5.9800e-003</b>	<b>0.0533</b>	<b>0.0251</b>	<b>5.5000e-003</b>	<b>0.0306</b>	<b>0.0000</b>	<b>8.5422</b>	<b>8.5422</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.6097</b>

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**3.3 Site Preparation - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.3800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3021	0.3021	1.0000e-005	0.0000	0.3024
<b>Total</b>	<b>1.8000e-004</b>	<b>1.3000e-004</b>	<b>1.3800e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.3021</b>	<b>0.3021</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3024</b>

**3.4 Grading - 2019**

**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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
<b>Total</b>	<b>0.0103</b>	<b>0.1134</b>	<b>0.0652</b>	<b>1.2000e-004</b>	<b>0.0262</b>	<b>5.5900e-003</b>	<b>0.0318</b>	<b>0.0135</b>	<b>5.1400e-003</b>	<b>0.0186</b>	<b>0.0000</b>	<b>10.6569</b>	<b>10.6569</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.7412</b>

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**3.4 Grading - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.8400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4028	0.4028	1.0000e-005	0.0000	0.4031
<b>Total</b>	<b>2.4000e-004</b>	<b>1.7000e-004</b>	<b>1.8400e-003</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.4028</b>	<b>0.4028</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4031</b>

**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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
<b>Total</b>	<b>0.0103</b>	<b>0.1134</b>	<b>0.0652</b>	<b>1.2000e-004</b>	<b>0.0262</b>	<b>5.5900e-003</b>	<b>0.0318</b>	<b>0.0135</b>	<b>5.1400e-003</b>	<b>0.0186</b>	<b>0.0000</b>	<b>10.6569</b>	<b>10.6569</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.7412</b>

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**3.4 Grading - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.8400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4028	0.4028	1.0000e-005	0.0000	0.4031
<b>Total</b>	<b>2.4000e-004</b>	<b>1.7000e-004</b>	<b>1.8400e-003</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.4028</b>	<b>0.4028</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4031</b>

**3.5 Building Construction - 2019**

**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	0.1169	1.0434	0.8496	1.3300e-003		0.0639	0.0639		0.0600	0.0600	0.0000	116.3766	116.3766	0.0284	0.0000	117.0853
<b>Total</b>	<b>0.1169</b>	<b>1.0434</b>	<b>0.8496</b>	<b>1.3300e-003</b>		<b>0.0639</b>	<b>0.0639</b>		<b>0.0600</b>	<b>0.0600</b>	<b>0.0000</b>	<b>116.3766</b>	<b>116.3766</b>	<b>0.0284</b>	<b>0.0000</b>	<b>117.0853</b>

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**3.5 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5900e-003	0.1943	0.0594	3.9000e-004	9.2600e-003	1.3800e-003	0.0107	2.6800e-003	1.3200e-003	4.0000e-003	0.0000	37.7135	37.7135	2.3600e-003	0.0000	37.7726
Worker	0.0160	0.0113	0.1215	2.9000e-004	0.0291	2.1000e-004	0.0293	7.7400e-003	2.0000e-004	7.9300e-003	0.0000	26.5864	26.5864	8.3000e-004	0.0000	26.6071
<b>Total</b>	<b>0.0236</b>	<b>0.2056</b>	<b>0.1809</b>	<b>6.8000e-004</b>	<b>0.0383</b>	<b>1.5900e-003</b>	<b>0.0400</b>	<b>0.0104</b>	<b>1.5200e-003</b>	<b>0.0119</b>	<b>0.0000</b>	<b>64.2999</b>	<b>64.2999</b>	<b>3.1900e-003</b>	<b>0.0000</b>	<b>64.3797</b>

**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	0.1169	1.0434	0.8496	1.3300e-003		0.0639	0.0639		0.0600	0.0600	0.0000	116.3764	116.3764	0.0284	0.0000	117.0852
<b>Total</b>	<b>0.1169</b>	<b>1.0434</b>	<b>0.8496</b>	<b>1.3300e-003</b>		<b>0.0639</b>	<b>0.0639</b>		<b>0.0600</b>	<b>0.0600</b>	<b>0.0000</b>	<b>116.3764</b>	<b>116.3764</b>	<b>0.0284</b>	<b>0.0000</b>	<b>117.0852</b>

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**3.5 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5900e-003	0.1943	0.0594	3.9000e-004	9.2600e-003	1.3800e-003	0.0107	2.6800e-003	1.3200e-003	4.0000e-003	0.0000	37.7135	37.7135	2.3600e-003	0.0000	37.7726
Worker	0.0160	0.0113	0.1215	2.9000e-004	0.0291	2.1000e-004	0.0293	7.7400e-003	2.0000e-004	7.9300e-003	0.0000	26.5864	26.5864	8.3000e-004	0.0000	26.6071
<b>Total</b>	<b>0.0236</b>	<b>0.2056</b>	<b>0.1809</b>	<b>6.8000e-004</b>	<b>0.0383</b>	<b>1.5900e-003</b>	<b>0.0400</b>	<b>0.0104</b>	<b>1.5200e-003</b>	<b>0.0119</b>	<b>0.0000</b>	<b>64.2999</b>	<b>64.2999</b>	<b>3.1900e-003</b>	<b>0.0000</b>	<b>64.3797</b>

**3.5 Building Construction - 2020**

**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	0.1071	0.9689	0.8509	1.3600e-003		0.0564	0.0564		0.0530	0.0530	0.0000	116.9630	116.9630	0.0285	0.0000	117.6764
<b>Total</b>	<b>0.1071</b>	<b>0.9689</b>	<b>0.8509</b>	<b>1.3600e-003</b>		<b>0.0564</b>	<b>0.0564</b>		<b>0.0530</b>	<b>0.0530</b>	<b>0.0000</b>	<b>116.9630</b>	<b>116.9630</b>	<b>0.0285</b>	<b>0.0000</b>	<b>117.6764</b>

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**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1900e-003	0.1812	0.0506	4.0000e-004	9.4500e-003	9.4000e-004	0.0104	2.7300e-003	9.0000e-004	3.6300e-003	0.0000	38.2367	38.2367	2.2600e-003	0.0000	38.2933
Worker	0.0150	0.0102	0.1118	2.9000e-004	0.0297	2.1000e-004	0.0299	7.8900e-003	2.0000e-004	8.0900e-003	0.0000	26.2897	26.2897	7.4000e-004	0.0000	26.3083
<b>Total</b>	<b>0.0212</b>	<b>0.1914</b>	<b>0.1624</b>	<b>6.9000e-004</b>	<b>0.0391</b>	<b>1.1500e-003</b>	<b>0.0403</b>	<b>0.0106</b>	<b>1.1000e-003</b>	<b>0.0117</b>	<b>0.0000</b>	<b>64.5265</b>	<b>64.5265</b>	<b>3.0000e-003</b>	<b>0.0000</b>	<b>64.6016</b>

**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	0.1071	0.9689	0.8509	1.3600e-003		0.0564	0.0564		0.0530	0.0530	0.0000	116.9629	116.9629	0.0285	0.0000	117.6763
<b>Total</b>	<b>0.1071</b>	<b>0.9689</b>	<b>0.8509</b>	<b>1.3600e-003</b>		<b>0.0564</b>	<b>0.0564</b>		<b>0.0530</b>	<b>0.0530</b>	<b>0.0000</b>	<b>116.9629</b>	<b>116.9629</b>	<b>0.0285</b>	<b>0.0000</b>	<b>117.6763</b>

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**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1900e-003	0.1812	0.0506	4.0000e-004	9.4500e-003	9.4000e-004	0.0104	2.7300e-003	9.0000e-004	3.6300e-003	0.0000	38.2367	38.2367	2.2600e-003	0.0000	38.2933
Worker	0.0150	0.0102	0.1118	2.9000e-004	0.0297	2.1000e-004	0.0299	7.8900e-003	2.0000e-004	8.0900e-003	0.0000	26.2897	26.2897	7.4000e-004	0.0000	26.3083
<b>Total</b>	<b>0.0212</b>	<b>0.1914</b>	<b>0.1624</b>	<b>6.9000e-004</b>	<b>0.0391</b>	<b>1.1500e-003</b>	<b>0.0403</b>	<b>0.0106</b>	<b>1.1000e-003</b>	<b>0.0117</b>	<b>0.0000</b>	<b>64.5265</b>	<b>64.5265</b>	<b>3.0000e-003</b>	<b>0.0000</b>	<b>64.6016</b>

**3.6 Paving - 2020**

**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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	4.9000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0156</b>	<b>0.1062</b>	<b>0.1105</b>	<b>1.7000e-004</b>		<b>5.8600e-003</b>	<b>5.8600e-003</b>		<b>5.4000e-003</b>	<b>5.4000e-003</b>	<b>0.0000</b>	<b>14.7348</b>	<b>14.7348</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8506</b>

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**3.6 Paving - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	4.5000e-004	4.9800e-003	1.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.1713	1.1713	3.0000e-005	0.0000	1.1722
<b>Total</b>	<b>6.7000e-004</b>	<b>4.5000e-004</b>	<b>4.9800e-003</b>	<b>1.0000e-005</b>	<b>1.3200e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.1713</b>	<b>1.1713</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.1722</b>

**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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	4.9000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0156</b>	<b>0.1062</b>	<b>0.1105</b>	<b>1.7000e-004</b>		<b>5.8600e-003</b>	<b>5.8600e-003</b>		<b>5.4000e-003</b>	<b>5.4000e-003</b>	<b>0.0000</b>	<b>14.7348</b>	<b>14.7348</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8506</b>

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**3.6 Paving - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	4.5000e-004	4.9800e-003	1.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.1713	1.1713	3.0000e-005	0.0000	1.1722
<b>Total</b>	<b>6.7000e-004</b>	<b>4.5000e-004</b>	<b>4.9800e-003</b>	<b>1.0000e-005</b>	<b>1.3200e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.1713</b>	<b>1.1713</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.1722</b>

**3.7 Architectural Coating - 2020**

**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	0.1664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
<b>Total</b>	<b>0.1686</b>	<b>0.0152</b>	<b>0.0165</b>	<b>3.0000e-005</b>		<b>1.0000e-003</b>	<b>1.0000e-003</b>		<b>1.0000e-003</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.3024</b>

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**3.7 Architectural Coating - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.6000e-004	3.9900e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9371	0.9371	3.0000e-005	0.0000	0.9377
<b>Total</b>	<b>5.4000e-004</b>	<b>3.6000e-004</b>	<b>3.9900e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.9371</b>	<b>0.9371</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.9377</b>

**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	0.1664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
<b>Total</b>	<b>0.1686</b>	<b>0.0152</b>	<b>0.0165</b>	<b>3.0000e-005</b>		<b>1.0000e-003</b>	<b>1.0000e-003</b>		<b>1.0000e-003</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.3024</b>

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**3.7 Architectural Coating - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.6000e-004	3.9900e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9371	0.9371	3.0000e-005	0.0000	0.9377
<b>Total</b>	<b>5.4000e-004</b>	<b>3.6000e-004</b>	<b>3.9900e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.9371</b>	<b>0.9371</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.9377</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Pharmacy/Drugstore with Drive Thru	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore with Drive	10.00	5.00	6.50	7.50	73.50	19.00	38	13	49
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Other Asphalt Surfaces	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Pharmacy/Drugstore with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Strip Mall	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	0.0000	126.0699	126.0699	6.1900e-003	1.2800e-003	126.6066
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	0.0000	126.0699	126.0699	6.1900e-003	1.2800e-003	126.6066
NaturalGas Mitigated	3.0700e-003	0.0279	0.0234	1.7000e-004			2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	30.3715	30.3715	5.8000e-004	5.6000e-004	30.5520
NaturalGas Unmitigated	3.0700e-003	0.0279	0.0234	1.7000e-004			2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	30.3715	30.3715	5.8000e-004	5.6000e-004	30.5520

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	23101	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2328	1.2328	2.0000e-005	2.0000e-005	1.2401
Fast Food Restaurant with Drive Thru	390940	2.1100e-003	0.0192	0.0161	1.1000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.8621	20.8621	4.0000e-004	3.8000e-004	20.9860
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	81343.4	4.4000e-004	3.9900e-003	3.3500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3408	4.3408	8.0000e-005	8.0000e-005	4.3666
Strip Mall	73755.4	4.0000e-004	3.6200e-003	3.0400e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9359	3.9359	8.0000e-005	7.0000e-005	3.9593
<b>Total</b>		<b>3.0700e-003</b>	<b>0.0279</b>	<b>0.0234</b>	<b>1.6000e-004</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>30.3715</b>	<b>30.3715</b>	<b>5.8000e-004</b>	<b>5.5000e-004</b>	<b>30.5520</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	23101	1.2000e-004	1.1300e-003	9.5000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2328	1.2328	2.0000e-005	2.0000e-005	1.2401
Fast Food Restaurant with Drive Thru	390940	2.1100e-003	0.0192	0.0161	1.1000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.8621	20.8621	4.0000e-004	3.8000e-004	20.9860
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	81343.4	4.4000e-004	3.9900e-003	3.3500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3408	4.3408	8.0000e-005	8.0000e-005	4.3666
Strip Mall	73755.4	4.0000e-004	3.6200e-003	3.0400e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9359	3.9359	8.0000e-005	7.0000e-005	3.9593
<b>Total</b>		<b>3.0700e-003</b>	<b>0.0279</b>	<b>0.0234</b>	<b>1.6000e-004</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>30.3715</b>	<b>30.3715</b>	<b>5.8000e-004</b>	<b>5.5000e-004</b>	<b>30.5520</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	5422.3	1.4519	7.0000e-005	1.0000e-005	1.4581
Fast Food Restaurant with Drive Thru	91762	24.5702	1.2100e-003	2.5000e-004	24.6748
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	42560	11.3959	5.6000e-004	1.2000e-004	11.4444
Pharmacy/Drugstore with Drive Thru	173643	46.4946	2.2800e-003	4.7000e-004	46.6925
Strip Mall	157445	42.1574	2.0700e-003	4.3000e-004	42.3368
<b>Total</b>		<b>126.0699</b>	<b>6.1900e-003</b>	<b>1.2800e-003</b>	<b>126.6066</b>

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

Land Use	Electricity Use kWh/yr	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
Fast Food Restaurant with Drive Thru	5422.3	1.4519	7.0000e-005	1.0000e-005	1.4581
Fast Food Restaurant with Drive Thru	91762	24.5702	1.2100e-003	2.5000e-004	24.6748
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	42560	11.3959	5.6000e-004	1.2000e-004	11.4444
Pharmacy/Drugstore with Drive Thru	173643	46.4946	2.2800e-003	4.7000e-004	46.6925
Strip Mall	157445	42.1574	2.0700e-003	4.3000e-004	42.3368
<b>Total</b>		<b>126.0699</b>	<b>6.1900e-003</b>	<b>1.2800e-003</b>	<b>126.6066</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	0.1486	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003
Unmitigated	0.1486	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003

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	0.0166					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1315					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003
<b>Total</b>	<b>0.1486</b>	<b>4.0000e-005</b>	<b>4.3000e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.3400e-003</b>	<b>8.3400e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.8900e-003</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1315					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.3400e-003	8.3400e-003	2.0000e-005	0.0000	8.8900e-003
<b>Total</b>	<b>0.1486</b>	<b>4.0000e-005</b>	<b>4.3000e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.3400e-003</b>	<b>8.3400e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.8900e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.9090	3.6200e-003	2.1800e-003	6.6502
Unmitigated	5.9090	3.6200e-003	2.1800e-003	6.6502

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.707234 / 0.0451426	1.2361	9.1000e-004	5.5000e-004	1.4240
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	1.05742 / 0.648094	2.3922	1.3900e-003	8.3000e-004	2.6755
Strip Mall	1.00813 / 0.617884	2.2807	1.3200e-003	8.0000e-004	2.5508
<b>Total</b>		<b>5.9090</b>	<b>3.6200e-003</b>	<b>2.1800e-003</b>	<b>6.6502</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.707234 / 0.0451426	1.2361	9.1000e-004	5.5000e-004	1.4240
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	1.05742 / 0.648094	2.3922	1.3900e-003	8.3000e-004	2.6755
Strip Mall	1.00813 / 0.617884	2.2807	1.3200e-003	8.0000e-004	2.5508
<b>Total</b>		<b>5.9090</b>	<b>3.6200e-003</b>	<b>2.1800e-003</b>	<b>6.6502</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.5100	1.0348	0.0000	43.3803
Unmitigated	17.5100	1.0348	0.0000	43.3803

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	26.84	5.4483	0.3220	0.0000	13.4979
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	45.13	9.1610	0.5414	0.0000	22.6960
Strip Mall	14.29	2.9007	0.1714	0.0000	7.1865
<b>Total</b>		<b>17.5100</b>	<b>1.0348</b>	<b>0.0000</b>	<b>43.3803</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	26.84	5.4483	0.3220	0.0000	13.4979
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	45.13	9.1610	0.5414	0.0000	22.6960
Strip Mall	14.29	2.9007	0.1714	0.0000	7.1865
<b>Total</b>		<b>17.5100</b>	<b>1.0348</b>	<b>0.0000</b>	<b>43.3803</b>

**9.0 Operational Offroad**

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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Fruitridge Shopping Center Redevelopment - Sacramento County, Annual

**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**Fruitridge Shopping Center Redevelopment**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.20	1000sqft	0.05	2,200.00	0
Pharmacy/Drugstore with Drive Thru	15.01	1000sqft	0.34	15,008.00	0
Fast Food Restaurant with Drive Thru	0.13	1000sqft	0.00	130.00	0
Strip Mall	13.61	1000sqft	0.31	13,608.00	0
Parking Lot	304.00	Space	2.74	121,600.00	0
Other Asphalt Surfaces	1.00	Acre	1.00	43,560.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2021
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

Project Characteristics -

Land Use - Other Asphalt Surfaces accounts for frontage and turning lane improvements

Construction Phase - Approximately one year of construction

Grading - Minimal grading since site is already paved

Demolition - Three buildings and one coffee kiosk to be demolished

Vehicle Trips - Project would result in a decrease of 9,114 VMT/day

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	200.00
tblConstructionPhase	PhaseEndDate	8/20/2020	7/9/2020
tblConstructionPhase	PhaseEndDate	7/1/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/27/2020	6/15/2020
tblConstructionPhase	PhaseStartDate	7/28/2020	6/16/2020
tblConstructionPhase	PhaseStartDate	7/2/2020	5/21/2020
tblGrading	AcresOfGrading	0.00	4.00
tblVehicleTrips	ST_TR	722.03	0.00
tblVehicleTrips	ST_TR	96.91	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	542.72	0.00
tblVehicleTrips	SU_TR	96.91	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	496.12	0.00
tblVehicleTrips	WD_TR	96.91	0.00
tblVehicleTrips	WD_TR	44.32	0.00

**2.0 Emissions Summary**

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Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Energy	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.8320</b>	<b>0.1532</b>	<b>0.1628</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>		<b>183.5190</b>	<b>183.5190</b>	<b>3.7200e-003</b>	<b>3.3600e-003</b>	<b>184.6140</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Energy	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.8320</b>	<b>0.1532</b>	<b>0.1628</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>		<b>183.5190</b>	<b>183.5190</b>	<b>3.7200e-003</b>	<b>3.3600e-003</b>	<b>184.6140</b>

## Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/2/2019	5	5	
3	Grading	Grading	8/3/2019	8/14/2019	5	8	
4	Building Construction	Building Construction	8/15/2019	5/20/2020	5	200	
5	Paving	Paving	5/21/2020	6/15/2020	5	18	
6	Architectural Coating	Architectural Coating	6/16/2020	7/9/2020	5	18	

**Acres of Grading (Site Preparation Phase): 4**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 3.74**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,419; Non-Residential Outdoor: 15,473; Striped Parking Area: 9,910 (Architectural Coating – sqft)**

#### OffRoad Equipment

## Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	192.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	80.00	32.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2019**

**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					2.1633	0.0000	2.1633	0.3276	0.0000	0.3276			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>2.1633</b>	<b>1.7949</b>	<b>3.9582</b>	<b>0.3276</b>	<b>1.6697</b>	<b>1.9972</b>		<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.2 Demolition - 2019**

**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	0.0837	2.8767	0.7083	7.6900e-003	0.1671	0.0124	0.1794	0.0457	0.0118	0.0576		823.3986	823.3986	0.0478		824.5929
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
<b>Total</b>	<b>0.1540</b>	<b>2.9153</b>	<b>1.2499</b>	<b>8.9200e-003</b>	<b>0.2812</b>	<b>0.0132</b>	<b>0.2944</b>	<b>0.0760</b>	<b>0.0126</b>	<b>0.0886</b>		<b>946.1949</b>	<b>946.1949</b>	<b>0.0516</b>		<b>947.4857</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1633	0.0000	2.1633	0.3276	0.0000	0.3276			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>2.1633</b>	<b>1.7949</b>	<b>3.9582</b>	<b>0.3276</b>	<b>1.6697</b>	<b>1.9972</b>	<b>0.0000</b>	<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.2 Demolition - 2019**

**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	0.0837	2.8767	0.7083	7.6900e-003	0.1671	0.0124	0.1794	0.0457	0.0118	0.0576		823.3986	823.3986	0.0478		824.5929
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
<b>Total</b>	<b>0.1540</b>	<b>2.9153</b>	<b>1.2499</b>	<b>8.9200e-003</b>	<b>0.2812</b>	<b>0.0132</b>	<b>0.2944</b>	<b>0.0760</b>	<b>0.0126</b>	<b>0.0886</b>		<b>946.1949</b>	<b>946.1949</b>	<b>0.0516</b>		<b>947.4857</b>

**3.3 Site Preparation - 2019**

**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					18.9147	0.0000	18.9147	10.0223	0.0000	10.0223			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
<b>Total</b>	<b>4.3350</b>	<b>45.5727</b>	<b>22.0630</b>	<b>0.0380</b>	<b>18.9147</b>	<b>2.3904</b>	<b>21.3050</b>	<b>10.0223</b>	<b>2.1991</b>	<b>12.2214</b>		<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,796.2445</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.3 Site Preparation - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
<b>Total</b>	<b>0.0843</b>	<b>0.0463</b>	<b>0.6499</b>	<b>1.4800e-003</b>	<b>0.1369</b>	<b>9.8000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>		<b>147.3555</b>	<b>147.3555</b>	<b>4.6400e-003</b>		<b>147.4714</b>

**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					18.9147	0.0000	18.9147	10.0223	0.0000	10.0223			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
<b>Total</b>	<b>4.3350</b>	<b>45.5727</b>	<b>22.0630</b>	<b>0.0380</b>	<b>18.9147</b>	<b>2.3904</b>	<b>21.3050</b>	<b>10.0223</b>	<b>2.1991</b>	<b>12.2214</b>	<b>0.0000</b>	<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,796.2445</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.3 Site Preparation - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
<b>Total</b>	<b>0.0843</b>	<b>0.0463</b>	<b>0.6499</b>	<b>1.4800e-003</b>	<b>0.1369</b>	<b>9.8000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>		<b>147.3555</b>	<b>147.3555</b>	<b>4.6400e-003</b>		<b>147.4714</b>

**3.4 Grading - 2019**

**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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2934</b>	<b>0.0297</b>	<b>6.5523</b>	<b>1.3974</b>	<b>7.9497</b>	<b>3.3675</b>	<b>1.2856</b>	<b>4.6531</b>		<b>2,936.8068</b>	<b>2,936.8068</b>	<b>0.9292</b>		<b>2,960.0361</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.4 Grading - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
<b>Total</b>	<b>0.0703</b>	<b>0.0386</b>	<b>0.5416</b>	<b>1.2300e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>122.7963</b>	<b>122.7963</b>	<b>3.8600e-003</b>		<b>122.8929</b>

**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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2934</b>	<b>0.0297</b>	<b>6.5523</b>	<b>1.3974</b>	<b>7.9497</b>	<b>3.3675</b>	<b>1.2856</b>	<b>4.6531</b>	<b>0.0000</b>	<b>2,936.8068</b>	<b>2,936.8068</b>	<b>0.9292</b>		<b>2,960.0361</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.4 Grading - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
<b>Total</b>	<b>0.0703</b>	<b>0.0386</b>	<b>0.5416</b>	<b>1.2300e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>122.7963</b>	<b>122.7963</b>	<b>3.8600e-003</b>		<b>122.8929</b>

**3.5 Building Construction - 2019**

**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>		<b>2,591.5802</b>	<b>2,591.5802</b>	<b>0.6313</b>		<b>2,607.3635</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.5 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1514	3.8330	1.1444	8.0200e-003	0.1926	0.0277	0.2203	0.0554	0.0265	0.0819		848.8030	848.8030	0.0510		850.0782
Worker	0.3749	0.2059	2.8885	6.5800e-003	0.6086	4.3400e-003	0.6129	0.1614	4.0000e-003	0.1654		654.9134	654.9134	0.0206		655.4286
<b>Total</b>	<b>0.5263</b>	<b>4.0389</b>	<b>4.0329</b>	<b>0.0146</b>	<b>0.8012</b>	<b>0.0320</b>	<b>0.8332</b>	<b>0.2169</b>	<b>0.0305</b>	<b>0.2473</b>		<b>1,503.7164</b>	<b>1,503.7164</b>	<b>0.0716</b>		<b>1,505.5068</b>

**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>	<b>0.0000</b>	<b>2,591.5802</b>	<b>2,591.5802</b>	<b>0.6313</b>		<b>2,607.3635</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.5 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1514	3.8330	1.1444	8.0200e-003	0.1926	0.0277	0.2203	0.0554	0.0265	0.0819		848.8030	848.8030	0.0510		850.0782
Worker	0.3749	0.2059	2.8885	6.5800e-003	0.6086	4.3400e-003	0.6129	0.1614	4.0000e-003	0.1654		654.9134	654.9134	0.0206		655.4286
<b>Total</b>	<b>0.5263</b>	<b>4.0389</b>	<b>4.0329</b>	<b>0.0146</b>	<b>0.8012</b>	<b>0.0320</b>	<b>0.8332</b>	<b>0.2169</b>	<b>0.0305</b>	<b>0.2473</b>		<b>1,503.7164</b>	<b>1,503.7164</b>	<b>0.0716</b>		<b>1,505.5068</b>

**3.5 Building Construction - 2020**

**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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1207	3.5137	0.9444	7.9700e-003	0.1926	0.0183	0.2109	0.0554	0.0175	0.0729		843.6974	843.6974	0.0478		844.8926
Worker	0.3450	0.1831	2.6120	6.3800e-003	0.6086	4.2300e-003	0.6128	0.1614	3.9000e-003	0.1653		634.8104	634.8104	0.0182		635.2650
<b>Total</b>	<b>0.4656</b>	<b>3.6968</b>	<b>3.5564</b>	<b>0.0144</b>	<b>0.8011</b>	<b>0.0226</b>	<b>0.8237</b>	<b>0.2169</b>	<b>0.0214</b>	<b>0.2383</b>		<b>1,478.5077</b>	<b>1,478.5077</b>	<b>0.0660</b>		<b>1,480.1576</b>

**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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1207	3.5137	0.9444	7.9700e-003	0.1926	0.0183	0.2109	0.0554	0.0175	0.0729		843.6974	843.6974	0.0478		844.8926
Worker	0.3450	0.1831	2.6120	6.3800e-003	0.6086	4.2300e-003	0.6128	0.1614	3.9000e-003	0.1653		634.8104	634.8104	0.0182		635.2650
<b>Total</b>	<b>0.4656</b>	<b>3.6968</b>	<b>3.5564</b>	<b>0.0144</b>	<b>0.8011</b>	<b>0.0226</b>	<b>0.8237</b>	<b>0.2169</b>	<b>0.0214</b>	<b>0.2383</b>		<b>1,478.5077</b>	<b>1,478.5077</b>	<b>0.0660</b>		<b>1,480.1576</b>

**3.6 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1837	11.8015	12.2823	0.0189		0.6509	0.6509		0.6005	0.6005		1,804.7070	1,804.7070	0.5670		1,818.8830
Paving	0.5444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7281</b>	<b>11.8015</b>	<b>12.2823</b>	<b>0.0189</b>		<b>0.6509</b>	<b>0.6509</b>		<b>0.6005</b>	<b>0.6005</b>		<b>1,804.7070</b>	<b>1,804.7070</b>	<b>0.5670</b>		<b>1,818.8830</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.6 Paving - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1837	11.8015	12.2823	0.0189		0.6509	0.6509		0.6005	0.6005	0.0000	1,804.7070	1,804.7070	0.5670		1,818.8830
Paving	0.5444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7281</b>	<b>11.8015</b>	<b>12.2823</b>	<b>0.0189</b>		<b>0.6509</b>	<b>0.6509</b>		<b>0.6005</b>	<b>0.6005</b>	<b>0.0000</b>	<b>1,804.7070</b>	<b>1,804.7070</b>	<b>0.5670</b>		<b>1,818.8830</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.6 Paving - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0862	0.0458	0.6530	1.5900e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		158.7026	158.7026	4.5500e-003		158.8163
<b>Total</b>	<b>0.0862</b>	<b>0.0458</b>	<b>0.6530</b>	<b>1.5900e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>158.7026</b>	<b>158.7026</b>	<b>4.5500e-003</b>		<b>158.8163</b>

**3.7 Architectural Coating - 2020**

**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	18.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>18.7312</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.7 Architectural Coating - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0366	0.5224	1.2800e-003	0.1217	8.5000e-004	0.1226	0.0323	7.8000e-004	0.0331		126.9621	126.9621	3.6400e-003		127.0530
<b>Total</b>	<b>0.0690</b>	<b>0.0366</b>	<b>0.5224</b>	<b>1.2800e-003</b>	<b>0.1217</b>	<b>8.5000e-004</b>	<b>0.1226</b>	<b>0.0323</b>	<b>7.8000e-004</b>	<b>0.0331</b>		<b>126.9621</b>	<b>126.9621</b>	<b>3.6400e-003</b>		<b>127.0530</b>

**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	18.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>18.7312</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**3.7 Architectural Coating - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0366	0.5224	1.2800e-003	0.1217	8.5000e-004	0.1226	0.0323	7.8000e-004	0.0331		126.9621	126.9621	3.6400e-003		127.0530
<b>Total</b>	<b>0.0690</b>	<b>0.0366</b>	<b>0.5224</b>	<b>1.2800e-003</b>	<b>0.1217</b>	<b>8.5000e-004</b>	<b>0.1226</b>	<b>0.0323</b>	<b>7.8000e-004</b>	<b>0.0331</b>		<b>126.9621</b>	<b>126.9621</b>	<b>3.6400e-003</b>		<b>127.0530</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Pharmacy/Drugstore with Drive Thru	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore with Drive	10.00	5.00	6.50	7.50	73.50	19.00	38	13	49
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Other Asphalt Surfaces	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Pharmacy/Drugstore with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Strip Mall	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive 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	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
NaturalGas Unmitigated	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	1071.07	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003		126.0081	126.0081	2.4200e-003	2.3100e-003	126.7569
Fast Food Restaurant with Drive Thru	63.2904	6.8000e-004	6.2000e-003	5.2100e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.4459	7.4459	1.4000e-004	1.4000e-004	7.4902
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	222.859	2.4000e-003	0.0219	0.0184	1.3000e-004		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003		26.2187	26.2187	5.0000e-004	4.8000e-004	26.3745
Strip Mall	202.069	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7729	23.7729	4.6000e-004	4.4000e-004	23.9142
<b>Total</b>		<b>0.0168</b>	<b>0.1529</b>	<b>0.1284</b>	<b>9.2000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0116</b>	<b>0.0116</b>		<b>183.4455</b>	<b>183.4455</b>	<b>3.5200e-003</b>	<b>3.3700e-003</b>	<b>184.5356</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.0632904	6.8000e-004	6.2000e-003	5.2100e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.4459	7.4459	1.4000e-004	1.4000e-004	7.4902
Fast Food Restaurant with Drive Thru	1.07107	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003		126.0081	126.0081	2.4200e-003	2.3100e-003	126.7569
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	0.222859	2.4000e-003	0.0219	0.0184	1.3000e-004		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003		26.2187	26.2187	5.0000e-004	4.8000e-004	26.3745
Strip Mall	0.202069	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7729	23.7729	4.6000e-004	4.4000e-004	23.9142
<b>Total</b>		<b>0.0168</b>	<b>0.1529</b>	<b>0.1284</b>	<b>9.2000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0116</b>	<b>0.0116</b>		<b>183.4455</b>	<b>183.4455</b>	<b>3.5200e-003</b>	<b>3.3700e-003</b>	<b>184.5356</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Unmitigated	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784

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	0.0912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2200e-003	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
<b>Total</b>	<b>0.8151</b>	<b>3.2000e-004</b>	<b>0.0344</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>0.0735</b>	<b>0.0735</b>	<b>2.0000e-004</b>		<b>0.0784</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2200e-003	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
<b>Total</b>	<b>0.8151</b>	<b>3.2000e-004</b>	<b>0.0344</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>0.0735</b>	<b>0.0735</b>	<b>2.0000e-004</b>		<b>0.0784</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

Fruitridge Shopping Center Redevelopment - Sacramento County, Summer

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**Fruitridge Shopping Center Redevelopment**  
**Sacramento County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.20	1000sqft	0.05	2,200.00	0
Pharmacy/Drugstore with Drive Thru	15.01	1000sqft	0.34	15,008.00	0
Fast Food Restaurant with Drive Thru	0.13	1000sqft	0.00	130.00	0
Strip Mall	13.61	1000sqft	0.31	13,608.00	0
Parking Lot	304.00	Space	2.74	121,600.00	0
Other Asphalt Surfaces	1.00	Acre	1.00	43,560.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2021
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

## Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

## Project Characteristics -

Land Use - Other Asphalt Surfaces accounts for frontage and turning lane improvements

Construction Phase - Approximately one year of construction

Grading - Minimal grading since site is already paved

Demolition - Three buildings and one coffee kiosk to be demolished

Vehicle Trips - Project would result in a decrease of 9,114 VMT/day

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	200.00
tblConstructionPhase	PhaseEndDate	8/20/2020	7/9/2020
tblConstructionPhase	PhaseEndDate	7/1/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/27/2020	6/15/2020
tblConstructionPhase	PhaseStartDate	7/28/2020	6/16/2020
tblConstructionPhase	PhaseStartDate	7/2/2020	5/21/2020
tblGrading	AcresOfGrading	0.00	4.00
tblVehicleTrips	ST_TR	722.03	0.00
tblVehicleTrips	ST_TR	96.91	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	542.72	0.00
tblVehicleTrips	SU_TR	96.91	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	496.12	0.00
tblVehicleTrips	WD_TR	96.91	0.00
tblVehicleTrips	WD_TR	44.32	0.00

## 2.0 Emissions Summary

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Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Energy	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.8320</b>	<b>0.1532</b>	<b>0.1628</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>		<b>183.5190</b>	<b>183.5190</b>	<b>3.7200e-003</b>	<b>3.3600e-003</b>	<b>184.6140</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Energy	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.8320</b>	<b>0.1532</b>	<b>0.1628</b>	<b>9.2000e-004</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>0.0117</b>	<b>0.0117</b>		<b>183.5190</b>	<b>183.5190</b>	<b>3.7200e-003</b>	<b>3.3600e-003</b>	<b>184.6140</b>

## Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/2/2019	5	5	
3	Grading	Grading	8/3/2019	8/14/2019	5	8	
4	Building Construction	Building Construction	8/15/2019	5/20/2020	5	200	
5	Paving	Paving	5/21/2020	6/15/2020	5	18	
6	Architectural Coating	Architectural Coating	6/16/2020	7/9/2020	5	18	

**Acres of Grading (Site Preparation Phase): 4**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 3.74**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 46,419; Non-Residential Outdoor: 15,473; Striped Parking Area: 9,910 (Architectural Coating – sqft)**

#### OffRoad Equipment

## Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	192.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	80.00	32.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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					2.1633	0.0000	2.1633	0.3276	0.0000	0.3276			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>2.1633</b>	<b>1.7949</b>	<b>3.9582</b>	<b>0.3276</b>	<b>1.6697</b>	<b>1.9972</b>		<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.2 Demolition - 2019**

**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	0.0867	3.0000	0.7597	7.5800e-003	0.1671	0.0128	0.1798	0.0457	0.0122	0.0579		811.0258	811.0258	0.0501		812.2780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
<b>Total</b>	<b>0.1514</b>	<b>3.0478</b>	<b>1.2256</b>	<b>8.6600e-003</b>	<b>0.2812</b>	<b>0.0136</b>	<b>0.2947</b>	<b>0.0760</b>	<b>0.0130</b>	<b>0.0890</b>		<b>918.8758</b>	<b>918.8758</b>	<b>0.0535</b>		<b>920.2136</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1633	0.0000	2.1633	0.3276	0.0000	0.3276			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>	<b>2.1633</b>	<b>1.7949</b>	<b>3.9582</b>	<b>0.3276</b>	<b>1.6697</b>	<b>1.9972</b>	<b>0.0000</b>	<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.2 Demolition - 2019**

**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	0.0867	3.0000	0.7597	7.5800e-003	0.1671	0.0128	0.1798	0.0457	0.0122	0.0579		811.0258	811.0258	0.0501		812.2780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
<b>Total</b>	<b>0.1514</b>	<b>3.0478</b>	<b>1.2256</b>	<b>8.6600e-003</b>	<b>0.2812</b>	<b>0.0136</b>	<b>0.2947</b>	<b>0.0760</b>	<b>0.0130</b>	<b>0.0890</b>		<b>918.8758</b>	<b>918.8758</b>	<b>0.0535</b>		<b>920.2136</b>

**3.3 Site Preparation - 2019**

**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					18.9147	0.0000	18.9147	10.0223	0.0000	10.0223			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
<b>Total</b>	<b>4.3350</b>	<b>45.5727</b>	<b>22.0630</b>	<b>0.0380</b>	<b>18.9147</b>	<b>2.3904</b>	<b>21.3050</b>	<b>10.0223</b>	<b>2.1991</b>	<b>12.2214</b>		<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,796.2445</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.3 Site Preparation - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0776	0.0573	0.5591	1.3000e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		129.4200	129.4200	4.1100e-003		129.5227
<b>Total</b>	<b>0.0776</b>	<b>0.0573</b>	<b>0.5591</b>	<b>1.3000e-003</b>	<b>0.1369</b>	<b>9.8000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>		<b>129.4200</b>	<b>129.4200</b>	<b>4.1100e-003</b>		<b>129.5227</b>

**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					18.9147	0.0000	18.9147	10.0223	0.0000	10.0223			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
<b>Total</b>	<b>4.3350</b>	<b>45.5727</b>	<b>22.0630</b>	<b>0.0380</b>	<b>18.9147</b>	<b>2.3904</b>	<b>21.3050</b>	<b>10.0223</b>	<b>2.1991</b>	<b>12.2214</b>	<b>0.0000</b>	<b>3,766.4529</b>	<b>3,766.4529</b>	<b>1.1917</b>		<b>3,796.2445</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.3 Site Preparation - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0776	0.0573	0.5591	1.3000e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		129.4200	129.4200	4.1100e-003		129.5227
<b>Total</b>	<b>0.0776</b>	<b>0.0573</b>	<b>0.5591</b>	<b>1.3000e-003</b>	<b>0.1369</b>	<b>9.8000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>		<b>129.4200</b>	<b>129.4200</b>	<b>4.1100e-003</b>		<b>129.5227</b>

**3.4 Grading - 2019**

**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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2934</b>	<b>0.0297</b>	<b>6.5523</b>	<b>1.3974</b>	<b>7.9497</b>	<b>3.3675</b>	<b>1.2856</b>	<b>4.6531</b>		<b>2,936.8068</b>	<b>2,936.8068</b>	<b>0.9292</b>		<b>2,960.0361</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.4 Grading - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
<b>Total</b>	<b>0.0647</b>	<b>0.0477</b>	<b>0.4660</b>	<b>1.0800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>107.8500</b>	<b>107.8500</b>	<b>3.4200e-003</b>		<b>107.9356</b>

**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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
<b>Total</b>	<b>2.5805</b>	<b>28.3480</b>	<b>16.2934</b>	<b>0.0297</b>	<b>6.5523</b>	<b>1.3974</b>	<b>7.9497</b>	<b>3.3675</b>	<b>1.2856</b>	<b>4.6531</b>	<b>0.0000</b>	<b>2,936.8068</b>	<b>2,936.8068</b>	<b>0.9292</b>		<b>2,960.0361</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.4 Grading - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
<b>Total</b>	<b>0.0647</b>	<b>0.0477</b>	<b>0.4660</b>	<b>1.0800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>107.8500</b>	<b>107.8500</b>	<b>3.4200e-003</b>		<b>107.9356</b>

**3.5 Building Construction - 2019**

**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>		<b>2,591.5802</b>	<b>2,591.5802</b>	<b>0.6313</b>		<b>2,607.3635</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.5 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1592	3.9266	1.3019	7.8300e-003	0.1926	0.0284	0.2210	0.0554	0.0272	0.0826		827.4746	827.4746	0.0553		828.8564
Worker	0.3450	0.2546	2.4851	5.7800e-003	0.6086	4.3400e-003	0.6129	0.1614	4.0000e-003	0.1654		575.2001	575.2001	0.0183		575.6565
<b>Total</b>	<b>0.5042</b>	<b>4.1812</b>	<b>3.7870</b>	<b>0.0136</b>	<b>0.8012</b>	<b>0.0327</b>	<b>0.8339</b>	<b>0.2169</b>	<b>0.0312</b>	<b>0.2480</b>		<b>1,402.6747</b>	<b>1,402.6747</b>	<b>0.0735</b>		<b>1,404.5130</b>

**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	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
<b>Total</b>	<b>2.3612</b>	<b>21.0788</b>	<b>17.1638</b>	<b>0.0269</b>		<b>1.2899</b>	<b>1.2899</b>		<b>1.2127</b>	<b>1.2127</b>	<b>0.0000</b>	<b>2,591.5802</b>	<b>2,591.5802</b>	<b>0.6313</b>		<b>2,607.3635</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.5 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.1592	3.9266	1.3019	7.8300e-003	0.1926	0.0284	0.2210	0.0554	0.0272	0.0826		827.4746	827.4746	0.0553			828.8564
Worker	0.3450	0.2546	2.4851	5.7800e-003	0.6086	4.3400e-003	0.6129	0.1614	4.0000e-003	0.1654		575.2001	575.2001	0.0183			575.6565
<b>Total</b>	<b>0.5042</b>	<b>4.1812</b>	<b>3.7870</b>	<b>0.0136</b>	<b>0.8012</b>	<b>0.0327</b>	<b>0.8339</b>	<b>0.2169</b>	<b>0.0312</b>	<b>0.2480</b>		<b>1,402.6747</b>	<b>1,402.6747</b>	<b>0.0735</b>			<b>1,404.5130</b>

**3.5 Building Construction - 2020**

**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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229			2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>			<b>2,568.6345</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1271	3.5855	1.0863	7.7700e-003	0.1926	0.0189	0.2115	0.0554	0.0181	0.0735		822.1194	822.1194	0.0517		823.4128
Worker	0.3174	0.2262	2.2365	5.6000e-003	0.6086	4.2300e-003	0.6128	0.1614	3.9000e-003	0.1653		557.5108	557.5108	0.0160		557.9116
<b>Total</b>	<b>0.4445</b>	<b>3.8117</b>	<b>3.3229</b>	<b>0.0134</b>	<b>0.8011</b>	<b>0.0232</b>	<b>0.8243</b>	<b>0.2169</b>	<b>0.0220</b>	<b>0.2389</b>		<b>1,379.6302</b>	<b>1,379.6302</b>	<b>0.0678</b>		<b>1,381.3244</b>

**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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1271	3.5855	1.0863	7.7700e-003	0.1926	0.0189	0.2115	0.0554	0.0181	0.0735		822.1194	822.1194	0.0517		823.4128
Worker	0.3174	0.2262	2.2365	5.6000e-003	0.6086	4.2300e-003	0.6128	0.1614	3.9000e-003	0.1653		557.5108	557.5108	0.0160		557.9116
<b>Total</b>	<b>0.4445</b>	<b>3.8117</b>	<b>3.3229</b>	<b>0.0134</b>	<b>0.8011</b>	<b>0.0232</b>	<b>0.8243</b>	<b>0.2169</b>	<b>0.0220</b>	<b>0.2389</b>		<b>1,379.6302</b>	<b>1,379.6302</b>	<b>0.0678</b>		<b>1,381.3244</b>

**3.6 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1837	11.8015	12.2823	0.0189		0.6509	0.6509		0.6005	0.6005		1,804.7070	1,804.7070	0.5670		1,818.8830
Paving	0.5444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7281</b>	<b>11.8015</b>	<b>12.2823</b>	<b>0.0189</b>		<b>0.6509</b>	<b>0.6509</b>		<b>0.6005</b>	<b>0.6005</b>		<b>1,804.7070</b>	<b>1,804.7070</b>	<b>0.5670</b>		<b>1,818.8830</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.6 Paving - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0794	0.0565	0.5591	1.4000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		139.3777	139.3777	4.0100e-003		139.4779
<b>Total</b>	<b>0.0794</b>	<b>0.0565</b>	<b>0.5591</b>	<b>1.4000e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>139.3777</b>	<b>139.3777</b>	<b>4.0100e-003</b>		<b>139.4779</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1837	11.8015	12.2823	0.0189		0.6509	0.6509		0.6005	0.6005	0.0000	1,804.7070	1,804.7070	0.5670		1,818.8830
Paving	0.5444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7281</b>	<b>11.8015</b>	<b>12.2823</b>	<b>0.0189</b>		<b>0.6509</b>	<b>0.6509</b>		<b>0.6005</b>	<b>0.6005</b>	<b>0.0000</b>	<b>1,804.7070</b>	<b>1,804.7070</b>	<b>0.5670</b>		<b>1,818.8830</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.6 Paving - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0794	0.0565	0.5591	1.4000e-003	0.1521	1.0600e-003	0.1532	0.0404	9.7000e-004	0.0413		139.3777	139.3777	4.0100e-003		139.4779
<b>Total</b>	<b>0.0794</b>	<b>0.0565</b>	<b>0.5591</b>	<b>1.4000e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.7000e-004</b>	<b>0.0413</b>		<b>139.3777</b>	<b>139.3777</b>	<b>4.0100e-003</b>		<b>139.4779</b>

**3.7 Architectural Coating - 2020**

**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	18.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>18.7312</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.7 Architectural Coating - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0635	0.0452	0.4473	1.1200e-003	0.1217	8.5000e-004	0.1226	0.0323	7.8000e-004	0.0331		111.5022	111.5022	3.2100e-003		111.5823
<b>Total</b>	<b>0.0635</b>	<b>0.0452</b>	<b>0.4473</b>	<b>1.1200e-003</b>	<b>0.1217</b>	<b>8.5000e-004</b>	<b>0.1226</b>	<b>0.0323</b>	<b>7.8000e-004</b>	<b>0.0331</b>		<b>111.5022</b>	<b>111.5022</b>	<b>3.2100e-003</b>		<b>111.5823</b>

**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	18.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>18.7312</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**3.7 Architectural Coating - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0635	0.0452	0.4473	1.1200e-003	0.1217	8.5000e-004	0.1226	0.0323	7.8000e-004	0.0331		111.5022	111.5022	3.2100e-003		111.5823
<b>Total</b>	<b>0.0635</b>	<b>0.0452</b>	<b>0.4473</b>	<b>1.1200e-003</b>	<b>0.1217</b>	<b>8.5000e-004</b>	<b>0.1226</b>	<b>0.0323</b>	<b>7.8000e-004</b>	<b>0.0331</b>		<b>111.5022</b>	<b>111.5022</b>	<b>3.2100e-003</b>		<b>111.5823</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Fast Food Restaurant with Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Pharmacy/Drugstore with Drive Thru	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore with Drive	10.00	5.00	6.50	7.50	73.50	19.00	38	13	49
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Other Asphalt Surfaces	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Pharmacy/Drugstore with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Strip Mall	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive 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	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356
NaturalGas Unmitigated	0.0168	0.1529	0.1284	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.4455	183.4455	3.5200e-003	3.3600e-003	184.5356

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	1071.07	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003		126.0081	126.0081	2.4200e-003	2.3100e-003	126.7569
Fast Food Restaurant with Drive Thru	63.2904	6.8000e-004	6.2000e-003	5.2100e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.4459	7.4459	1.4000e-004	1.4000e-004	7.4902
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	222.859	2.4000e-003	0.0219	0.0184	1.3000e-004		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003		26.2187	26.2187	5.0000e-004	4.8000e-004	26.3745
Strip Mall	202.069	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7729	23.7729	4.6000e-004	4.4000e-004	23.9142
<b>Total</b>		<b>0.0168</b>	<b>0.1529</b>	<b>0.1284</b>	<b>9.2000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0116</b>	<b>0.0116</b>		<b>183.4455</b>	<b>183.4455</b>	<b>3.5200e-003</b>	<b>3.3700e-003</b>	<b>184.5356</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.0632904	6.8000e-004	6.2000e-003	5.2100e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.4459	7.4459	1.4000e-004	1.4000e-004	7.4902
Fast Food Restaurant with Drive Thru	1.07107	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003		126.0081	126.0081	2.4200e-003	2.3100e-003	126.7569
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore with Drive Thru	0.222859	2.4000e-003	0.0219	0.0184	1.3000e-004		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003		26.2187	26.2187	5.0000e-004	4.8000e-004	26.3745
Strip Mall	0.202069	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7729	23.7729	4.6000e-004	4.4000e-004	23.9142
<b>Total</b>		<b>0.0168</b>	<b>0.1529</b>	<b>0.1284</b>	<b>9.2000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0116</b>	<b>0.0116</b>		<b>183.4455</b>	<b>183.4455</b>	<b>3.5200e-003</b>	<b>3.3700e-003</b>	<b>184.5356</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
Unmitigated	0.8151	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784

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	0.0912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2200e-003	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
<b>Total</b>	<b>0.8151</b>	<b>3.2000e-004</b>	<b>0.0344</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>0.0735</b>	<b>0.0735</b>	<b>2.0000e-004</b>		<b>0.0784</b>

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2200e-003	3.2000e-004	0.0344	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0735	0.0735	2.0000e-004		0.0784
<b>Total</b>	<b>0.8151</b>	<b>3.2000e-004</b>	<b>0.0344</b>	<b>0.0000</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>0.0735</b>	<b>0.0735</b>	<b>2.0000e-004</b>		<b>0.0784</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

Fruitridge Shopping Center Redevelopment - Sacramento County, Winter

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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# Appendix B

## **CDFW CNDDDB Search Results**

- Sacramento East Quadrangle (Project)
- Sacramento East Quadrangle (Project) plus surrounding quadrangles

## Sacramento East Quadrant - Quadrant Code 3812154 - Project Site Quadrant

<u>Element_Type</u>	<u>Scientific_Name</u>	<u>Common_Name</u>	<u>Federal_Status</u>	<u>State_Status</u>	<u>CDFW_Status</u>	<u>CA_Rare_Plant_Rank</u>
1 Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-
2 Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-
3 Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-
4 Animals - Birds	Pandion haliaetus	osprey	None	None	WL	-
5 Animals - Birds	Ardea herodias	great blue heron	None	None	-	-
6 Animals - Birds	Pica nuttalli	yellow-billed magpie	None	None	-	-
7 Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-
8 Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC	-
9 Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-
10 Animals - Birds	Spizella breweri	Brewer's sparrow	None	None	-	-
11 Animals - Birds	Falco mexicanus	prairie falcon	None	None	WL	-
12 Animals - Birds	Progne subis	purple martin	None	None	SSC	-
13 Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-
14 Animals - Birds	Athene cucularia	burrowing owl	None	None	SSC	-
15 Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-
16 Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-
17 Animals - Crustaceans	Lepidurus packardii	vernal pool tadpole shrimp	Endangered	None	-	-
18 Animals - Fish	Mylopharodon conocephalus	hardhead	None	None	SSC	-
19 Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-
20 Animals - Fish	Hysterocarpus traski traski	Sacramento-San Joaquin tule perch	None	None	-	-
21 Animals - Fish	Hypomesus transpacificus	Delta smelt	Threatened	Endangered	-	-
22 Animals - Fish	Entosphenus tridentatus	Pacific lamprey	None	None	SSC	-
23 Animals - Fish	Lampetra ayresii	river lamprey	None	None	SSC	-
24 Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-
25 Animals - Fish	Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Threatened	None	-	-
26 Animals - Fish	Oncorhynchus tshawytscha pop. 13	chinook salmon - Central Valley fall / late fall-run ESU	None	None	SSC	-
27 Animals - Fish	Oncorhynchus tshawytscha pop. 6	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened	-	-
28 Animals - Fish	Oncorhynchus tshawytscha pop. 7	chinook salmon - Sacramento River winter-run ESU	Endangered	Endangered	-	-
29 Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-
30 Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-
31 Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-
32 Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	-
33 Community - Terrestrial	Elderberry Savanna	Elderberry Savanna	None	None	-	-
34 Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2
35 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1
36 Plants - Vascular	Fritillaria agrestis	stinkbells	None	None	-	4.2

Sacramento East Quadrant (project) plus 8 other surrounding Quadrants

Element_Type	Scientific_Name	Common_Name	Federal_Status	State_Status	CDFW_Stat	CA_Rare	Quad_Cod	Quad_Name
1	Animals - Amphibians	Spea hammondi	western spadefoot	None	None	SSC	-	3812153 Carmichael
2	Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-	3812153 Carmichael
3	Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-	3812154 Sacramento East
4	Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-	3812143 Elk Grove
5	Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-	3812144 Florin
6	Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-	3812163 Citrus Heights
7	Animals - Birds	Aquila chrysaetos	golden eagle	None	None	FP ; WL	-	3812153 Carmichael
8	Animals - Birds	Buteo regalis	ferruginous hawk	None	None	WL	-	3812153 Carmichael
9	Animals - Birds	Buteo regalis	ferruginous hawk	None	None	WL	-	3812144 Florin
10	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812144 Florin
11	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812143 Elk Grove
12	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812154 Sacramento East
13	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812153 Carmichael
14	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812145 Clarksburg
15	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812164 Rio Linda
16	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812165 Taylor Monument
17	Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-	3812155 Sacramento West
18	Animals - Birds	Circus cyaneus	northern harrier	None	None	SSC	-	3812164 Rio Linda
19	Animals - Birds	Circus cyaneus	northern harrier	None	None	SSC	-	3812153 Carmichael
20	Animals - Birds	Circus cyaneus	northern harrier	None	None	SSC	-	3812145 Clarksburg
21	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812143 Elk Grove
22	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812144 Florin
23	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812153 Carmichael
24	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812154 Sacramento East
25	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812164 Rio Linda
26	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812163 Citrus Heights
27	Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-	3812155 Sacramento West
28	Animals - Birds	Haliaeetus leucocephalus	bald eagle	Delisted	Endangered	FP	-	3812155 Sacramento West
29	Animals - Birds	Pandion haliaetus	osprey	None	None	WL	-	3812163 Citrus Heights
30	Animals - Birds	Pandion haliaetus	osprey	None	None	WL	-	3812154 Sacramento East
31	Animals - Birds	Pandion haliaetus	osprey	None	None	WL	-	3812153 Carmichael
32	Animals - Birds	Chaetura vauxi	Vaux's swift	None	None	SSC	-	3812153 Carmichael
33	Animals - Birds	Chaetura vauxi	Vaux's swift	None	None	SSC	-	3812163 Citrus Heights
34	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812164 Rio Linda
35	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812165 Taylor Monument
36	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812155 Sacramento West
37	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812153 Carmichael
38	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812144 Florin
39	Animals - Birds	Ardea alba	great egret	None	None	-	-	3812145 Clarksburg
40	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812145 Clarksburg
41	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812144 Florin
42	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812153 Carmichael
43	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812154 Sacramento East
44	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812155 Sacramento West
45	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812165 Taylor Monument
46	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812164 Rio Linda
47	Animals - Birds	Ardea herodias	great blue heron	None	None	-	-	3812163 Citrus Heights
48	Animals - Birds	Botaurus lentiginosus	American bittern	None	None	-	-	3812144 Florin
49	Animals - Birds	Egretta thula	snowy egret	None	None	-	-	3812144 Florin
50	Animals - Birds	Egretta thula	snowy egret	None	None	-	-	3812153 Carmichael
51	Animals - Birds	Egretta thula	snowy egret	None	None	-	-	3812164 Rio Linda
52	Animals - Birds	Egretta thula	snowy egret	None	None	-	-	3812165 Taylor Monument
53	Animals - Birds	Egretta thula	snowy egret	None	None	-	-	3812155 Sacramento West
54	Animals - Birds	Ixobrychus exilis	least bittern	None	None	SSC	-	3812155 Sacramento West
55	Animals - Birds	Ixobrychus exilis	least bittern	None	None	SSC	-	3812144 Florin

56	Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-	3812144	Florin
57	Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-	3812153	Carmichael
58	Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-	3812155	Sacramento West
59	Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-	3812165	Taylor Monument
60	Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-	3812164	Rio Linda
61	Animals - Birds	Charadrius montanus	mountain plover	None	None	SSC	-	3812155	Sacramento West
62	Animals - Birds	Pica nuttalli	yellow-billed magpie	None	None	-	-	3812154	Sacramento East
63	Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-	3812155	Sacramento West
64	Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-	3812164	Rio Linda
65	Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-	3812165	Taylor Monument
66	Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-	3812145	Clarksburg
67	Animals - Birds	Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	-	-	3812154	Sacramento East
68	Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC	-	3812145	Clarksburg
69	Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC	-	3812144	Florin
70	Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC	-	3812155	Sacramento West
71	Animals - Birds	Ammodramus savannarum	grasshopper sparrow	None	None	SSC	-	3812154	Sacramento East
72	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812154	Sacramento East
73	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812155	Sacramento West
74	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812165	Taylor Monument
75	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812164	Rio Linda
76	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812144	Florin
77	Animals - Birds	Melospiza melodia	song sparrow (-inModesto-in population)	None	None	SSC	-	3812145	Clarksburg
78	Animals - Birds	Spizella breweri	Brewer's sparrow	None	None	-	-	3812155	Sacramento West
79	Animals - Birds	Spizella breweri	Brewer's sparrow	None	None	-	-	3812154	Sacramento East
80	Animals - Birds	Falco columbarius	merlin	None	None	WL	-	3812144	Florin
81	Animals - Birds	Falco mexicanus	prairie falcon	None	None	WL	-	3812154	Sacramento East
82	Animals - Birds	Falco mexicanus	prairie falcon	None	None	WL	-	3812155	Sacramento West
83	Animals - Birds	Grus canadensis tabida	greater sandhill crane	None	Threatened	FP	-	3812144	Florin
84	Animals - Birds	Progne subis	purple martin	None	None	SSC	-	3812154	Sacramento East
85	Animals - Birds	Progne subis	purple martin	None	None	SSC	-	3812155	Sacramento West
86	Animals - Birds	Progne subis	purple martin	None	None	SSC	-	3812164	Rio Linda
87	Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-	3812163	Citrus Heights
88	Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-	3812154	Sacramento East
89	Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-	3812153	Carmichael
90	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812153	Carmichael
91	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812143	Elk Grove
92	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812145	Clarksburg
93	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812144	Florin
94	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812155	Sacramento West
95	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812164	Rio Linda
96	Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Candidate Endange	SSC	-	3812165	Taylor Monument
97	Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	None	None	SSC	-	3812144	Florin
98	Animals - Birds	Xanthocephalus xanthocephalus	yellow-headed blackbird	None	None	SSC	-	3812145	Clarksburg
99	Animals - Birds	Lanius ludovicianus	loggerhead shrike	None	None	SSC	-	3812144	Florin
100	Animals - Birds	Lanius ludovicianus	loggerhead shrike	None	None	SSC	-	3812153	Carmichael
101	Animals - Birds	Lanius ludovicianus	loggerhead shrike	None	None	SSC	-	3812164	Rio Linda
102	Animals - Birds	Sternula antillarum browni	California least tern	Endangered	Endangered	FP	-	3812144	Florin
103	Animals - Birds	Baeolophus inornatus	oak titmouse	None	None	-	-	3812144	Florin
104	Animals - Birds	Icteria virens	yellow-breasted chat	None	None	SSC	-	3812145	Clarksburg
105	Animals - Birds	Setophaga petechia	yellow warbler	None	None	SSC	-	3812144	Florin
106	Animals - Birds	Setophaga petechia	yellow warbler	None	None	SSC	-	3812155	Sacramento West
107	Animals - Birds	Phalacrocorax auritus	double-crested cormorant	None	None	WL	-	3812155	Sacramento West
108	Animals - Birds	Phalacrocorax auritus	double-crested cormorant	None	None	WL	-	3812144	Florin
109	Animals - Birds	Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP	-	3812155	Sacramento West
110	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812155	Sacramento West
111	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812165	Taylor Monument
112	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812164	Rio Linda

113	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812144	Florin
114	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812143	Elk Grove
115	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812145	Clarksburg
116	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812154	Sacramento East
117	Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC	-	3812153	Carmichael
118	Animals - Birds	Plegadis chihi	white-faced ibis	None	None	WL	-	3812165	Taylor Monument
119	Animals - Birds	Plegadis chihi	white-faced ibis	None	None	WL	-	3812155	Sacramento West
120	Animals - Birds	Vireo bellii pusillus	least Bell's vireo	Endangered	Endangered	-	-	3812155	Sacramento West
121	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812154	Sacramento East
122	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812164	Rio Linda
123	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812163	Citrus Heights
124	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812153	Carmichael
125	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812145	Clarksburg
126	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812143	Elk Grove
127	Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-	3812144	Florin
128	Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	None	None	-	-	3812144	Florin
129	Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	None	None	-	-	3812143	Elk Grove
130	Animals - Crustaceans	Branchinecta mesovallensis	midvalley fairy shrimp	None	None	-	-	3812153	Carmichael
131	Animals - Crustaceans	Dumontia oregonensis	hairy water flea	None	None	-	-	3812153	Carmichael
132	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812153	Carmichael
133	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812145	Clarksburg
134	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812143	Elk Grove
135	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812144	Florin
136	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812163	Citrus Heights
137	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812164	Rio Linda
138	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812165	Taylor Monument
139	Animals - Crustaceans	Linderiella occidentalis	California linderiella	None	None	-	-	3812154	Sacramento East
140	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812154	Sacramento East
141	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812164	Rio Linda
142	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812144	Florin
143	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812143	Elk Grove
144	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812145	Clarksburg
145	Animals - Crustaceans	Lepidurus packardi	vernal pool tadpole shrimp	Endangered	None	-	-	3812153	Carmichael
146	Animals - Fish	Acipenser transmontanus	white sturgeon	None	None	SSC	-	3812145	Clarksburg
147	Animals - Fish	Archoplites interruptus	Sacramento perch	None	None	SSC	-	3812155	Sacramento West
148	Animals - Fish	Lavinia exilicauda exilicauda	Sacramento hitch	None	None	SSC	-	3812155	Sacramento West
149	Animals - Fish	Lavinia exilicauda exilicauda	Sacramento hitch	None	None	SSC	-	3812165	Taylor Monument
150	Animals - Fish	Lavinia exilicauda exilicauda	Sacramento hitch	None	None	SSC	-	3812145	Clarksburg
151	Animals - Fish	Mylopharodon conocephalus	hardhead	None	None	SSC	-	3812145	Clarksburg
152	Animals - Fish	Mylopharodon conocephalus	hardhead	None	None	SSC	-	3812165	Taylor Monument
153	Animals - Fish	Mylopharodon conocephalus	hardhead	None	None	SSC	-	3812155	Sacramento West
154	Animals - Fish	Mylopharodon conocephalus	hardhead	None	None	SSC	-	3812154	Sacramento East
155	Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-	3812154	Sacramento East
156	Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-	3812155	Sacramento West
157	Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-	3812165	Taylor Monument
158	Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-	3812145	Clarksburg
159	Animals - Fish	Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	-	3812144	Florin
160	Animals - Fish	Hysteroecarpus traski traski	Sacramento-San Joaquin tule perch	None	None	-	-	3812145	Clarksburg
161	Animals - Fish	Hysteroecarpus traski traski	Sacramento-San Joaquin tule perch	None	None	-	-	3812165	Taylor Monument
162	Animals - Fish	Hysteroecarpus traski traski	Sacramento-San Joaquin tule perch	None	None	-	-	3812154	Sacramento East
163	Animals - Fish	Hysteroecarpus traski traski	Sacramento-San Joaquin tule perch	None	None	-	-	3812155	Sacramento West
164	Animals - Fish	Hypomesus transpacificus	Delta smelt	Threatened	Endangered	-	-	3812155	Sacramento West
165	Animals - Fish	Hypomesus transpacificus	Delta smelt	Threatened	Endangered	-	-	3812154	Sacramento East
166	Animals - Fish	Hypomesus transpacificus	Delta smelt	Threatened	Endangered	-	-	3812165	Taylor Monument
167	Animals - Fish	Hypomesus transpacificus	Delta smelt	Threatened	Endangered	-	-	3812145	Clarksburg
168	Animals - Fish	Spirinchus thaleichthys	longfin smelt	Candidate	Threatened	SSC	-	3812145	Clarksburg
169	Animals - Fish	Spirinchus thaleichthys	longfin smelt	Candidate	Threatened	SSC	-	3812144	Florin

170	Animals - Fish	Spirinchus thaleichthys	longfin smelt	Candidate	Threatened	SSC	-	3812165	Taylor Monument
171	Animals - Fish	Spirinchus thaleichthys	longfin smelt	Candidate	Threatened	SSC	-	3812155	Sacramento West
172	Animals - Fish	Entosphenus tridentatus	Pacific lamprey	None	None	SSC	-	3812155	Sacramento West
173	Animals - Fish	Entosphenus tridentatus	Pacific lamprey	None	None	SSC	-	3812154	Sacramento East
174	Animals - Fish	Lampetra ayresii	river lamprey	None	None	SSC	-	3812154	Sacramento East
175	Animals - Fish	Lampetra ayresii	river lamprey	None	None	SSC	-	3812155	Sacramento West
176	Animals - Fish	Lampetra ayresii	river lamprey	None	None	SSC	-	3812145	Clarksburg
177	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812144	Florin
178	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812143	Elk Grove
179	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812145	Clarksburg
180	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812153	Carmichael
181	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812155	Sacramento West
182	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812154	Sacramento East
183	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812165	Taylor Monument
184	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812163	Citrus Heights
185	Animals - Fish	Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Threatened	None	-	-	3812164	Rio Linda
186	Animals - Fish	Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Threatened	None	-	-	3812154	Sacramento East
187	Animals - Fish	Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Threatened	None	-	-	3812155	Sacramento West
188	Animals - Fish	Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Threatened	None	-	-	3812145	Clarksburg
189	Animals - Fish	Oncorhynchus tshawytscha pop. 13	chinook salmon - Central Valley fall / late fall-run ESU	None	None	SSC	-	3812155	Sacramento West
190	Animals - Fish	Oncorhynchus tshawytscha pop. 13	chinook salmon - Central Valley fall / late fall-run ESU	None	None	SSC	-	3812154	Sacramento East
191	Animals - Fish	Oncorhynchus tshawytscha pop. 13	chinook salmon - Central Valley fall / late fall-run ESU	None	None	SSC	-	3812165	Taylor Monument
192	Animals - Fish	Oncorhynchus tshawytscha pop. 13	chinook salmon - Central Valley fall / late fall-run ESU	None	None	SSC	-	3812165	Taylor Monument
193	Animals - Fish	Oncorhynchus tshawytscha pop. 30	chinook salmon - upper Klamath and Trinity Rivers ESU.	None	None	SSC	-	3812155	Sacramento West
194	Animals - Fish	Oncorhynchus tshawytscha pop. 30	chinook salmon - upper Klamath and Trinity Rivers ESU.	None	None	SSC	-	3812145	Clarksburg
195	Animals - Fish	Oncorhynchus tshawytscha pop. 30	chinook salmon - upper Klamath and Trinity Rivers ESU.	None	None	SSC	-	3812145	Clarksburg
196	Animals - Fish	Oncorhynchus tshawytscha pop. 6	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened	-	-	3812145	Clarksburg
197	Animals - Fish	Oncorhynchus tshawytscha pop. 6	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened	-	-	3812155	Sacramento West
198	Animals - Fish	Oncorhynchus tshawytscha pop. 6	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened	-	-	3812154	Sacramento East
199	Animals - Fish	Oncorhynchus tshawytscha pop. 6	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened	-	-	3812165	Taylor Monument
200	Animals - Fish	Oncorhynchus tshawytscha pop. 7	chinook salmon - Sacramento River winter-run ESU	Endangered	Endangered	-	-	3812165	Taylor Monument
201	Animals - Fish	Oncorhynchus tshawytscha pop. 7	chinook salmon - Sacramento River winter-run ESU	Endangered	Endangered	-	-	3812154	Sacramento East
202	Animals - Fish	Oncorhynchus tshawytscha pop. 7	chinook salmon - Sacramento River winter-run ESU	Endangered	Endangered	-	-	3812155	Sacramento West
203	Animals - Fish	Oncorhynchus tshawytscha pop. 7	chinook salmon - Sacramento River winter-run ESU	Endangered	Endangered	-	-	3812145	Clarksburg
204	Animals - Insects	Andrena subapasta	An andrenid bee	None	None	-	-	3812163	Citrus Heights
205	Animals - Insects	Cicindela hirticollis abrupta	Sacramento Valley tiger beetle	None	None	-	-	3812155	Sacramento West
206	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812155	Sacramento West
207	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812154	Sacramento East
208	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812163	Citrus Heights
209	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812165	Taylor Monument
210	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812153	Carmichael
211	Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-	3812143	Elk Grove
212	Animals - Insects	Hydrochara rickseckeri	Ricksecker's water scavenger beetle	None	None	-	-	3812153	Carmichael
213	Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-	3812153	Carmichael
214	Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-	3812145	Clarksburg
215	Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-	3812144	Florin
216	Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-	3812154	Sacramento East
217	Animals - Mammals	Lasiurus blossevillii	western red bat	None	None	SSC	-	3812144	Florin
218	Animals - Mammals	Lasiurus blossevillii	western red bat	None	None	SSC	-	3812145	Clarksburg
219	Animals - Mammals	Lasiurus cinereus	hoary bat	None	None	-	-	3812145	Clarksburg
220	Animals - Mammals	Lasiurus cinereus	hoary bat	None	None	-	-	3812144	Florin
221	Animals - Mammals	Lasiurus cinereus	hoary bat	None	None	-	-	3812155	Sacramento West
222	Animals - Mammals	Myotis lucifugus	little brown bat	None	None	-	-	3812144	Florin
223	Animals - Mammals	Myotis lucifugus	little brown bat	None	None	-	-	3812145	Clarksburg
224	Animals - Mammals	Myotis yumanensis	Yuma myotis	None	None	-	-	3812145	Clarksburg
225	Animals - Mammals	Myotis yumanensis	Yuma myotis	None	None	-	-	3812144	Florin
226	Animals - Mollusks	Anodonta californiensis	California floater	None	None	-	-	3812155	Sacramento West

227	Animals - Mollusks	Gonidea angulata	western ridged mussel	None	None	-	-	3812143	Elk Grove
228	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812143	Elk Grove
229	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812144	Florin
230	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812145	Clarksburg
231	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812153	Carmichael
232	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812155	Sacramento West
233	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812154	Sacramento East
234	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812165	Taylor Monument
235	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812163	Citrus Heights
236	Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-	3812164	Rio Linda
237	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812164	Rio Linda
238	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812165	Taylor Monument
239	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812155	Sacramento West
240	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812145	Clarksburg
241	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812144	Florin
242	Animals - Reptiles	Thamnophis gigas	giant gartersnake	Threatened	Threatened	-	-	3812143	Elk Grove
243	Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	-	3812154	Sacramento East
244	Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	-	3812163	Citrus Heights
245	Community - Terrestrial	Elderberry Savanna	Elderberry Savanna	None	None	-	-	3812155	Sacramento West
246	Community - Terrestrial	Elderberry Savanna	Elderberry Savanna	None	None	-	-	3812154	Sacramento East
247	Community - Terrestrial	Great Valley Cottonwood Riparian Forest	Great Valley Cottonwood Riparian Forest	None	None	-	-	3812155	Sacramento West
248	Community - Terrestrial	Great Valley Valley Oak Riparian Forest	Great Valley Valley Oak Riparian Forest	None	None	-	-	3812143	Elk Grove
249	Community - Terrestrial	Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	None	None	-	-	3812164	Rio Linda
250	Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	None	None	-	-	3812164	Rio Linda
251	Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	None	None	-	-	3812143	Elk Grove
252	Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	None	None	-	-	3812144	Florin
253	Community - Terrestrial	Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	None	None	-	-	3812153	Carmichael
254	Community - Terrestrial	Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	None	None	-	-	3812163	Citrus Heights
255	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812163	Citrus Heights
256	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812164	Rio Linda
257	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812154	Sacramento East
258	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812153	Carmichael
259	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812144	Florin
260	Plants - Vascular	Sagittaria sanfordii	Sanford's arrowhead	None	None	-	1B.2	3812143	Elk Grove
261	Plants - Vascular	Lilaeopsis masonii	Mason's lilaeopsis	None	Rare	-	1B.1	3812145	Clarksburg
262	Plants - Vascular	Centromadia parryi ssp. parryi	pappose tarplant	None	None	-	1B.2	3812145	Clarksburg
263	Plants - Vascular	Centromadia parryi ssp. rudis	Parry's rough tarplant	None	None	-	4.2	3812145	Clarksburg
264	Plants - Vascular	Centromadia parryi ssp. rudis	Parry's rough tarplant	None	None	-	4.2	3812144	Florin
265	Plants - Vascular	Centromadia parryi ssp. rudis	Parry's rough tarplant	None	None	-	4.2	3812155	Sacramento West
266	Plants - Vascular	Centromadia parryi ssp. rudis	Parry's rough tarplant	None	None	-	4.2	3812165	Taylor Monument
267	Plants - Vascular	Hesperevax caulescens	hogwallow starfish	None	None	-	4.2	3812144	Florin
268	Plants - Vascular	Symphytotrichum lentum	Suisun Marsh aster	None	None	-	1B.2	3812155	Sacramento West
269	Plants - Vascular	Lepidium latipes var. heckardii	Heckard's pepper-grass	None	None	-	1B.2	3812144	Florin
270	Plants - Vascular	Lepidium latipes var. heckardii	Heckard's pepper-grass	None	None	-	1B.2	3812145	Clarksburg
271	Plants - Vascular	Downingia pusilla	dwarf downingia	None	None	-	2B.2	3812144	Florin
272	Plants - Vascular	Downingia pusilla	dwarf downingia	None	None	-	2B.2	3812143	Elk Grove
273	Plants - Vascular	Downingia pusilla	dwarf downingia	None	None	-	2B.2	3812164	Rio Linda
274	Plants - Vascular	Legenere limosa	legenere	None	None	-	1B.1	3812164	Rio Linda
275	Plants - Vascular	Legenere limosa	legenere	None	None	-	1B.1	3812143	Elk Grove
276	Plants - Vascular	Legenere limosa	legenere	None	None	-	1B.1	3812144	Florin
277	Plants - Vascular	Legenere limosa	legenere	None	None	-	1B.1	3812153	Carmichael
278	Plants - Vascular	Cuscuta obtusiflora var. glandulosa	Peruvian dodder	None	None	-	2B.2	3812144	Florin
279	Plants - Vascular	Carex comosa	bristly sedge	None	None	-	2B.1	3812145	Clarksburg
280	Plants - Vascular	Astragalus tener var. ferrisiae	Ferris' milk-vetch	None	None	-	1B.1	3812155	Sacramento West
281	Plants - Vascular	Trifolium hydrophilum	saline clover	None	None	-	1B.2	3812145	Clarksburg
282	Plants - Vascular	Trifolium hydrophilum	saline clover	None	None	-	1B.2	3812144	Florin
283	Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812144	Florin

284 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812143 Elk Grove
285 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812145 Clarksburg
286 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812153 Carmichael
287 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812155 Sacramento West
288 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812154 Sacramento East
289 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812164 Rio Linda
290 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812163 Citrus Heights
291 Plants - Vascular	Juglans hindsii	Northern California black walnut	None	None	-	1B.1	3812165 Taylor Monument
292 Plants - Vascular	Juncus leiospermus var. ahartii	Ahart's dwarf rush	None	None	-	1B.2	3812153 Carmichael
293 Plants - Vascular	Fritillaria agrestis	stinkbells	None	None	-	4.2	3812164 Rio Linda
294 Plants - Vascular	Fritillaria agrestis	stinkbells	None	None	-	4.2	3812163 Citrus Heights
295 Plants - Vascular	Fritillaria agrestis	stinkbells	None	None	-	4.2	3812155 Sacramento West
296 Plants - Vascular	Fritillaria agrestis	stinkbells	None	None	-	4.2	3812154 Sacramento East
297 Plants - Vascular	Hibiscus lasiocarpus var. occidentalis	woolly rose-mallow	None	None	-	1B.2	3812155 Sacramento West
298 Plants - Vascular	Hibiscus lasiocarpus var. occidentalis	woolly rose-mallow	None	None	-	1B.2	3812145 Clarksburg
299 Plants - Vascular	Hibiscus lasiocarpus var. occidentalis	woolly rose-mallow	None	None	-	1B.2	3812144 Florin
300 Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	None	Endangered	-	1B.2	3812143 Elk Grove
301 Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	None	Endangered	-	1B.2	3812153 Carmichael
302 Plants - Vascular	Gratiola heterosepala	Boggs Lake hedge-hyssop	None	Endangered	-	1B.2	3812164 Rio Linda
303 Plants - Vascular	Orcuttia tenuis	slender Orcutt grass	Threatened	Endangered	-	1B.1	3812143 Elk Grove
304 Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	Endangered	Endangered	-	1B.1	3812143 Elk Grove
305 Plants - Vascular	Orcuttia viscida	Sacramento Orcutt grass	Endangered	Endangered	-	1B.1	3812153 Carmichael
306 Plants - Vascular	Navarretia eriocephala	hoary navarretia	None	None	-	4.3	3812143 Elk Grove

# **Appendix C**

## **Historic Resources Inventory – DPR 523 Forms**

Prepared by Historic Environment Consultants

Paula Boghosian, Architectural Historian

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 10 Resource Name or #: Fruitridge Shopping Center

P1. Other Identifier: 5653 Stockton Blvd.

\*P2. Location: \*a. County: Sacramento

b. Address: 5653 Stockton Blvd.

City: Sacramento

Zip: 95824

\*c. USGS 7.5' Quad Sacramento West Date: 1992

\*e. Other Locational Data: APN#: 027-0011-021

**\*P3a. Description:**

The Fruitridge Shopping Center is comprised of three major complexes of cumulative buildings surrounded by a large parking lot. There are two additional, separate and smaller components of the Center in the parking lot on either end of these central groupings; a small coffee shop drive-through building on the north, and a rectangular tire shop on the south. There is a road on the east side of the property that provides truck and delivery access to the store complexes. This road is bordered on its east side by wood fences which conceal the rear yards of homes that are part of the Fruitridge Manor housing development. These homes were all developed by McMahon & Ford—the same developers who built the shopping center.

(see Continuation Sheet, p. 3)

**\*P3b. Resource Attributes:** HP6

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



**P5b. Description of Photo:**

5611-5651 Stockton Blvd. as viewed to the northeast

\*P6. Date Constructed/Age and

Source:  Historic  
 Prehistoric  Both  
 1947

\*P7. Owner and Address:

Sacramento, CA

\*P8. Recorded by:  
 Paula Boghosian, Historic Environment Consultants  
 5420 Home Court  
 Carmichael, CA 95608

\*P9. Date Recorded:  
 December 2018

\*P10. Survey Type:  
 Intensive

P11. Report Citation\*:

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List)

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Address: 5653 Stockton Blvd.

B1. Historic Name: Fruitridge Shopping Center

B2. Common Name: Fruitridge Shopping Center

B3. Original Use: Shopping Center

B4. Present Use: Shopping Center

\*B5. Architectural Style: vernacular

\*B6. Construction History: The three main groupings of buildings (5611-5653, 5657-5695, 5701-5731) were built between 1947 and 1958. Two stand-alone structures, the Java Express hut (1978) on the northwest corner of the parcel, and the Firestone Tire Store (1963) on the far south end were built at later dates.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: grouping of blocks of shops within parking lot

B9a. Architect: unknown

b. Builder: Developer; McMahon and Ford

\*B10. Significance: Theme: commercial

Area: Fruitridge Manor

Period of Significance: 1947-1954 Property Type: Commercial Shopping Center Applicable Criteria: n/a

Two men prominent in Sacramento real estate formed the firm McMahon & Ford in 1946. They purchased land to the southeast of the intersection of Fruitridge Road and Stockton Boulevard. They aimed to take advantage of the booming real estate market fueled by returning veterans of World War II and home loan programs that the federal government created for them that featured low interest rates and low, or no, down payments. Fruitridge Manor was McMahon & Ford's answer to the housing needs of returning veterans. In addition to their own subdivision, they also were the contractor/builder for the Hollywood Park subdivision offered by McBride Realty.

(Continued on p. 7)

B11. Additional Resource Attributes: n/a

\*B12. References:

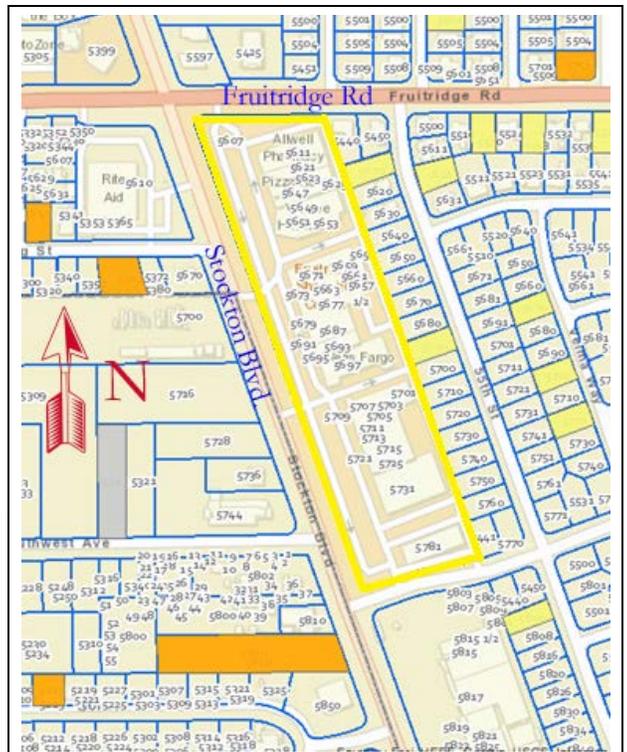
City of Sacramento Building Permits

Sacramento Bee: 12-14-1946, Fruitridge Manor Advert, p. 5; 9-19-1946, Town & Country Village Opening Advert, p. 12; 6-9-1947, Fire Insurance Transfer, p.4; 7-19-1947, Fruitridge Manor Homes Advert, p. 2; 9-12-47, Stores to Open, p. 21; 9-12-1947, Grand Opening Advert, p. 9; 9-19-1947, Grand Opening Advert; p. 6; 9-27-47, More Stores Opening, p. 10; 10-3-1947, Fruitridge Manor Homes Advert, p. 14; 9-4-1947; New Housing Project, p. 22; 1-10-1948, McMahon & Ford Moving Advert, p. 2; 1-29-1948, Fruitridge Manor Homes Advert, p 3; 1-29-1948, Children's Receiving Home; p. 17; 6-9-1948, Fruitridge Manor Homes Advert, p. 40; 5-7-1948, Fruitridge Manor Homes Advert, p. 15; 7-30-1948, Hollywood Park Advert, p. 7; 9-11-1948, Homes Advert; p. 26; 10-14-1948, Manor Theater Opening Advert, p. 19; (continued, p. 11)

B13. Remarks:

\*B14. Evaluator: Paula Boghosian, Historic Environment Cons.

\*Date of Evaluation: December 2018



(This space reserved for official comments.)

Page 3 of 10 Resource Name or #: Fruitridge Shopping Center  
Recorded by : Paula Boghosian

**\*P3a. Description:** (continued)

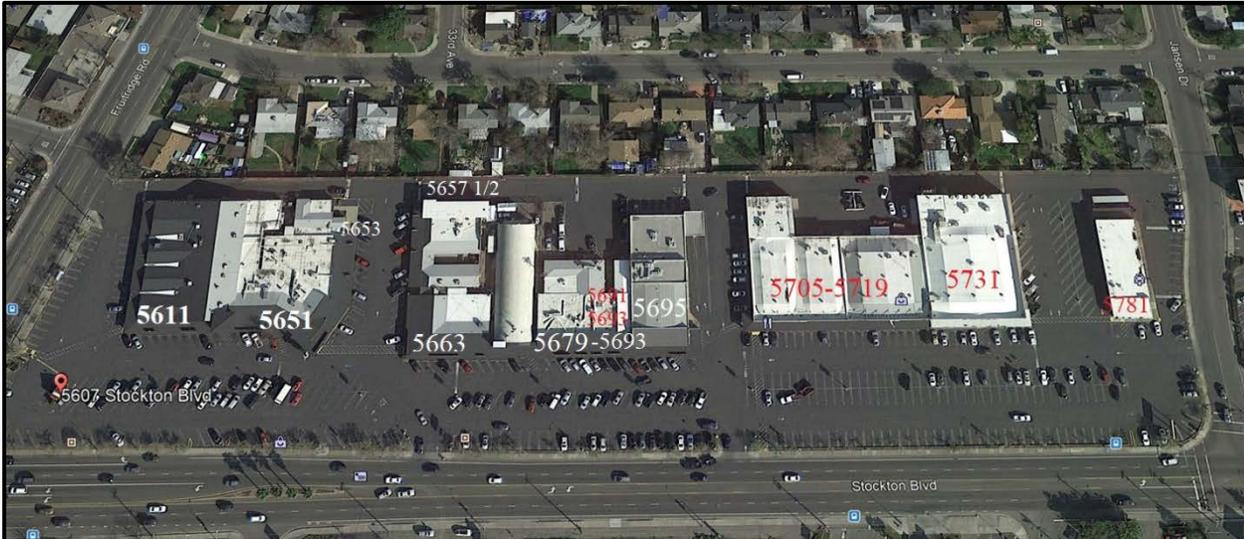


Figure 1 - This Google Earth aerial view shows the entire shopping center with Fruitridge Road on the left of the picture and Stockton Blvd. at the bottom.

McMahon & Ford may have had their own architects/draftsmen to support their housing and commercial developments. No known architects are associated with the work in Fruitridge Shopping Center and the store designs are unremarkable and inconsistent.

The storefronts contained within the three principal blocks or groupings of different businesses have experienced numerous changes over time, including some attempts to visually order the facades by the use of materials like brick and aluminum framed windows. Various-sized windows and different types of brick facings have been used in different locations with indifferent results.

The earliest building of the Center is located on the north end of the complex. This building has been altered over time with the installation, at different dates, of various changing businesses. The shape of the first structure was rectangular with the insertion at an angle of a smaller rectangle in its southwest corner. A small, two story, hip roofed tower with windows on the north and west, projects upward from this corner of the building. The roof line along the northern edge of the building contains a series of four gabled roofs facing Fruitridge-Road. The gables intersect the long east-west gabled roof of the primary building that is interrupted by the tower, which it intersects. The partial gable and the tower are sheathed in wood siding and shingles.



Figure 2 - This building on the north end of the center was one of the original buildings and still contains remnants of the "rustic" look.

A shingle-roof covered walkway extends along the north, west and south sides of this building complex. The shed-roofed walkway is supported by square brick posts supporting a series of wood trusses displaying details that suggest hand-hewn wood strut construction. This walkway and the one in the building cluster to the immediate south of this building, reflect physical features of the original Center that was designed to appear “rustic” and reflect a “handmade countrified” character. This corner housed a former now vacant drug store (5611 Stockton) and still contains the Hollywood Market (5621, formerly Cardinal Market). In 1966, the pharmacy enclosed 60’ of walkway along the northern elevation, incorporating it into the store.



Figure 3 - This covered walkway looks north from the old hardware store location toward the market and pharmacy locations. The brick and glass

Both northern and western walls of the vacant store and market contain large glass windows and entry doors framed with aluminum. The base beneath the windows is of the same brick as the posts. The next business to the south beneath the walkway is a Pizza House, 5623 Stockton, with glass and aluminum windows and a brick base. The Stockton Boulevard Partnership and Innovation Hub with similar glass, framing, and doors are at 5625 Stockton. Alonzo’s Mexican American Food is adjacent with similar windows and doors, next to Cash and Carry Furniture at 5651 Stockton, formerly Yankee Hardware, on the southwest corner of this building. A tall vertical post stands at the corner with mounted signs advertising the two businesses.

There is a Talk of the Town Beauty Salon around the corner toward the east at 5653 B, under the walkway and next to Manor Shoe Repair at 5653 E. This small shoe repair business is one of the longest remaining tenants, and retains a show window and standard entry door, with some revisions. Show windows along this elevation of the northern block have wood siding between the glass metal framed show windows.



Figure 4 - This courtyard (5659) provides access to the medical/dental units.

A small two-story building stands across the parking driveway to the south, occupied by a security firm (5657 and 5657 ½). To the west of this building are offices (5659). The management offices for the shopping center used to be housed there. Further to the west is access to a small courtyard. The offices surrounding this courtyard have medical/dental offices since they were built (1949). This building is part of the second large block of shops which is one story in height. While shops line the parking lot on the west along the walkway, the back portions of these shops are a composite of different small buildings whose rear elevations reflect different shapes. There is no public access to the front of the shops from the rear and no signage.

To the west along this driveway between the first two blocks of shops, lies Beck’s Shoe Emporium. It is located at 5663 Stockton on the northwest corner of this second Center block complex. The same type of covered walkway

Page 5 of 10                      Resource Name or #: Fruitridge Shopping Center  
Recorded by : Paula Boghosian

continues on this block along the north, west, and south elevations. The wood support trusses and beams exhibit the same notched rustic detail as the northern block. Beck's has large show windows above a brick surfaced base. There are two vacant storefronts until the next business, a 'Nails' store at 5671 Stockton. Next is the boarded up former movie theater. A portion of the Quonset hut form that formerly housed the theater is visible above the walkway canopy's shed roof. Business signs referring to shops beneath the walkway have been mounted on the edge of the roof indicating the presence of Fed Ex, Insurance, bakery, and accountant services. The next adjacent site is the now vacant 5679 Stockton, a former Casual Corner women's store. A former shoe store occupied 5687 Stockton, adjacent to the TNT Bakery, a current lunch shop. Next door was formerly a Talbot children's clothing store. From this shop to the southwest corner of this second block, is a current Wells Fargo Bank branch, built in 1954. A distinctive modern shed roof covers the more contemporary bank structure. This branch occupies the corner and the southern elevation of the block to the back (east access road) of the block. A parking lot access road extends along the rear (east) of the three shop complex blocks, running north and south, adjacent to the uneven backs of the shops facing west.



Figure 5 - This photo shows the former theater building on the left and bank building on the right.

Ava's Furniture Store formerly occupied 5701 Stockton on the northwest corner of the third large business block of shops, on the south portion of the Center. The vacant Asian Resources shop at 5709 is next, adjoining the also vacant Sacramento Jewelry and Gifts store. Cash for Gold is next door to the Pawn Shop next at 5725 Stockton. The adjacent business at 5731 is an active Asian restaurant called Happy Gardens that extends to the corner. There is a limited walkway on this third and later block structure, and the materials used to face the shop fronts and columns are somewhat different than the other two 'blocks.' The Happy Gardens restaurant building departs somewhat from the rest of the shops on the third block. The building is fairly large, 100' x 150' with its banquet room, and has its own distinct design elements such as the flat front canopy and the somewhat free-standing separate wall sections with arches and round openings.



Figure 6 - This section of the center was built later than the two clusters to the north (1955-1957) and looks quite different from the earlier buildings.

The Center's principal fourth business block that is furthest south in the parking lot is a single Firestone Tire store, at 5781 Stockton Boulevard. The Firestone building is a relatively modern one-story building with glass and aluminum show windows and entrance facing west toward the parking lot. There is no walkway.



Figure 7 - The tire shop was built in 1963.



Figure 8 - This coffee hut was originally a drive-through photo shop built in 1978.

The small free-standing building in the parking lot north of the first block of shops is a drive-through coffee shop serving autos as well as walk-by customers. The small white rectangular building (10'x25'), has a steeply gabled roof, and its glass show windows allow an interior/see-through view.

There are numerous access points to major streets on the north, west and south providing entrance/exits to the parking area.

The Project – The project proposes to demolish the Java Hut -5607, the 5611-5655 building, the 5663-5673 building and the former theater building 5675. The building housing units 5679-5695 and 5701-5731 will have all new facades.

Page 7 of 10 Resource Name or #: Fruitridge Shopping Center  
Recorded by : Paula Boghosian

**\*B10. Significance: (continued from p. 2)**

As these subdivisions began to grow, they resembled small villages popping up in the open country surrounding Sacramento. Realtors cultivated this village image and some opened rustic looking shopping centers such as Strizek's Town & Country Village at Marconi & Fulton [1946] and McMahon & Ford's Fruitridge Shopping Center at Stockton Blvd. and Fruitridge Rd. [1947].

McMahon & Ford must have envisioned the Shopping Center from the beginning because its construction closely followed the building and sale of the first homes in their Fruitridge Manor home development. An advertisement in December 1946 indicates that some 20 houses had been built and sold and another 20 would soon be ready. The completion of the shopping center would follow in September of the following year, 1947.

The "Village" concept was carried through by putting a wide covered walkway around each of the buildings to give shoppers a sense of "walkability." The posts that supported the walkway covers on the outer edge were large diameter wood posts. The beams that supported the walkway cover were notched to give a faux hand-hewn look that helped complete the "woody" look. However, once you got past the Manor Theater (5675) the look of the buildings began to slowly evolve toward a more mid-century modern look which was more fully expressed in the buildings beyond the bank from 5701 and onward to the south.

McMahon & Ford were among the early pioneers of the national movement toward automobile suburbs with mass produced low-cost housing. They were also among the early pioneers to complement their suburban villages with shopping centers that were auto-centric and surrounded by vast parking lots. McMahon & Ford also built the Arden Plaza (Arden & Eastern) and Mills Shopping Center (Folsom Blvd.).

When Fruitridge Center opened it consisted of two building elements. The building on the north end of the campus which had the Inks Brothers Grocery, Donut Hole bakery, Mar's Fountain and Fruitridge Hardware & Appliance (which also had a Post Office inside). As it is today, there was a drive between that building and the next one to the south, which contained the Patterson Variety Store, Swanson Cleaners and Talbot Yarns. In 1948 these businesses



Figure 9 - The "Country Village" look was an important aspect of the shopping center when it was first built.



Figure 10 - The notched support beams on the canopy roof were all part of the center's early "rustic" look. The telephone-pole like outer posts have been replaced with brick piers.

Page 8 of 10 Resource Name or #: Fruitridge Shopping Center  
Recorded by : Paula Boghosian

were joined by the Manor Pharmacy in the north building at 5611 Stockton Blvd., the Manor theater in a war surplus Quonset hut immediately to the south of Talbot yarns and the Stratton & Krueger gas station at the far south end of the campus north of Jansen Drive.

By 1949 a building had been added south of the Manor Theater that included: Casual Corner Women's Clothing (5679), Pulliam Shoes (5687), Strickley Men's Clothing (5691) and Talbot Children's clothing (5693). Another building was erected behind the Variety Store (5663) to the east and it contained the Fruitridge Medical Center (5659).

In August of 1950 a building permit was issued for construction of a wing of the northernmost building and to the east of the hardware store. Those units contained the Goodrich Jeweler, Fruitridge Wallpaper, Biehler Radios, Musacchia Shoe Repair and offices for McMahon & Ford Real Estate, Insurance and Investments. In 1953 this wing was extended further and it contained Weatherbee Insurance (5655).

Subsequent years saw construction of Crocker Bank (5695 in 1954) and the small two-story office building at 5657 (1954) and the building south of the new bank in 1956---which would house Ben Franklin 5&10 (5701), Loyalty Savings & Loan (5703), Ella's Women's Clothing (5709) and Smart Togs for Children (5715). Two more stores were added to these the next year Salzman's Women's clothing (5721) and Tot to Teen Shoe Store (5725). The Department Store was added to the south of these units at about the same time (5731).

In late 1963 a permit was issued for construction of a tire shop at 5781. The first occupant was Hale's Tire Center. However, by mid-1967, sign permits were taken out for Firestone Tires---the current occupant.

The service station at 5801 Stockton Blvd. has since been removed.



Figure 11 - As the center grew toward the south it began to drop the "rustic village" look and adopted a much more mid-century modern appearance.

### **Significant Tenants**

No historical overview of a shopping center would be complete without an overview of its long-term tenants. It's those businesses that define a shopping center and make it memorable to people who live in its sphere of influence and visit it frequently.

5611 – Manor (Rexall) Pharmacy – The pharmacy joined the line-up about seven months after the first buildings were completed. There has been a pharmacy at this location until recent times. It is currently vacant.

5621 – Grocery – When the building was completed it contained the Inks Brothers Market. This space soon evolved into a Cardinal Grocery (1952) and then a Holiday Market (ca 1965). It is currently the Hollywood Market.

5649 – What would a decent local shopping center be without a coffee shop? This space was first occupied by Mar's Fountain, which quickly evolved into Bownies Restaurant which occupied the space for about 20 years. Brownies was replaced for a few years by Ole's Coffee Shop, which became Alonzo's by about 1975 and is still in business under that name.

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Recorded by : Paula Boghosian

5651 – This unit started out as Fruitridge Hardware & Appliance for about ten years and then became Yankee Stores Hardware. Yankee was the occupant for more than 25 years. Most recently the space has been a furniture store.

The wing of 5653 was added in 1950 and it had the offices of McMahon & Ford, plus the Shoe Repair store for many years. The Shoe Repair store remains.

5659 – The medical center wing was added in 1950 and even though its occupants have changed over time, it has continued in the same use up to the present time.

5663 – on the corner of the building started out as a variety store but became Roney’s women’s clothing for about 15 years or so and has been in continuous use as a shoe store since about 1970.

5671 – was a liquor store from the mid-1950s until the late 1970s.

5675 – the Quonset hut Manor Theater opened in 1948 and continued in that use up into at least the 1980s.

5691 – was the home of Manor Jewelers from the mid-1950s through the late 1970s.

5695 – was built in 1954 for Crocker bank and continued in that use for many years. It is now a Wells Fargo branch.

5701 – the corner unit started as a Ben Franklin 5&10 in 1955 and continued in that use until well after 1980.

5709 – started 1954 as Ella’s Women’s Clothing, which stayed in business in that location well past 1980.

5781 – has been a tire center since its construction in 1963. Firestone has occupied it since 1967—some 50 years.



Figure 12 - A bank branch has been a continuous tenant of the center since 1954.

### Summary Significance

The Fruitridge Shopping Center is a composite of various mostly retail shops gathered primarily into essentially four groups of buildings. Original construction began in 1947 to create a shopping complex to serve the new tract home development of Fruitridge Manor. Over the last 71 years, many physical and occupational changes have occurred to the Center and its tenants. The only remaining design detail that remains in only two of the ‘blocks’ is the hand-hewn, “routed,” rustic detail on the sides of struts of the walkway canopy trusses. Once an active and important part of the surrounding community, the Center has lost tenants and commercial business use, and is no longer a principal shopping and social/neighborhood center for the area.

Due to the many changes in occupancy and construction, lack of physical integrity, and limited community importance, the Fruitridge Shopping Center does not appear to be eligible for listing in the Sacramento Register of Historical and Cultural Resources, or the California Register of Historical Resources.

Page 10 of 10                      Resource Name or #: Fruitridge Shopping Center  
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**\*B12. References:**

Continued, from p. 2

1-8-1948, 5-7-1948, Fruitridge Manor Homes Advert, p. 15; 6-17-1948, Gas Station Permit, p. 3; 8-17-1948, Hollywood Park Homes Advert, p. 9; 9-4-1948, GI Loans Advert; p. 28; 9-11-1948, Homes Advert, p. 26; 12-11-1948, Building Permit Issued, p. 11; 6-20-1957, Idaho Accident Kills McMahon; p. 1; 1-26-1964, Capital's Paul Ford, p. 61;

Sacramento City Directories

Sacramento County Assessors Data

Schoenherr, Steven E.; Evolution of the Shopping Center, <http://history.sandiego.edu/gen/soc/shoppingcenter.html>  
[Feb. 17, 2006]

# **Appendix D**

## **Transportation Analysis**



**Transportation Analysis**  
**Fruitridge Shopping Center**  
*Prepared for*  
**City of Sacramento**

**November 7, 2018**



8950 Cal Center Drive, Suite 340  
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## INTRODUCTION

This transportation analysis addresses transportation and circulation conditions associated with the proposed changes to the Fruitridge Shopping Center, located at the southeast corner of Fruitridge Road and Stockton Boulevard in the City of Sacramento. The analysis focuses on the project's relationship to the City street system, including nearby intersections, the proposed access points, and on-site circulation. The analysis includes consideration of motorized vehicle traffic impacts on roadway capacity, vehicle-miles travelled (VMT), construction impacts, and potential impacts to transit service, bicyclists, and pedestrians. Quantitative transportation analyses have been conducted for the following scenarios:



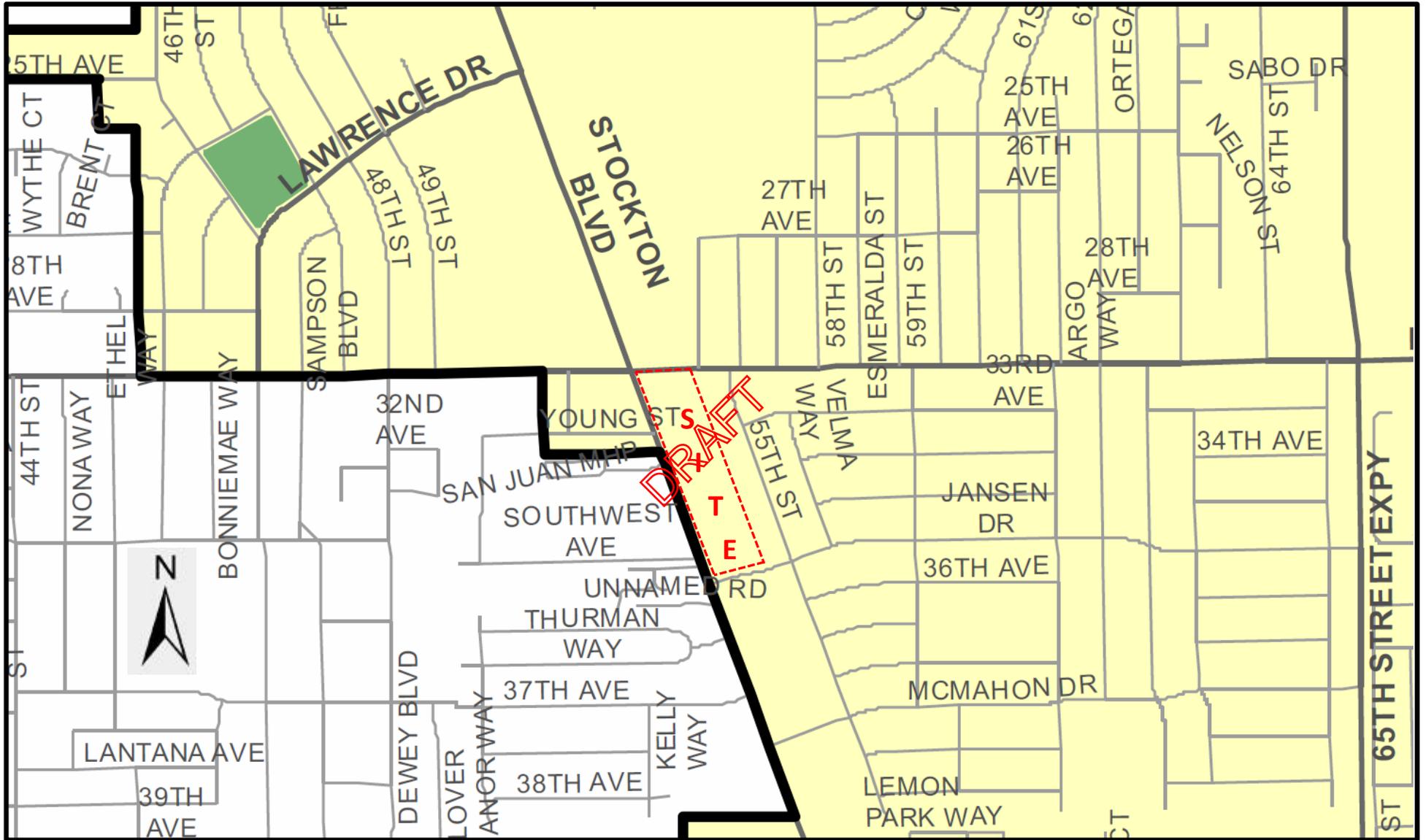
- Existing (2018)
- Existing Plus Project

## PROJECT DESCRIPTION

As illustrated in Figure 1, the Fruitridge Shopping Center is an existing retail center located at the intersection of two arterial roadways. Based upon information supplied by the applicant, the center consists of 108,084 square feet of space, of which 97,303 square feet (90 percent) is currently leased. Tenants are typical for a “neighborhood shopping center”, including retail uses, restaurants, a drive-thru coffee kiosk, bank, and automobile service center. Office uses occupy about 5 percent of the center, and medical offices about 2 percent. The center has access to the street system through six driveways, two each on Fruitridge Road, Stockton Boulevard, and Jansen Drive.

The applicant proposes to modify the center as illustrated on the site plan (Figure 2). The following items summarize the project changes for transportation analysis purposes:

- The existing coffee kiosk on the northwest corner of the site will be replaced with a new kiosk to be located between buildings F and G. Size will change slightly from 120 square feet to 130 square feet.
- Existing shopping center retail space will be reduced from 107,964 square feet to 79,533 square feet.
- A Starbucks restaurant with drive-thru (2,200 square feet) will be in the northwest corner of the site.
- A CVS Pharmacy with drive-thru (15,008 square feet) will be constructed on the northern portion of the site.



**Figure 1**  
**Project Location**

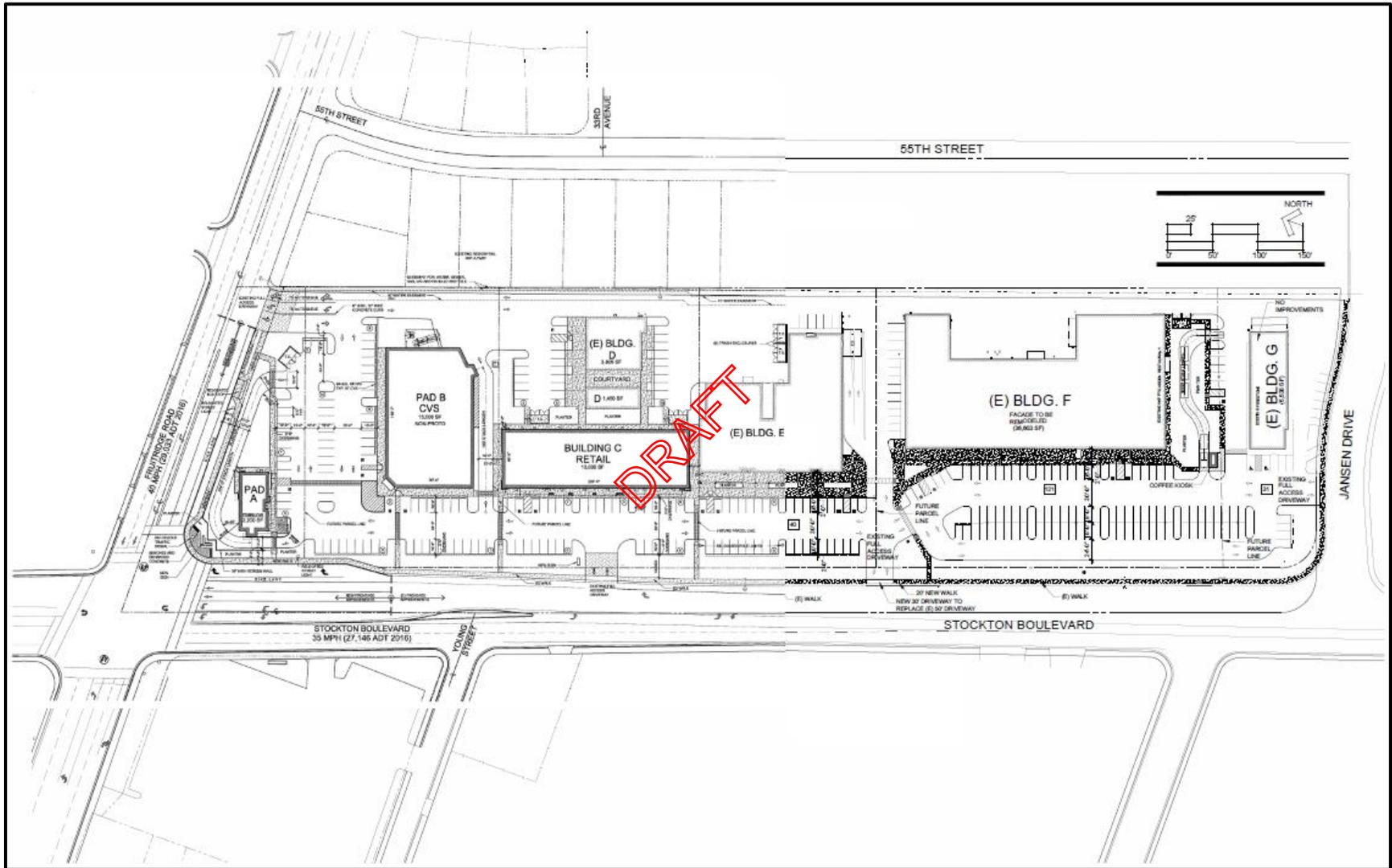


Figure 2  
Site Plan

With the proposed changes, the total shopping center size will reduce from 108,084 square feet to 96,871 square feet. The proposed total size is less than the amount of currently occupied space (97,303 square feet).

The project also includes upgrades to street frontage along Fruitridge Road and Stockton Boulevard. Bike lanes and sidewalks will be improved as part of these upgrades. The western driveway along Fruitridge Road will be closed as part of these improvements, as it is located closer to the intersection of Fruitridge Road and Stockton Boulevard than desirable.

## **ENVIRONMENTAL SETTING**

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below. Figure 1 illustrates the roadway system near the project site.

### **ROADWAY SYSTEM**

The roadway component of the transportation system near the proposed project is described below.

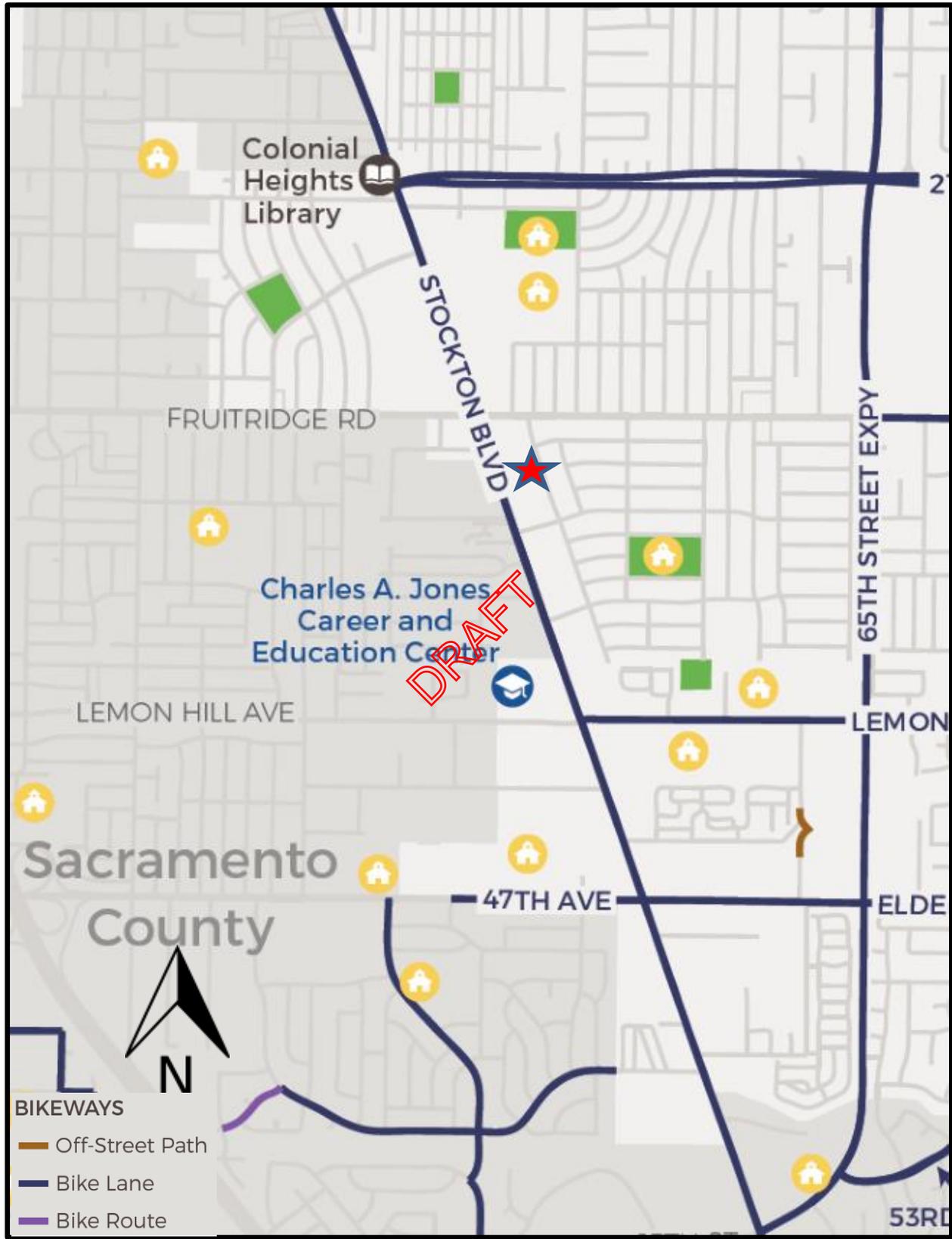
- Fruitridge Road is an east-west arterial roadway. It has four through travel lanes near the site. To the east, the roadway extends into unincorporated Sacramento County, and ends at Mayhew Road. To the west, the roadway provides access to the SR 99 freeway. At South Land Park Drive, it becomes Seamas Avenue and provides access to the I-5 freeway.
- Stockton Boulevard is a north-south arterial roadway. It has four through travel lanes near the site, serving a primarily commercial district. To the north, the roadway extends to the US 50 freeway and Center City Sacramento. To the south, the roadway extends to SR 99 freeway and the City of Elk Grove. Stockton Boulevard has signalized intersections with Fruitridge Road and Jansen Drive at the northwest and southwest corners of the shopping center.
- Jansen Drive is a two-lane local roadway that extends from Stockton Boulevard to the 65th Street Expressway to the east. East of the shopping center, it is fronted by single-family residences.

### **EXISTING PEDESTRIAN SYSTEM**

Sidewalks are provided on both sides of Fruitridge Road, Stockton Boulevard, Jansen Drive, and most local streets near the site. The arterial roadways (Fruitridge Road and Stockton Boulevard) can be crossed at the signalized intersection with marked crosswalks at the northwest and southwest corners of the shopping center.

### **EXISTING BICYCLE SYSTEM**

Figure 3 illustrates the existing bicycle system in the site vicinity. On-street bike lanes currently exist along Stockton Boulevard. The proposed project would install a bike lane along Fruitridge Road along the project frontage.



Source: City of Sacramento Bikeway User Map, Released 2016.

**Figure 3**  
**Bikeways**

## **TRANSIT SYSTEM**

Regional Transit (RT) service in the site vicinity is illustrated in Figure 4.

RT Route 51 (Broadway – Stockton) operates along Stockton Boulevard. To the north it extends to Downtown Sacramento, terminating at 8th and F Streets. To the south it extends to Florin Towne Centre at Florin Road. Service is operated throughout the day on weekdays, weekends, and holidays. Northbound transit stops are located on the northeast corner of Stockton Boulevard and Jansen Drive, and on the northeast corner of Stockton Boulevard and Fruitridge Road. Southbound transit stops are located on the southwest corner of Stockton Boulevard and Fruitridge Road, and on the northwest corner of Stockton Boulevard and Southwest Avenue.

RT Route 61 (Fruitridge) operates along Fruitridge Road. To the east, it extends to Florin Perkins Road, and then proceeds north to the College Greens Light Rail Station and west along Folsom Boulevard to the University / 65th Street Light Rail Station. To the west, it extends to the Fruitridge Light Rail Station, continuing to South Land Park Drive and 35th Avenue. Service is operated throughout the day on weekdays only. An eastbound transit stop is located along the project frontage. Westbound transit stops are located near the Fruitridge Road intersections with 56th Street and 53rd Street.

## **STUDY AREA**

The following intersections are included in the study area (see Figure 5):

1. 53rd Street and Fruitridge Road
2. Stockton Boulevard and Fruitridge Road
3. Driveway 1 and Fruitridge Road (existing only, proposed to be closed)
4. Driveway 2 / 55th Street and Fruitridge Road
5. Stockton Boulevard and Young Street
6. Stockton Boulevard and Driveway 3
7. Stockton Boulevard and Driveway 4
8. Stockton Boulevard and Southwest Avenue
9. Stockton Boulevard and Jansen Drive
10. Driveway 5 and Jansen Drive
11. Driveway 6 and Jansen Drive
12. Vista Avenue / Lawrence Drive and Fruitridge Road
13. Stockton Boulevard and McMahon Drive

## **EXISTING INTERSECTION GEOMETRY**

Existing intersection geometry (number of approach lanes and traffic control) is illustrated in Figure 6.

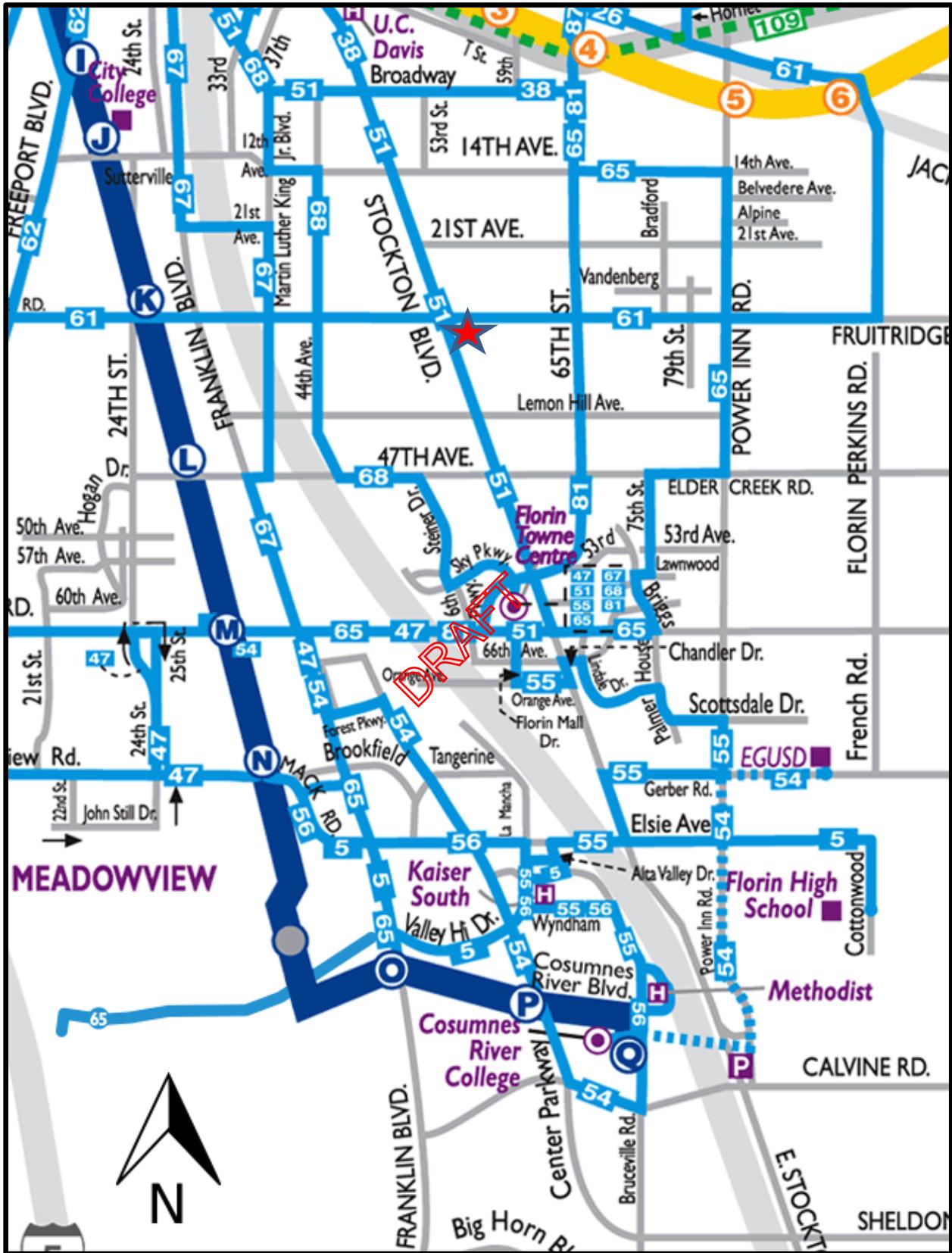
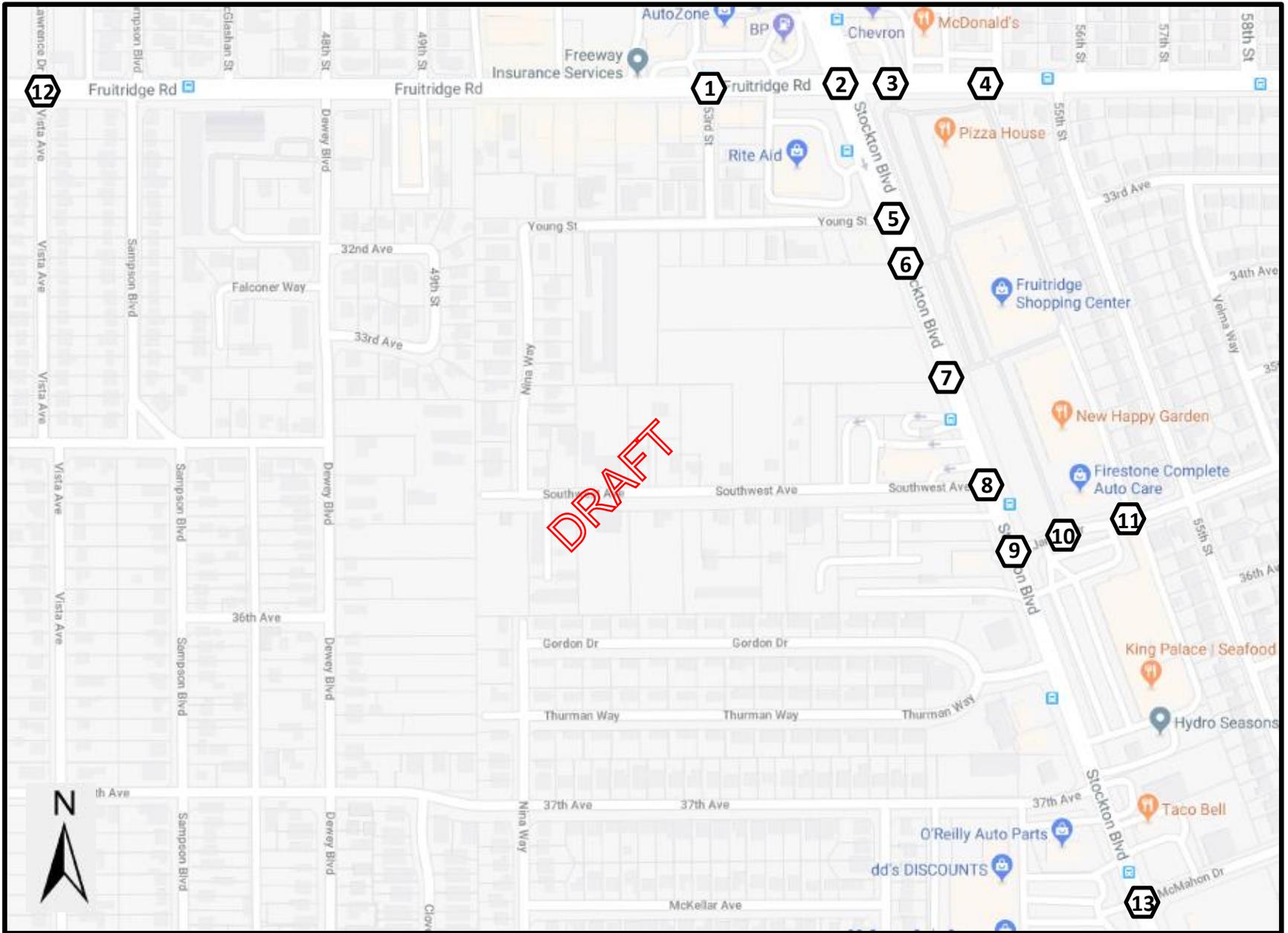


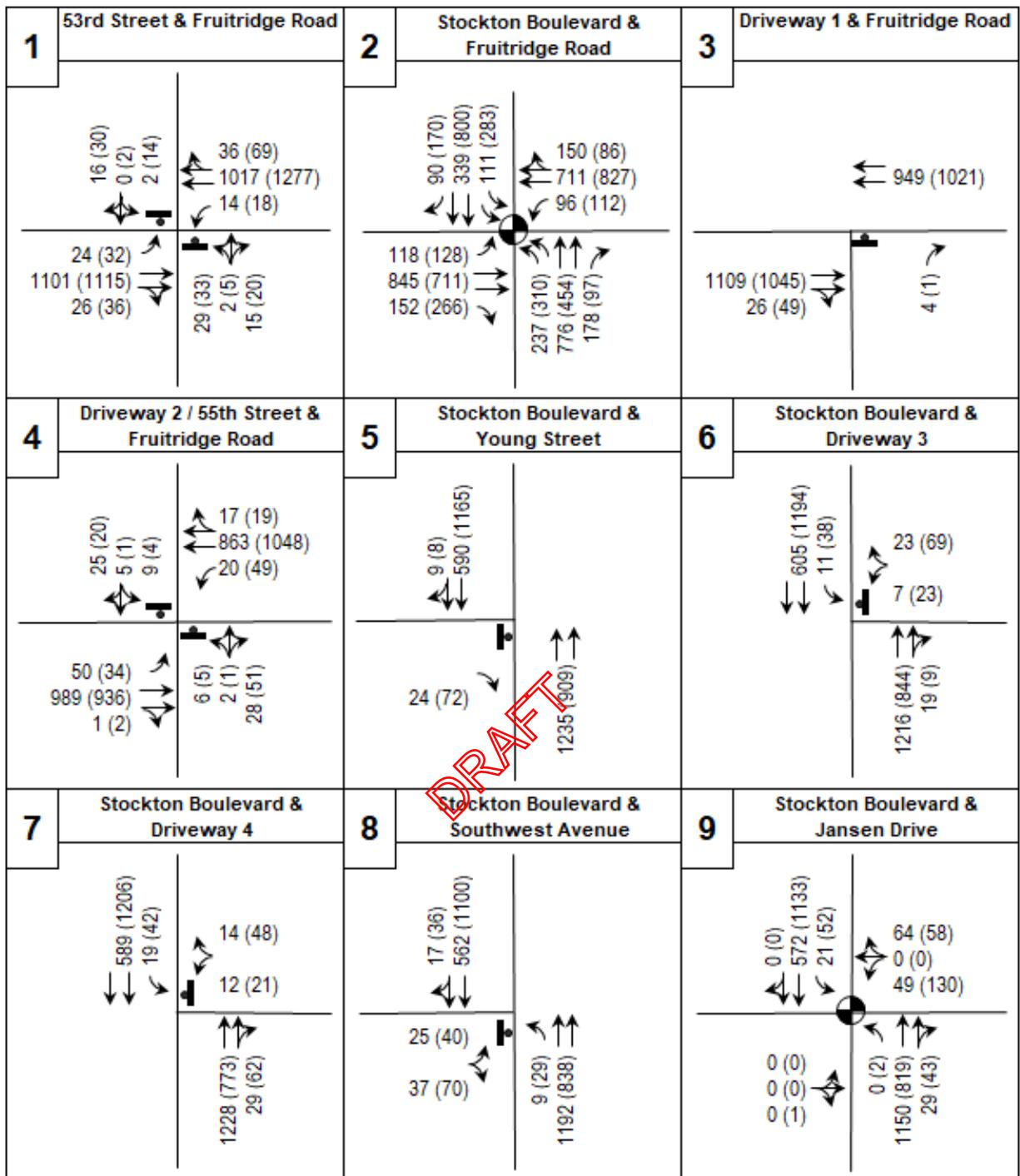
Figure 4  
Regional Transit Services



Source: Google Maps.

**Figure 5**  
**Study Area Intersections**



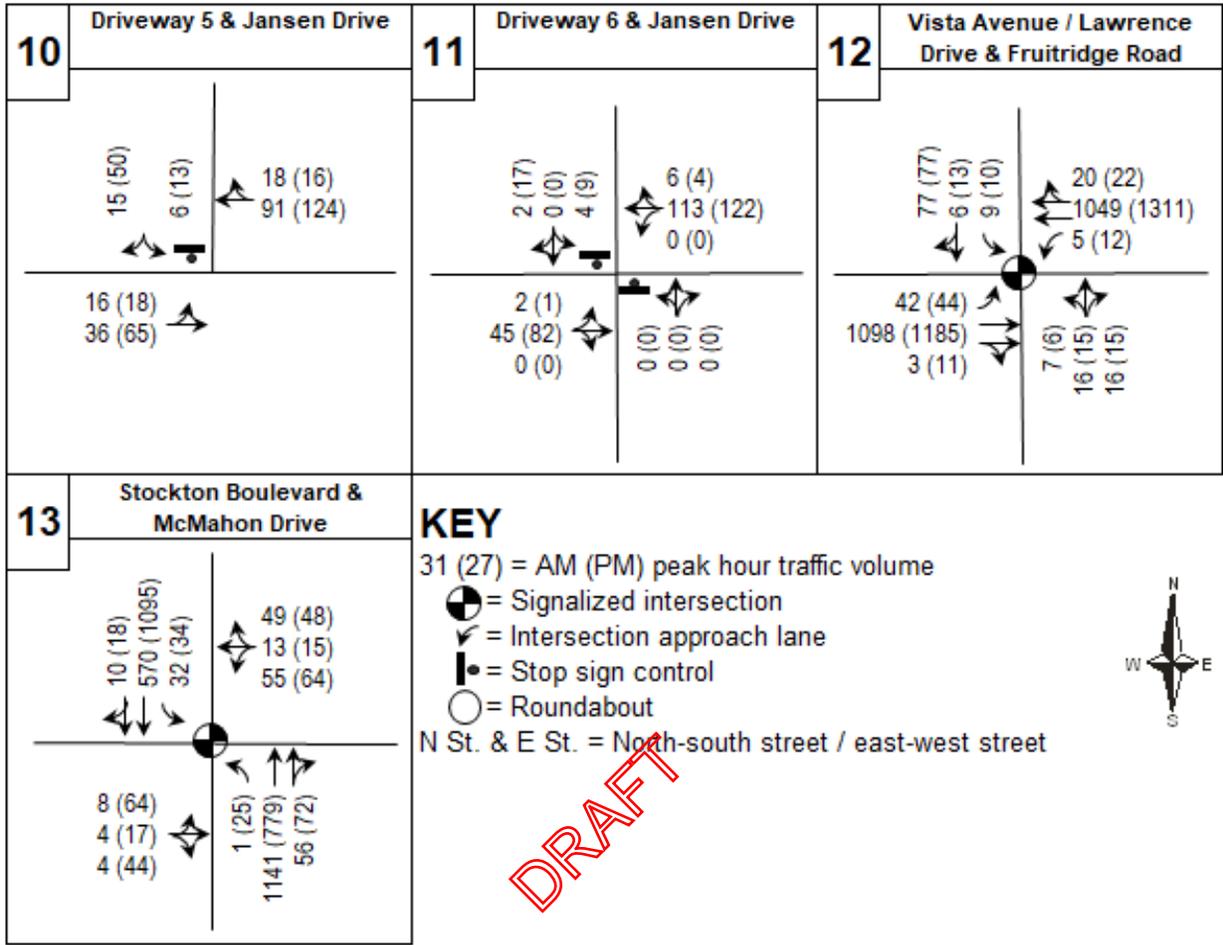


**KEY**

- 31 (27) = AM (PM) peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane
- = Stop sign control
- = Roundabout
- N St. & E St. = North-south street / east-west street



**Figure 6**  
**Existing Peak Hour Traffic Volumes and Geometry**  
 (Sheet 1 of 2)



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**Figure 6**  
Existing Peak Hour Traffic Volumes and Geometry  
(Sheet 2 of 2)

## EXISTING TRAFFIC VOLUMES

Peak period intersection turning movement counts were conducted for the a.m. weekday peak period (7:00 to 9:00 a.m.) and the p.m. weekday peak period (4:00 to 6:00 p.m.) on Thursday, May 3, 2018. Figure 6 illustrates the peak hour traffic volumes. Detailed traffic count data is included in the technical appendix.

## REGULATORY SETTING

### City of Sacramento

The Mobility Element of the *Sacramento 2035 General Plan* outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following level of service policy has been used in this study, as amended on January 23, 2018:

**Policy M 1.2.2 Level of Service (LOS) Standard.** The City shall implement a flexible context sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below and mapped on Figure M-1:

- A. Core Area (Central City Community Plan Area) - LOS F allowed
- B. Priority Investment Areas – LOS F allowed
- C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.
  - 65th Street: Elvas Avenue to 14th Avenue
  - Arden Way: Royal Oaks Drive to I-80 Business
  - Broadway: Stockton Boulevard to 65th Street
  - College Town Drive: Hornet Drive to La Rivera Drive
  - El Camino Avenue: I-80 Business to Howe Avenue
  - Elder Creek Road: Stockton Boulevard to Florin Perkins Road
  - Elder Creek Road: South Watt Avenue to Hedge Avenue
  - Fruitridge Road: Franklin Boulevard to SR 99
  - Fruitridge Road: SR 99 to 44th Street
  - Howe Avenue: El Camino Avenue to Auburn Boulevard

- Sutterville Road: Riverside Boulevard to Freeport Boulevard

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

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

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

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

## **LEVEL OF SERVICE ANALYSIS AND METHODOLOGY**

Field reconnaissance was undertaken to ascertain the traffic control characteristics of each of the study area intersections and roadway segments. Determination of roadway operating conditions is based upon comparison of known or projected traffic volumes during peak hours to roadway capacity. In an urban setting, roadway capacity is generally governed by intersection characteristics, and intersection delay is used to determine “levels of service.” Levels of service (LOS) describe roadway operating conditions. LOS is a qualitative measure of the effect of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, delay, and operating costs. LOS are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced flow conditions.

Based upon the City’s level of service policy, LOS D was utilized as the appropriate criteria in all study analyses. Note that several of the project intersections along Fruitridge Road and Stockton Boulevard are on the City boundary with unincorporated Sacramento County. Sacramento County utilizes a LOS E standard in urbanized areas. The City LOS D standard was employed in this study as it is more conservative.

### **Intersection Analysis**

Intersection analyses were conducted using a methodology outlined in the Transportation Research Board’s Special Report 209, Highway Capacity Manual 2010 (HCM 2010) (TRB 2010). The methodology utilized is known as “operational analysis.” This procedure calculates an average control delay per vehicle at an intersection and assigns a level of service designation based upon the delay. Table 1 presents the level of service criteria for intersections in accordance with the HCM 2010 methodology. In accordance with City of Sacramento policy, at unsignalized intersection, the intersection average delay / LOS is used to determine conformity with City policies.

## **RESULTS OF EXISTING CONDITION ANALYSIS**

Table 2 summarizes the existing a.m. and p.m. peak hour operating conditions at the study area intersections. All the intersections operate at an acceptable LOS D or better. At intersection 1 (53rd Street and Fruitridge Road), the stop-controlled northbound movement experiences extensive delay (LOS F) during the a.m. and p.m. peak hours.

<b>TABLE 1 INTERSECTION LEVEL OF SERVICE CRITERIA</b>		
<b>Level of Service (LOS)</b>	<b>Total Delay Per Vehicle (seconds)</b>	
	<b>Signalized</b>	<b>Unsignalized</b>
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

*Source: Highway Capacity Manual 2010, Transportation Research Board.*

<b>TABLE 2 EXISTING INTERSECTION OPERATING CONDITIONS</b>				
<b>Intersection</b>	<b>A.M. Peak Hour</b>		<b>P.M. Peak Hour</b>	
	<b>Delay (Seconds)</b>	<b>LOS</b>	<b>Delay (Seconds)</b>	<b>LOS</b>
1. 53rd Street / Driveway and Fruitridge Road	2.5	A	9.8	A
- Northbound	107.7	F	>300	F
- Southbound	19.5	C	131.5	F
- Eastbound Left	10.7	B	12.6	B
- Westbound Left	11.0	B	11.2	B
2. Stockton Boulevard and Fruitridge Road	29.7	C	34.7	C
3. Driveway 1 and Fruitridge Road	0.0	A	0.0	A
- Northbound Right	12.8	B	12.5	B
4. Driveway 2 / 55th Street and Fruitridge Road	1.6	A	1.3	A
- Northbound	10.0	B	21.3	C
- Southbound	37.8	E	29.6	D
- Eastbound Left	10.0	B	10.9	B
- Westbound Left	10.3	B	10.3	B

**TABLE 2  
EXISTING INTERSECTION OPERATING CONDITIONS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS
5. Stockton Boulevard and Young Street	0.1	A	0.5	A
- Eastbound Right	10.4	B	14.4	B
6. Stockton Boulevard and Driveway 3	0.3	A	0.8	A
- Southbound Left	11.6	B	9.8	A
- Westbound	16.7	C	15.9	C
7. Stockton Boulevard and Driveway 4	0.4	A	0.7	A
- Southbound Left	11.8	B	9.8	A
- Westbound	19.7	C	15.6	C
8. Stockton Boulevard and Southwest Avenue	0.5	A	1.3	A
- Northbound Left	8.7	A	11.2	B
- Eastbound	13.8	B	22.2	C
9. Stockton Boulevard and Driveway / Jansen Drive	16.5	B	19.9	B
10. Jansen Drive and Driveway 5	1.7	A	2.5	A
- Southbound	9.0	A	9.4	A
- Eastbound Left	7.5	A	7.5	A
11. Driveway / Driveway 6 and Jansen Drive	0.4	A	1.1	A
- Northbound	0.0	A	0.0	A
- Southbound	9.3	A	9.3	A
- Eastbound Left	7.5	A	7.5	A
- Westbound Left	0.0	A	0.0	A
12. Vista Avenue / Lawrence Drive and Fruitridge Road	35.5	D	26.9	C
13. Stockton Boulevard and Driveway / McMahon Drive	24.7	C	20.3	C

*Source: DKS Associates, 2018.*

# PROJECT TRAVEL CHARACTERISTICS

## TRIP GENERATION

Vehicular trip generation estimates of the project are based upon data collected at the site as well as information published by the Institute of Transportation Engineers (ITE). Specifically, the following ITE sources have been utilized:

- Trip Generation, Tenth Edition.
- Trip Generation Handbook, Second Edition.
- Trip Generation Handbook, Third Edition.

### Existing Trip Generation

The traffic count data was utilized to calculate existing trip generation. A trip generation rate, vehicle trips per 1,000 square feet (KSF), was calculated based upon occupied space only. This existing information was compared to data compiled by Institute of Transportation Engineers (ITE) *Trip Generation, Tenth Edition*. The results are summarized in Table 3.

Period	Item	Counts	ITE Estimate
A.M. Peak Hour	Entering Vehicles	172	124
	Exiting Vehicles	123	76
	Total Vehicles	295	200
	Rate (trips per KSF <sup>1</sup> )	3.03	2.06
	Difference	+ 48 percent	
P.M. Peak Hour	Entering Vehicles	291	255
	Exiting Vehicles	308	277
	Total Vehicles	599	532
	Rate (trips per KSF <sup>1</sup> )	6.16	5.47
	Difference	+ 13 percent	
Daily	Total Vehicles	7,674 (estimated)	5,901
	Rate (trips per KSF <sup>1</sup> )	78.87	60.65
	Difference	+ 30 percent	

*1. KSF = 1,000 square feet. Rates based upon 97,303 occupied square feet.  
Source: DKS Associates, 2018, and Trip Generation, Tenth Edition, 2017.*

The existing peak hour counts are higher than the ITE estimates, by 48 percent in the a.m. peak hour and by 13 percent in the p.m. peak hour. The existing daily vehicle rate was estimated by applying the average of the a.m. and p.m. peak hour ratios to the ITE daily estimate.

### **Proposed Project**

The applicant proposes to modify the center as illustrated on the site plan (Figure 2). The following items summarize the project changes for trip generation purposes:

- The existing coffee kiosk on the northwest corner of the site will be replaced with a new kiosk to be located between buildings F and G. Size will change slightly from 120 square feet to 130 square feet.
- Existing shopping center retail space will be reduced from 107,964 square feet to 79,533 square feet.
- A Starbucks restaurant with drive-thru (2,200 square feet) will be in the northwest corner of the site.
- A CVS Pharmacy with drive-thru (15,008 square feet) will be constructed on the northern portion of the site.

With the proposed changes, the total shopping center size will reduce from 108,084 square feet to 96,871 square feet. The proposed total size is less than the amount of currently occupied space (97,303 square feet).

### **Project Trip Generation Estimation Methodology**

While the total square footage of the shopping center will be reduced, three of the new project elements have trip generation rates higher than typically exhibited by shopping centers. These are the coffee kiosk, CVS Pharmacy with drive-thru, and Starbucks with drive-thru. For conservatism in the analysis, these elements were considered separately rather than including them in the shopping center designation. The four elements in the project trip generation are:

- Restaurant – Starbucks with drive-thru (2,200 square feet)
- Restaurant – Coffee Kiosk (130 square feet)
- Retail – CVS Pharmacy with drive-thru (15,008 square feet)
- Retail – Remainder of Center (79,533 square feet)

The methodology to estimate vehicular trip generation is based on the following process:

1. For each project component, identify the appropriate ITE land use category and estimate the number of trips.
2. Calculate the internal trip capture between land uses associated with the project. Internal trip capture is the portion of trips generated by a mixed-use development that both begin

and end within the development. For example, a trip that stops at both a retail use and a restaurant on the site.

3. Calculate the number pass-by-trips. Pass-by trips are trips already on the adjacent roadway network that stop at a project land use as an intermediate destination. Pass-by trips are primarily associated with retail / service land use categories. Examples of pass-by trips are a home to restaurant to work linked trip, or a work to coffee kiosk to home linked trip.

Vehicular trips have been estimated for the a.m. peak weekday commuter hour, p.m. peak weekday commuter hour, and weekday (daily) time periods. For conservatism in the analysis, no adjustments have been made for walk, bicycle, and / or transit access.

### **Individual Component Trip Generation**

Table 4 summarizes the daily, a.m. peak hour, and p.m. peak hour trip generation of each project component. Estimates for the coffee kiosk, Starbucks, and CVS are taken directly from ITE data. For the remaining retail, the ITE estimates were increased based upon the onsite count data results (plus 30 percent daily, plus 48 percent a.m. peak hour, plus 13 percent p.m. peak hour).

### **Internal Trip Calculations**

Internal trips were calculated in a two-step process;

1. For the retail uses (CVS Pharmacy and remaining retail), the number of internal trips between the uses was estimated. No internal trips were assumed between the Starbucks and Coffee Kiosk.
2. Following the first step, the number of internal trips were estimated between the retail uses and restaurant uses. For the retail uses, the number of trips was calculated in step 1.

Table 5 summarizes the unconstrained internal trip percentages that were applied to the uses. Because of incomplete ITE data, percentages for some time periods were estimated from available data. Each unconstrained internal trip percentage is applied at the origin and destination of the trip. The resultant constrained number of internal trips is the lesser of the origin and destination estimates.

### **Pass-By Trip Calculations**

Pass-by trips were calculated based upon data in the ITE sources. Table 6 summarizes the percentages. Because of incomplete data, some percentages were taken from similar uses, or from other time periods.

### **Vehicular Trip Generation Estimates**

Table 7 summarizes the project trip generation estimates. The technical appendix to this memorandum includes a summary of the calculations.

**TABLE 4  
INDIVIDUAL PROJECT COMPONENT VEHICULAR TRIP GENERATION ESTIMATES**

Land Use	Amount	Source	Vehicle Trips Generated (Trip-Ends)						
			Weekday	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Coffee Kiosk	0.13 KSF	ITE 938	260	22	22	44	6	5	11
Starbucks With Drive-Thru	2.20 KSF	ITE 937	1,805	100	96	196	48	47	95
CVS Pharmacy With Drive-Thru	15.008 KSF	ITE 881	1,638	31	27	58	77	77	154
Retail (Remaining)	79.533 KSF	ITE 820	5,145	119	73	192	220	239	459
		Estimate Based Upon Counts	6,691	165	118	283	251	266	517

*Source: DKS Associates, 2018, ITE Trip Generation, Tenth Edition, 2017.*

<b>TABLE 5</b>				
<b>UNCONSTRAINED INTERNAL TRIP PERCENTAGES</b>				
		<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<b>Applied to Trip Origins</b>				
From Retail	To Retail	30%	20%	20%
	To Restaurant	21%	13%	29%
From Restaurant	To Retail	28%	14%	41%
<b>Applied to Trip Destinations</b>				
To Retail	From Retail	28%	20%	20%
	From Restaurant	14%	17%	10%
To Restaurant	From Retail	40%	50%	29%
<i>Source: DKS Associates, 2018, ITE Trip Generation Handbook, Second Edition, 2004, and ITE Trip Generation Handbook, Third Edition, 2014.</i>				

<b>TABLE 6</b>				
<b>PASS-BY TRIP PERCENTAGES</b>				
<b>Project Land Uses</b>	<b>ITE Code</b>	<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Coffee Kiosk	938 – Coffee Kiosk	89%	89%	89%
Starbucks With Drive-Thru	934 – Fast Food With Drive-Thru	49%	49%	50%
CVS Pharmacy With Drive-Thru	820 – Shopping Center	34%	34%	34%
Retail (Remaining)				
<i>Source: DKS Associates, 2018, ITE Trip Generation Handbook, Second Edition, 2004, and ITE Trip Generation Handbook, Third Edition, 2014.</i>				

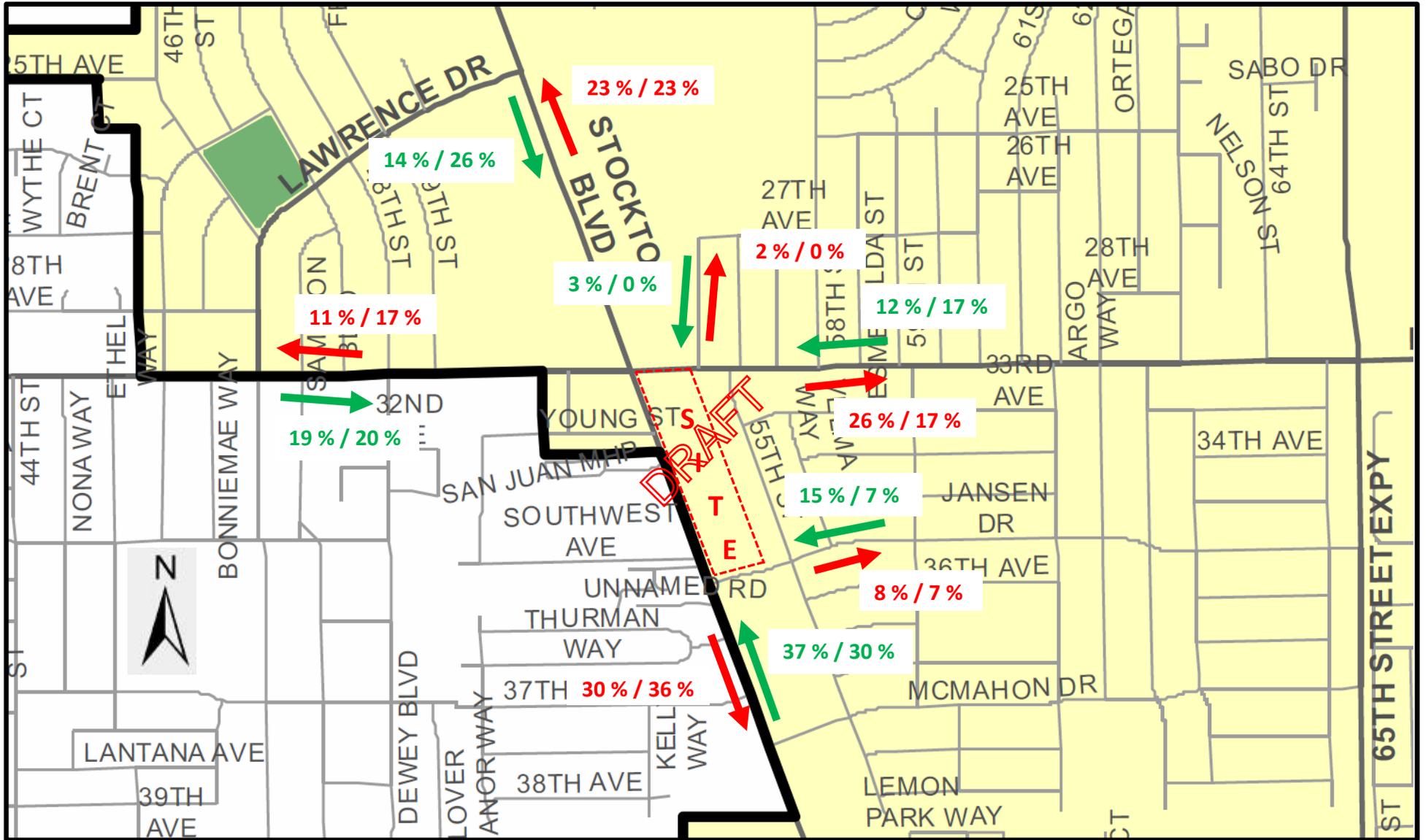
### **TRIP DISTRIBUTION**

The distribution of trips associated with the proposed project was derived from the turning movements recorded at the project site. restrictions of the north site. Figure 7 illustrates the trip distribution.

**TABLE 7  
VEHICULAR TRIP GENERATION ESTIMATES**

Land Use	Amount	Source	Vehicle Trips Generated (Trip-Ends)						
			Weekday	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
1. Coffee Kiosk	0.13 KSF	ITE 938	260	22	22	44	6	5	11
2. Starbucks With Drive-Thru	2.20 KSF	ITE 937	1,805	100	96	196	48	47	95
3. CVS Pharmacy With Drive-Thru	15.008 KSF	ITE 881	1,638	31	27	58	77	77	154
4. Retail (Remaining after Project)	79.533 KSF	Estimate Based Upon Counts	6,691	165	118	283	251	266	517
5. Total Shopping Center Trips (Lines 1 through 4)			10,394	318	263	581	382	395	777
6. Internal Trips (Line 5 times Table 3 values – see appendix)			(2,334)	(45)	(45)	(91)	(68)	(68)	(136)
7. Total External Trips (Line 5 minus Line 6) (Trips at the driveways)			8,060	273	218	490	314	327	641
8. Existing External Trips (Existing Shopping Center Counts)			(7,674)	(172)	(123)	(295)	(291)	(308)	(599)
9. Project Increase External Trips (Proposed project increase over existing - Line 7 minus Line 8)			386	101	95	195	23	19	42
10. Project Increase Pass-By Trips (Line 9 times Table 4 values)			(145)	(44)	(41)	(85)	(8)	(7)	(15)
11. Project Increase New Trips (Proposed project increase over existing – Line 9 minus Line 10)			241	57	54	110	15	12	27

*Source: DKS Associates, 2018, ITE Trip Generation, Ninth Edition, 2012, ITE Trip Generation Handbook, Second Edition, 2004, and ITE Trip Generation Handbook, Third Edition, 2014.*



Entering - AM % / PM %  
 Exiting - AM % / PM %

Figure 7  
 Site Traffic Distribution

## **TRAFFIC REASSIGNMENT**

The proposed project would eliminate Driveway 1. Traffic entering and exiting this driveway was reassigned to Driveway 2.

## **THRESHOLDS OF SIGNIFICANCE**

Consistent with Appendix G of the CEQA Guidelines, thresholds of significance adopted by the governing jurisdictions in applicable general plans and previous environmental documents, and professional judgement, a significant impact would occur if the proposed project would:

### **INTERSECTIONS – CITY OF SACRAMENTO**

- The traffic generated by the project degrades LOS from an acceptable LOS (without the project) to an unacceptable LOS (with the project),
- The LOS (without project) is unacceptable and project generated traffic increases the average vehicle delay by 5 seconds or more.

Note: General Plan Mobility Element Policy M 1.2.2 sets forth definitions for what is considered an acceptable LOS. As previously discussed, Policy M 1.2.2 applies to the study area roadway facilities as follows:

- LOS A-D is to be maintained at all times; provided, LOS E or F may be acceptable if improvements are made to the overall transportation system and/or non-vehicular transportation and transit are promoted as part of the project or a City-initiated project.

### **TRANSIT**

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

### **BICYCLE FACILITIES**

- Adversely affect existing or planned bicycle facilities,
- Fail to adequately provide for access by bicycle.

### **PEDESTRIAN CIRCULATION**

- Adversely affect existing or planned pedestrian facilities,
- Fail to adequately provide for access by pedestrians.

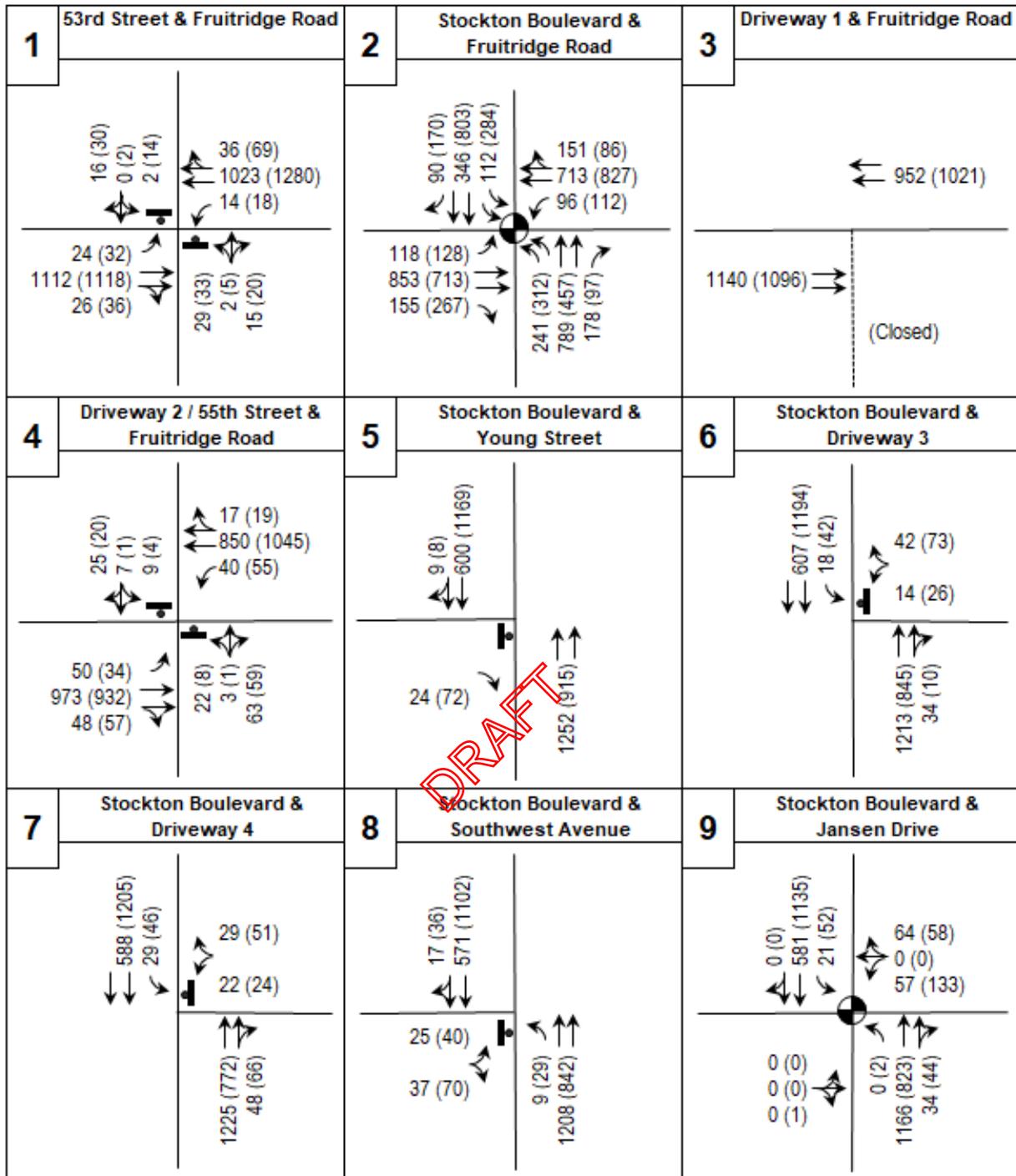
## **CONSTRUCTION-RELATED TRAFFIC IMPACTS**

- Degrade an intersection or roadway to an unacceptable level,
- Cause inconveniences to motorists due to prolonged road closures, or
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

## **EXISTING PLUS PROJECT TRAFFIC CONDITIONS**

Figure 8 illustrates AM peak hour and PM peak hour traffic volumes associated with the existing plus project scenario. The figure also illustrates the intersection geometry of the existing plus project scenario. Table 8 summarizes the results of the existing plus project peak hour intersection analysis.

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**KEY**

31 (27) = AM (PM) peak hour traffic volume

⦿ = Signalized intersection

↔ = Intersection approach lane

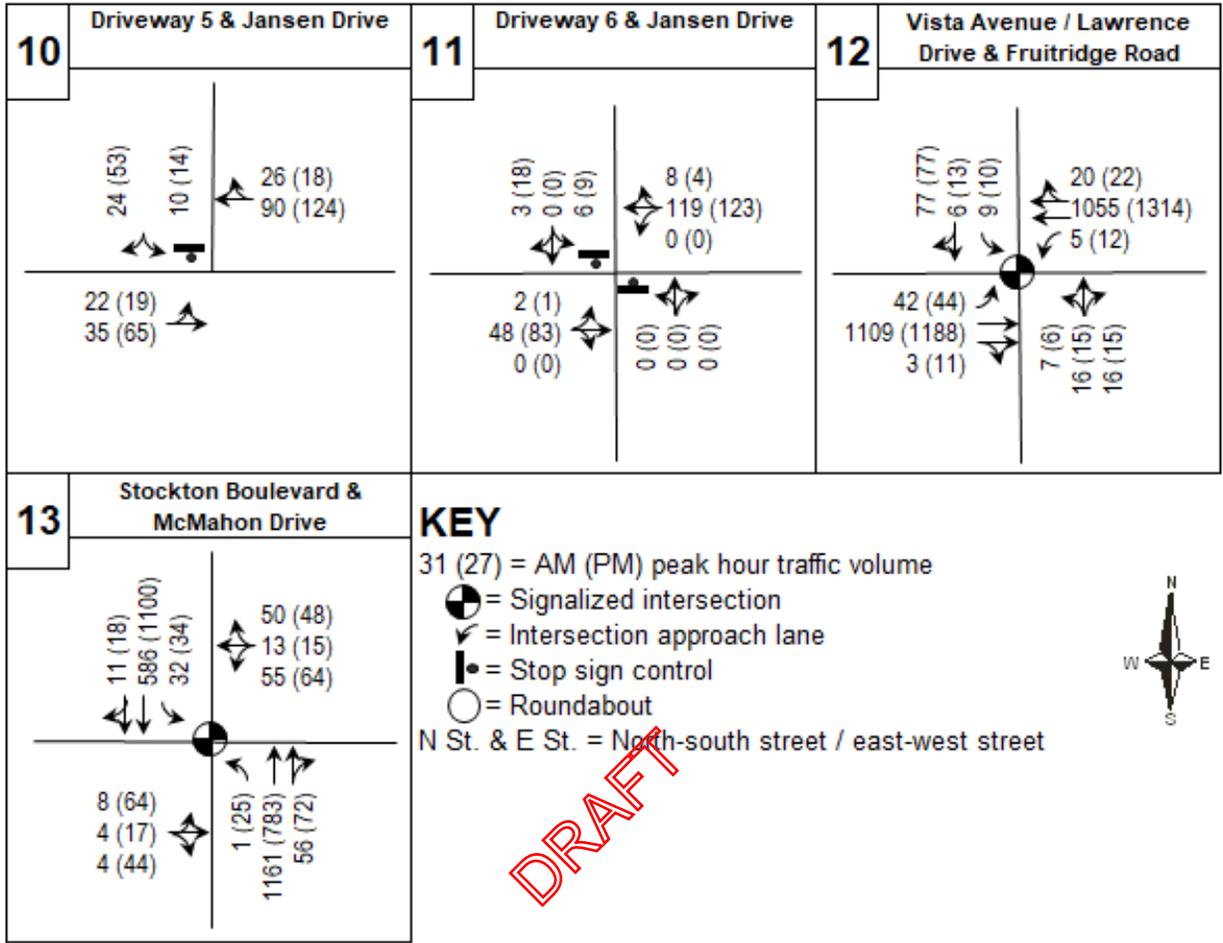
⊙ = Stop sign control

○ = Roundabout

N St. & E St. = North-south street / east-west street



**Figure 8**  
**Existing Plus Project Peak Hour Traffic Volumes and**  
**Geometry (Sheet 1 of 2)**



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**Figure 8**  
Existing Plus Project Peak Hour Traffic Volumes and  
Geometry (Sheet 2 of 2)

**TABLE 8  
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS**

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1. 53rd Street / Driveway and Fruitridge Road	2.5	A	9.8	A	2.6	A	9.8	A
- Northbound	107.7	F	>300	F	112.9	F	>300	F
- Southbound	19.5	C	131.5	F	19.8	C	131.5	F
- Eastbound Left	10.7	B	12.6	B	10.7	B	12.6	B
- Westbound Left	11.0	B	11.2	B	11.0	B	11.2	B
2. Stockton Boulevard and Fruitridge Road	29.7	C	34.7	C	29.9	C	34.8	C
3. Driveway 1 and Fruitridge Road	0.0	A	0.0	A	-	-	-	-
- Northbound Right	12.8	B	12.5	B	-	-	-	-
4. Driveway 2 / 55th Street and Fruitridge Road	1.6	A	1.3	A	3.9	A	1.6	A
- Northbound	10.0	B	21.3	C	59.9	F	26.3	D
- Southbound	37.8	E	29.6	D	48.8	E	30.9	D
- Eastbound Left	10.0	B	10.9	B	10.0	A	10.8	B
- Westbound Left	10.3	B	10.3	B	10.7	B	10.6	B
5. Stockton Boulevard and Young Street	0.1	A	0.5	A	0.1	A	0.5	A
- Eastbound Right	10.4	B	14.4	B	10.4	B	14.5	B

**TABLE 8  
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS**

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
6. Stockton Boulevard and Driveway 3	0.3	A	0.8	A	0.6	A	0.9	A
- Southbound Left	11.6	B	9.8	A	11.7	B	9.9	A
- Westbound	16.7	C	15.9	C	18.2	C	16.4	C
7. Stockton Boulevard and Driveway 4	0.4	A	0.7	A	0.7	A	0.8	A
- Southbound Left	11.8	B	9.8	A	12.0	B	9.8	A
- Westbound	19.7	C	15.6	C	21.2	C	16.2	C
8. Stockton Boulevard and Southwest Avenue	0.5	A	1.3	A	0.5	A	1.3	A
- Northbound Left	8.7	A	11.2	B	8.7	A	11.2	B
- Eastbound	13.8	B	22.2	C	13.9	B	22.3	C
9. Stockton Boulevard and Driveway / Jansen Drive	16.5	B	19.9	B	16.7	B	19.9	B
10. Jansen Drive and Driveway 5	1.7	A	2.5	A	2.3	A	2.7	A
- Southbound	9.0	A	9.4	A	9.2	A	9.5	A
- Eastbound Left	7.5	A	7.5	A	7.5	A	7.5	A

**TABLE 8  
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS**

Intersection	Existing				Existing Plus Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
11. Driveway / Driveway 6 and Jansen Drive	0.4	A	1.1	A	0.5	A	1.1	A
- Northbound	0.0	A	0.0	A	0.0	A	0.0	A
- Southbound	9.3	A	9.3	A	9.4	A	9.3	A
- Eastbound Left	7.5	A	7.5	A	7.5	A	7.5	A
- Westbound Left	0.0	A	0.0	A	0.0	A	0.0	A
12. Vista Avenue / Lawrence Drive and Fruitridge Road	35.5	D	26.9	C	36.3	D	27.0	C
13. Stockton Boulevard and Driveway / McMahon Drive	24.7	C	20.3	C	25.7	C	20.4	C

*Source: DKS Associates, 2018.*

## IMPACTS AND MITIGATION MEASURES

**Impact 1:** The proposed project could cause potentially significant impacts to study area intersections under the existing plus project scenario. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.

As summarized in Table 8, the project would increase traffic volumes and average delay at the study area intersections. The study area intersections would continue to operate at LOS D or better.

At intersection 4, the existing configuration has an adverse offset of approximately 40 feet between 55th Street and Driveway 2 which does not meet current City design guidelines. This results in overlapping paths of the eastbound and westbound left turn movements. The increase in traffic volumes associated with the project will exacerbate the operating difficulties.

### Mitigation Measure 1

At intersection 4, limit the 55th Street and Driveway 2 approaches to right-in / right-out movements (conceptually shown in Figure 9 by extending the median approximately 180 feet to the east). Extend the westbound left turn lane approaching intersection 2 (Stockton Boulevard) to provide 230 feet of storage. Table 9 summarizes the resultant intersection operating conditions with mitigation. Intersection 2 will operate at an acceptable LOS D, and with the lengthening of the left turn lane the 95th percentile queue will not exceed the available storage.

**Impact 2:** The proposed project could cause potentially significant impacts to transit. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.

The proposed project would not interfere with transit operations. The proposed site plan includes a relocated bus stop along the project's Fruitridge Road frontage.

### Mitigation Measure 2

The applicant shall coordinate with Regional Transit on the relocated bus stop design.

**Impact 3:** The proposed project could cause potentially significant impacts to pedestrian facilities. Based on the analysis below, the impact is less than significant.

The proposed project would not interfere with pedestrian circulation. The project would improve sidewalks along the project frontage.

### Mitigation Measure 3

None required.

**Impact 4: The proposed project could cause potentially significant impacts to bicycle facilities. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.**

The proposed project would not interfere with bicycle circulation or bike lanes. The project will improve bike lanes along the east side of Stockton Boulevard along the project frontage and will provide a new bike lane along the south side of Fruitridge Road along the project frontage.

**Mitigation Measure 4**

As the new bicycle lane along Fruitridge Road will end at the property line, the applicant shall provide an appropriate transition, such as pavement markings and signage, to the satisfaction of the City Traffic Engineer.

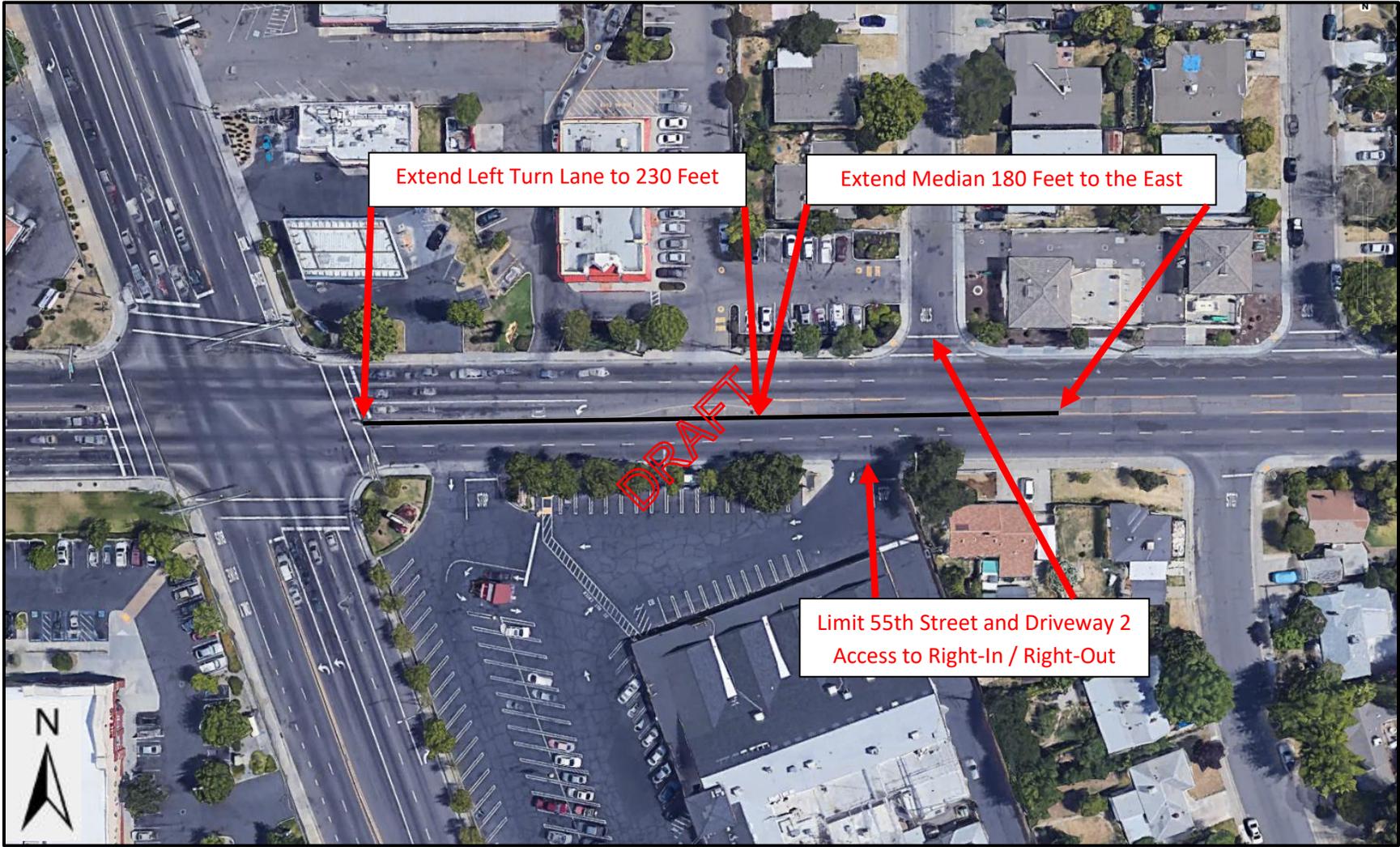
**Impact 5: The proposed project could cause potentially significant impacts due to construction-related activities. Based on the analysis below, the impact is less than significant.**

The applicant will be required to provide a construction traffic control plan per City Code 12.20.030 to the satisfaction of the City Traffic Engineer.

**Mitigation Measure 5**

None required.

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**Figure 9**  
**Fruitridge Road Modifications**

**TABLE 9  
EXISTING PLUS PROJECT INTERSECTION OPERATING CONDITIONS WITH MITIGATION**

Intersection	Without Mitigation				With Mitigation			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
2. Stockton Boulevard and Fruitridge Road	29.9	C	34.8	C	31.8	C	37.8	D
4. Driveway 2 / 55th Street and Fruitridge Road	3.9	A	1.6	A	0.6	A	0.5	A
- Northbound	59.9	F	26.3	D	13.5	B	13.1	B
- Southbound	48.8	E	30.9	D	11.9	B	13.0	B
- Eastbound Left	10.0	A	10.8	B	-	-	-	-
- Westbound Left	10.7	B	10.6	B	-	-	-	-
5. Stockton Boulevard and Young Street	0.1	A	0.5	A	0.1	A	0.5	A
- Eastbound Right	10.4	B	14.5	B	10.6	B	15.0	C
6. Stockton Boulevard and Driveway 3	0.6	A	0.9	A	1.1	A	1.3	A
- Southbound Left	11.7	B	9.9	A	12.4	B	10.3	B
- Westbound	18.2	C	16.4	C	18.5	C	17.3	C

*Source: DKS Associates, 2018.*

## VEHICLE MILES TRAVELED (VMT)

Travel forecasting for the project VMT analysis was conducted with the use of SACOG's SACSIM travel model. The model was used to calculate regional VMT for the existing and existing plus project scenarios. As shown in Table 10, the project is estimated to decrease daily VMT by 9,114 compared to the existing scenario.

<b>Roadway Type</b>	<b>Regional Daily Vehicle Miles Travelled</b>		
	<b>Existing</b>	<b>Existing Plus Project</b>	<b>Project Difference<sup>1</sup></b>
Freeways and Rural Roads	33,559,682	33,564,373	4,692
Urban Streets	24,630,633	24,616,827	-13,806
Total	58,190,315	58,181,200	-9,114

*Source: DKS Associates, 2018.*

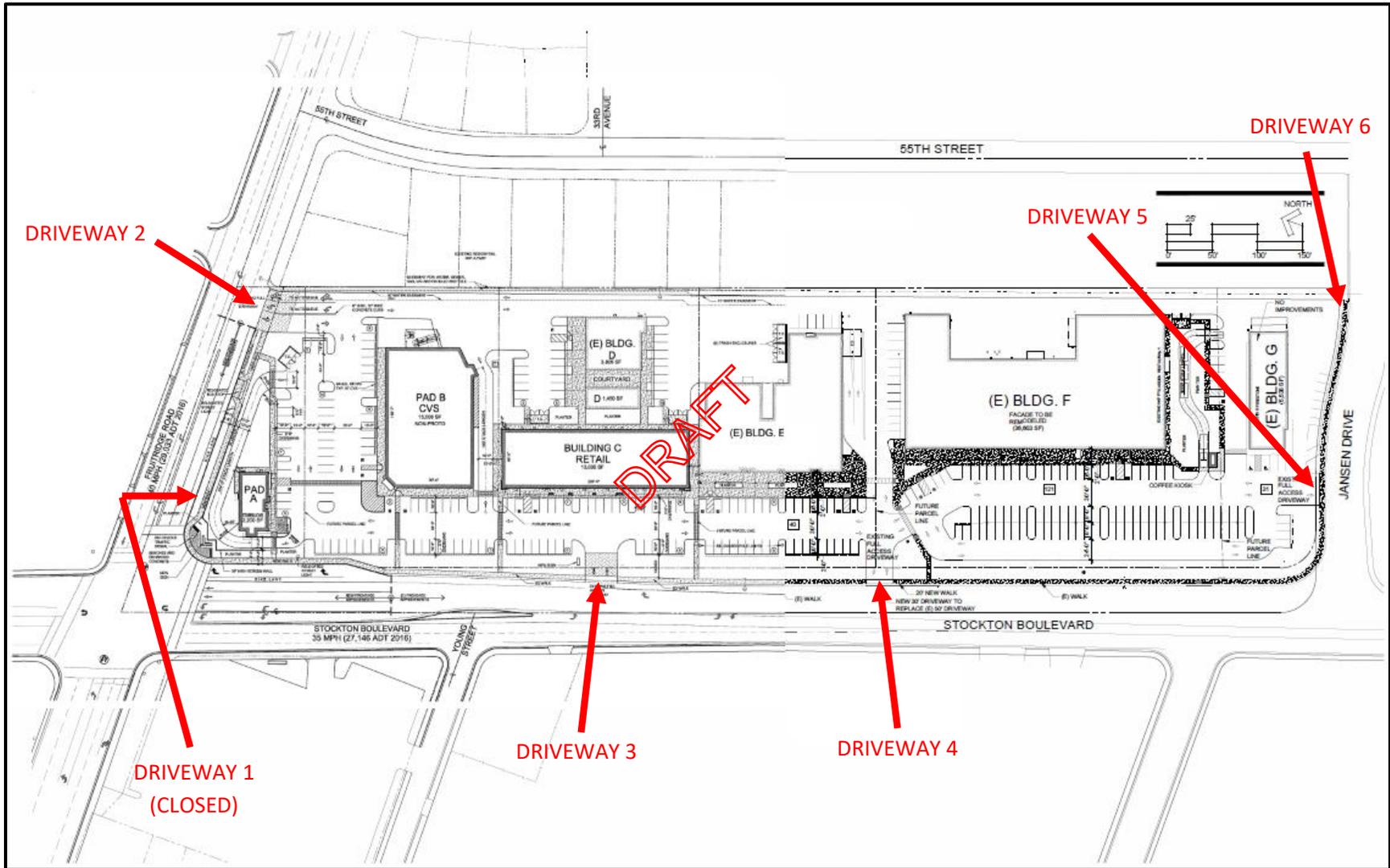
## ON-SITE OPERATIONS AND QUEUING

The site plan was reviewed for conformity with accepted traffic engineering principles as well as queueing effects. Figure 10 illustrates the site plan and driveways. The proposed project maintains five of the six existing driveway locations. Driveway 1 will be eliminated as part of the project.

### DRIVEWAY THROAT LENGTH

The "throat length" of a driveway is defined as the distance from the outer edge of the traveled way of the intersecting roadway to the first point along the driveway at which there are conflicting vehicular traffic movements. Conflicting movements include turning vehicles and vehicles entering / exiting parking stalls. Adequate throat length is critical to ensure that queued exiting vehicles do not interfere with / block entering vehicles, resulting in entering queues extending onto city sidewalks and / or streets. Outbound throat length requirements were determined by the 95th percentile queue of exiting vehicles at each driveway during the a.m. and p.m. peak hours (rounded to the next highest vehicle), with a minimum length adequate to store one vehicle.

1. Driveway 1 – Closed
2. Driveway 2 – The throat length depicted on the Site Plan dated September 18, 2018 is sufficient. A minimum 50-foot throat length is provided for both inbound and outbound traffic.
3. Driveway 3 – The depicted throat length is insufficient with a single exiting lane. Stop signs shall be installed on the side aisle (the parking aisle parallel to Stockton Boulevard) and a "Keep Clear" zone shall be installed with pavement markings and signage.



Site plan subject to revision.

**Figure 10**  
**Site Access**

4. Driveway 4 – The depicted throat length is sufficient. A minimum throat length of 25 feet should be maintained. Stop signs shall be installed on the side aisle (the parking aisle parallel to Stockton Boulevard).
5. Driveway 5 – The depicted throat length is insufficient. A minimum throat length of 25 feet should be maintained. Access to and from the side aisle in front of the auto service center should be blocked.
6. Driveway 6 – The depicted throat length is sufficient. A minimum throat length of 25 feet should be maintained. This driveway should accommodate service vehicles.

## **DRIVE-THROUGH LANES**

### **Starbucks and Coffee Kiosk**

Research published by Institute of Transportation Engineers (ITE) indicates that for full service coffee shops, a 220-foot long drive-thru lane, providing eleven cars of total storage, should be adequate to handle the vast majority of the drive-thru lane volumes that might be encountered (New Drive-Through Stacking Information for Banks and Coffee Shops, Mark Stuecheli, PTP, ITE Annual Meeting August 12, 2009).

The location of the menu board relative to the pick-up window also impacts the efficiency of a drive-thru lane operation. If the spacing is too short, stacking behind the pick-up window will extend into the menu board area, delaying ordering for those farther back in line. For the most efficient operation, the distance between the pick-up window and menu board should be at least 80 feet to accommodate four vehicles. Additionally, it is recommended that the window/ordering point be located at a minimum distance of 120-feet from the start of the drive-thru lane to accommodate about six vehicles.

### **CVS Pharmacy**

Research conducted in February 2012 at pharmacies with drive-thru lanes indicated that a 180-foot long drive-thru lane should be adequate to handle the vast majority of the drive-thru lane volumes that might be encountered (Drive-Through Queue Generation, Mike Spack, PE, Max Moreland EIT, Lindsay de Leeuw, Nate Hood, countingcars.com, February 2012). This 180-foot length is consistent with Sacramento City Code 17.228.110

## **ON-SITE CIRCULATION PLAN**

Regarding on-site circulation, the following recommendation is made:

- Anticipated truck turning movements should be illustrated on the site plan, as well as staging areas for deliveries. Large vehicles, including trash trucks and delivery trucks, should not unload / load in primary parking aisles / on-site roadways during peak hours of operation. No vehicle loading / unloading should occur within driveway throat areas.

# **Appendix E**

## **Response to Comments**

# RESPONSE TO COMMENTS

This Response to Comments document contains comments received during the public review period of the Fruitridge Shopping Center project (P18-007) Draft Initial Study/Mitigated Negative Declaration (IS/MND).

## BACKGROUND

The City of Sacramento Community Development Department, as lead agency, released the Draft IS/MND for public review beginning on January 23, 2019 and ending on February 12, 2019 pursuant to CEQA Guidelines Section 15105. The Draft IS/MND and supporting documents were made available at the public counter of the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, California 95811. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the negative declaration. However, unlike with an Environmental Impact Report, comments received on a negative declaration are not required to be attached to the negative declaration, nor must the lead agency make specific written responses to public agencies. Nonetheless, the lead agency has chosen to provide responses to the comments received during the public review process for the IS/MND.

## LIST OF COMMENTERS

The City of Sacramento received seven comment letters during the open comment period on the IS/MND for the proposed project. The comment letters were authored by the following:

Letter 1 .....Uzma Rehman, Caltrans  
Letter 2 .....Robb Armstrong, Regional San Development Services & Plan Check  
Letter 3 .....Nicole Goi, Sacramento Municipal Utility District  
Letter 4 .....Gurmit Singh, Citizen  
Letter 5 .....Vanessa Dagavarian, Citizen  
Letter 6 .....Port J. Parker, Parker Law Group

## RESPONSE TO COMMENTS

The Response to Comments below include responses to the comment letters submitted regarding the proposed project. The letters are numbered and bracketed with assigned comment numbers. The bracketed comment letters are followed by numbered responses corresponding to each bracketed comment. Where revisions to the Draft IS/MND text were made, new text is double underlined and deleted text is ~~struck through~~.

# Letter 1

**From:** [Rehman, Uzma@DOT](mailto:Rehman.Uzma@DOT)  
**To:** [Scott Johnson](mailto:Scott.Johnson)  
**Cc:** [Fong, Alexander Y@DOT](mailto:Fong.Alexander.Y@DOT)  
**Subject:** Fruitridge Shopping Center  
**Date:** Thursday, February 7, 2019 10:43:24 AM

---

Good Morning Scott,  
Thank you for submitting Fruitridge Shopping Center project for review. At this time Caltrans does not have any comments.

Please let us know if anything changes.

Thanks,

Uzma Rehman  
Transportation Planner  
Caltrans, District 3  
Planning, Local Assistance, and Sustainability  
703 B Street | Marysville CA 95901  
(530) 741-5173  
[Uzma.Rehman@dot.ca.gov](mailto:Uzma.Rehman@dot.ca.gov)



1-1

**Response to Comment 1-1**

Comment noted. Caltrans will be notified if anything changes that would affect Caltrans.



October 17, 2018

Letter 2

Mr. Scott Johnson  
City of Sacramento – Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento CA 95811

**Subject: Notice of Availability/Intent to Approve the Draft Mitigated Negative Declaration for the Fruitridge Shopping Center Project (P18-007)**

**Main Office**

10060 Goethe Road  
Sacramento, CA 95827-3553  
Tel: 916.876.6000  
Fax: 916.876.6160

**Treatment Plant**

8521 Laguna Station Road  
Elk Grove, CA 95758-9550  
Tel: 916.875.9000  
Fax: 916.875.9068

**Board of Directors**

Representing:

- County of Sacramento
- County of Yolo
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento
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*Director of Operations*

Christoph Dobson

*Director of Policy & Planning*

David O'Toole

*Director of Internal Services*

Joseph Maestretti

*Chief Financial Officer*

Nicole Coleman

*Public Affairs Manager*

[www.regionalsan.com](http://www.regionalsan.com)

Dear Mr. Johnson,

Sacramento Regional County Sanitation District (Regional San) has the following comments pertaining to the Negative Declaration for the Fruitridge Shopping Center project.

The proposed project consists of a Tentative Subdivision Map, Conditional Use Permits and other entitlements for the redevelopment of an existing shopping center on an 8.7-acre site. The proposed project site is located at 5607-5781 Stockton Boulevard within the General Commercial Zone of the City of Sacramento.

Local sanitary sewer service for the proposed project site will be provided by the Sacramento Area Sewer District's (SASD) local sewer collection system. Ultimate conveyance of wastewater from the SASD collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided by the Regional San Interceptor system.

2-1

Customers receiving service from Regional San and SASD are responsible for rates and fees outlined within the latest Regional San and SASD ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer treatment facilities that provides service to new customers. The SASD ordinance is located on the SASD website at <https://www.sacsewer.com/sewer-ordinance>, and the Regional San ordinance is located on the Regional San website at: <https://www.regionalsan.com/ordinance>.

Regional San and SASD are not land-use authorities. Projects identified within Regional San and SASD planning documents are based on growth projections provided by land-use authorities. Sewer studies may need to be completed to assess the impacts of any proposed project that has the potential to increase flow demands.

The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks.

Mr. Scott Johnson

January 24, 2019

Page 2

These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile “outfall” pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

2-1  
cont.

A NPDES Discharge Permit was issued to Regional San by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels for ammonia, nitrate, and pathogens. The new treatment facilities for achieving the permit requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements. In April 2016 the Water Board adopted a new NPDES Discharge Permit that continued the more restrictive treatment levels and deadlines for new treatment facilities for ammonia, nitrate, and pathogens.

Regional San currently owns and operates a 5-mgd Water Reclamation that has been producing and providing Title 22 tertiary recycled water since 2003 to select areas within the SRWTP property and the City of Elk Grove. The recycled water used in the City of Elk Grove is wholesaled by Regional San to the Sacramento County Water Agency (SCWA). SCWA retails the recycled water, primarily for landscape irrigation use, to recycled water customers in the City of Elk Grove. Although Regional San has evaluated at a high level the feasibility of using recycled water in the Mather area, Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.

If you have any questions regarding this letter, please feel free to contact me at (916) 876-6104 or by email: [armstrongro@sacsewer.com](mailto:armstrongro@sacsewer.com).

Sincerely,

*Robb Armstrong*

Robb Armstrong

Regional San Development Services & Plan Check

**Response to Comment 2-1**

The comment describes the proposed project and provides background regulatory information related to local sewer service. Comment Noted.



Letter 3

*Sent Via E-Mail*

February 12, 2019

Scott Johnson  
Community Development Department  
300 Richards Blvd.  
Sacramento, CA 95811  
srjohnson@cityofsacramento.org

Subject: Fruitridge Shopping Center / Draft MND / P18-007

Dear Scott Johnson

3-1

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Mitigated Negative Declaration (MND) for the Fruitridge Shopping Center Project (Project, P18-007). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

3-2

It is our desire that the Project MND will acknowledge any Project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
  - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

More specifically, SMUD would like to have the following details related to the electrical infrastructure incorporated into the project description:

3-3

- 1) SMUD has a high-pressure natural gas transmission pipeline along Fruitridge Road, all conditions listed in the letter SMUD sent to the City of Sacramento, dated July 16, 2018, still apply.
- 2) There are existing overhead lines on the east side and within the project site that shall remain.
- 3) There are existing underground facilities within the project site that shall remain.

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

3-4

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this MND. If you have any questions regarding this letter, please contact SMUD's Environmental Management Specialist, Rob Ferrera, at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or 916.732.6676.

Sincerely,



Nicole Goi  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6301 S Street, Mail Stop A313  
Sacramento, CA 95817  
[nicole.goi@smud.org](mailto:nicole.goi@smud.org)

Cc: Rob Ferrera

**Response to Comment 3-1**

Comment noted.

**Response to Comment 3-2**

The topics listed by the commenter such as overhead and underground transmission lines (Utilities section of Project Description on page 12 of the Draft IS/MND), energy efficiency (Energy section on page 15 of the Draft IS/MND), climate change (Question I of the Air Quality section beginning on page 29 of the Draft IS/MND) and cumulative impacts related to electricity (Utilities and Service Systems section on page 62 of the Draft IS/MND) were analyzed in the Draft IS/MND. See Response to Comment 3-3 below.

**Response to Comment 3-3**

As requested by the commenter, the following is added to the Project Description on Page 12:

**Utilities**

The project site currently has overhead electrical facilities serving the existing uses at the Fruitridge Shopping Center, which are along the eastern project site boundary adjacent to the single family residential homes to the east. SMUD has a high-pressure natural gas transmission pipeline along Fruitridge Road, all conditions listed in the letter SMUD sent to the City of Sacramento, dated July 16, 2018, still apply. There are existing overhead lines on the east side and within the project site that shall remain. There are existing underground facilities within the project site that shall remain. Underground water lines, sewer lines, storm drain lines and gas lines also serve the existing uses at the project site. City records indicate that there are City fiber optics running through the northern portion of the shopping center.

**Response to Comment 3-4**

Comment noted.

To  
CITY OF SACRAMENTO  
COMMUNITY DEVELOPMENT DEPT  
300 RICHARD BLVD  
SACRAMENTO CA 95811

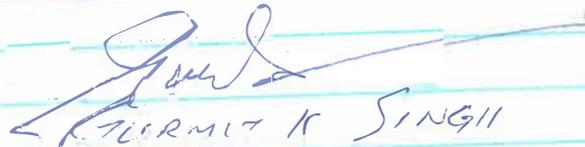
SUB: NOTICE AVAILABILITY INT TO APPROVE DRAFT  
MITIGATED NEG DECLARATION  
RE: RE YOUR LETTER RE: PROJECT  
FRUIT RIDGE SHOPPING CENTER #18-007  
PLEASE SEND ME A COPY FOR THE  
PROPOSED PROJECT SITE LOCATED 5607-5781  
STOCKTON BLVD SACRAMENTO FOR  
MY REVIEW APN 027-0011 021 0000  
GENL COMM (C2-SPD)

4-1

LETTER CLARIFIED DUE DATE 10 DAYS  
NOT LATER THAN FEB 12, 2019

YOUR NECESSARY CO-OPERATION  
APPRECIATED

THANK

  
PERMIT K SINGH  
4525 CORNFIELD WAY  
ELK GROVE CA  
95758

**Response to Comment 4-1**

The commenter requested a copy of the Draft IS/MND. The City of Sacramento mailed a copy of the Draft IS/MND to the address provided by the commenter.

**From:** [vanessadagavarian](#)  
**To:** [Scott Johnson](#)  
**Subject:** Fruitridge  
**Date:** Tuesday, February 12, 2019 8:40:28 AM

---

Letter 5

Hi

I live at Fruitridge and Stockton and am really disappointed about this redevelopment. There is already too much traffic and pollution. Plus a rite aid across the street and a small independent business, the coffee shop, and beautiful trees. That is such an ugly area, I am so upset you will be taking down the trees. We need the trees and they are along the outside, so why would they need to be taken down?

5-1

And to tear down a unique independent small business for another stupid starbucks is disgusting. There are empty buildings all along Stockton so why build more before dealing with that blight.

It sucks and all the people who draw up these plans don't live near this type of traffic, pollution, and noise.

No one in my house will ever use these businesses.

Vanessa Dagavarian

Brett Mallard

5520 Fruitridge

Sent from my Virgin Mobile Phone.

**Response to Comment 5-1**

The comment does not address the adequacy of the Draft IS/MND. The proposed project would relocate the existing Java Express to the southeastern portion of the project site. The proposed project would add significant landscape improvements to the project site, such as much wider street front landscapers than the ones that currently exist and an increased number of trees. As noted in the Project Description on page 12 of the Draft IS/MND, "The significant landscape improvements with the proposed project would require the removal of approximately 65 pear trees, which would be replaced with approximately 108 low/medium water use trees. The existing pear trees on the project site range from two to 17 feet tall and have limited canopy size and do not provide the environmental contribution that the replacements trees could provide in a short period of time (Sierra Nevada Arborists, 2018)." Traffic, pollution and noise impacts from the proposed project were analyzed in the Air Quality, Noise and Transportation and Circulation and were found to be less than significant.

---

# PARKER LAW GROUP

---

Letter 6

Parker Law Group Attorneys, A Professional Corporation  
555 Capitol Mall, Suite 1230  
Sacramento, CA 95814  
(916) 996-0400  
[parlawgroup.com](http://parlawgroup.com)

February 12, 2019

Port J. Parker  
[port@parlawgroup.com](mailto:port@parlawgroup.com)

**Via Hand-Delivery, Electronic & U.S. Mail**

[sjohnson@cityofsacramento.org](mailto:sjohnson@cityofsacramento.org)

Scott Johnson, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**Re: Comments to Request for Review for the Mitigated Negative Declaration, Fruitridge Shopping Center (P18-007)**

Dear Mr. Johnson,

6-1

My office represents Tabitha Keefauver who is the owner of Java Express, a coffee shop, located at the Fruitridge Shopping Center. On behalf of Ms. Keefauver, I am submitting herewith my client's comments to the City of Sacramento's Mitigated Negative Declaration ("MND"). My client is requesting a public hearing be set with respect to these comments and questions, and that the applicant be required to appear and participate at the hearing to address questions, objections, and concerns based upon the foregoing.

6-2

Initial General Objection/Comments. First, my client reasonably objects and is concerned based upon notable inconsistencies between what Sustained Investments, LLC ("Project Applicant") has purportedly represented to the City of Sacramento regarding the proposed project details, as opposed to the information that was provided to my client as recent as January 8, 2019. My client is presently concerned that what has been represented to the City regarding the proposed project differs materially from what has been disclosed to my client for her restaurant. These material differences have not been properly addressed in the MND and significantly impact and/or alter disclosures; as well as impacting the conclusions with respect to the project in my client's "restaurant." We are attaching the "sixty-day" notice, that represents and purports to provide a completely different design, which materially impacts not only location, traffic, parking, potential infraction on or near surrounding homes, businesses and/or tenants. A true and correct copy of the same is attached hereto as **Exhibit A**. As you can see by the 60-day notice, what has been set forth in the MND materially differs from what the Project Applicant claims in the 60-day notice, including my client's restaurant. For this reason, my

6-2  
cont.

client presently, respectfully objects to the MND as being misleading, incomplete, and inconsistent with what the Project Applicant has represented to my client, including the scope of construction. The Project Applicant has made inconsistent representations, that reasonably call into question the scope of the actual project, at least as it relates to my client's restaurant. Furthermore, the Project Applicant purports to build a relocated premises during the construction for my client's business that presently does not appear to conform with all laws, codes, and ordinances. Please also note for reference only, there is a pending legal action in the Sacramento Superior Court seeking a declaration of rights, obligations and duties based upon concerns expressed by my client, the lack of transparency and/or ongoing conduct with respect to the proposed project now presently before you. A true and correct copy of the same is attached hereto as **Exhibit B**.

Specific Comments.

6-3

Page 8. The statement that the new building for Java Express will consist of one drive-thru lane is incorrect. The Project Applicant has failed to provide information with respect to the actual code compliant construction of a drive through "restaurant," as depicted in the MND. On January 8, 2019, the Project Applicant provided a notice to my client of the project details for the relocation of her business, that materially differs from what has been represented to the city, and possibly other regulatory agencies, with respect to my client's restaurant in the project. For example, despite what has been submitted for approval, what has been provided to my client appears to depict a building that is set back further, closer to the alley, a double drive-thru lane—one on each side of the newly constructed building. It is unclear, based upon the information presented to the city, and now to my client, whether this project as presented will comply with all applicable laws, codes and requirements for the "restaurant" proposed, including those relative to current building standards and codes (See specific code problems for Page 62.) My client is reasonably concerned that based on the Project Applicant's plans the new structure is not code compliant and does not meet the minimum turning radius and/or provide proper vehicle accessibility, including vehicle stacking. While my client is trying to cooperate in the relocation process, the inconsistencies and/or lack of information regarding the relocation of her restaurant now reveals, at a minimum, inconsistencies based on the project, and the applicant's representation of the project as it relates to my client's relocated business.

6-4

Page 17. The study indicates that the proposed project requires a Conditional Use Permit from the City for the Starbucks restaurant with drive-thru use and also requires Site Plan and Design Review from the City. However, on the MND cover page, it describes a Conditional Use Permits for two Drive-Through restaurants. Based upon this discrepancy between the Cover Page and Page 17, there is no clarification on whether a conditional use permit will also be required from the City for Java Express, which is identified in the MND as a "Fast Food Restaurant with Drive Thru." The Project Applicant has failed to provide adequate detail in terms of what specifically the conditional use permit seeks to

6-4 cont. address, at least as it relates to the drive-through restaurant depicted for my client's business.

6-5 Pages 23-29. The study concludes that there will be less than significant impact on construction emissions, operational emissions, asbestos emissions from demolition or renovations of structures. We presently believe this conclusion is factually inaccurate, misleading, incomplete and incorrect. As noted above, on or about January 8, 2019, the Project Applicant issued a 60-Day Notice of Landlord's Exercise of Right to Relocate Premises to my client demanding that she vacate the premises and leave it in "broom clean" condition, on or before March 9, 2019. If my client is going to operate her business during the demolition/construction, which we believe would be required based on the MND, then my client, her employees, and/or customers will be significantly exposed to airborne asbestos emissions and construction-related emissions. We believe the project warrants preparation of an Environmental Impact Report for adequate and complete environmental review. Accordingly, under 14 California Code of Regulations § 15074, we presently believe there to be "substantial evidence that the project will have a significant effect on the environment" and our client, employees, and customers. To that end, the Project Applicant has failed to disclose and/or fully describe the potential impact of demolition of the building, due to its actual age – not represented age – and the dissemination of potentially toxic and/or carcinogenic particles, including asbestos, as part of the demolition process. Moreover, the Project Applicant fails to describe the impact on my client and surrounding businesses during the demolition and construction process. In short, the potential presence of asbestos or other potentially hazard materials in the existing building needs to be properly addressed, which does not presently appear to be the case in the MND. Our client is also reasonably concerned about project specific biological and vegetation effects on the surrounding bushes, grass, landscape and neighborhoods. In other words, we do not presently believe that the applicant has demonstrated that the construction of her restaurant will have less than a significant level impact on the air, environment or scenic resources associated with this project.

6-6 The applicant confirms that the three buildings to be demolished are greater than 50 years old. (Page 27) The applicant also represents that our clients building is approximately 20 years old. (*Id.*) In truth, our client's building is believed to be at least 30 years old. With respect to the possibility of airborne contaminants and/or materials present in this old construction, we do not presently believe that adequate disclosures and/or information have been disclosed, analyzed or provided to be consistent with the Master EIR, related general plan, or the CEQA guidelines as set forth therein. In other words, we do not presently believe that the applicant has properly disclosed, analyzed and/or provided all of the project specific significant environmental effects associated with this project, in particular the existence of toxic or potential materials that will be disseminated as part of the project, the proposed demolition and/or construction process.

6-7

There are other aspects of the project, based upon the relocation of our client's restaurant, that may also negatively impact the project site with respect to the view of existing scenic resources, light, glare (impact 4.13 – one), or potential hazards for nearby sensitive receptors, including those businesses adjacent to and/or neighborhoods directly behind the project. It is unclear based on the existence of pollutants and/or materials in the proposed demolition, whether the maximum daily auto emissions, construction emissions, noise and/or stacking can be met, in particular those with respect to our client's existing business, the shopping center and nearby neighborhoods, as presently proposed.

Page 62. The proposed project includes the demolition of the existing building Java Express operates in, and relocation to a newly constructed building for a "Fast Food Restaurant with Drive Thru." We believe the proposed construction is not compliant with the County of Sacramento Environmental Division, County of Sacramento Planning Division, and County of Sacramento Building Division's requirements for a new structure that would be used and occupied by a restaurant, including but not limited to having restroom access, plumbing, infrastructure, storage shelving, ADA compliance, waste line requirements, and site circulation. Specifically, these problems include:

6-8

#### **County of Sacramento Environmental Division**

- An employee single compartment restroom will be required.
- Restrooms for customers will be required unless an adjacent business within 200 feet of the Premises enters into an agreement allowing the Premises' customers access to their restrooms. Access will be required during Premises hours of operation.
- The following plumbing fixtures will be required:
  - Three Compartment Sink (size to be determined by largest piece of equipment to be washed)
  - Prep Sink (if fresh food is to be prepared on site)
  - Hand Sink (can be provided inside or outside of the employee restroom and must be adjacent to the three-compartment sink)
  - Mop Sink (general requirement of Sacramento County)
- Storage Shelving (144 square feet is required and cannot exceed 6 feet in height for top shelf).
- The following infrastructure will be required:
  - A waste line will be required to service the required floor sinks and equipment sinks.
  - A water line will be required as well as a water heater.

#### **County of Sacramento Planning Division**

- Stacking at Drive thru is proposed for a single window operation not the two-window configuration. Stacking will need to be verified once design is revised.

### County of Sacramento Building Division

- Americans with Disabilities Act (ADA) Requirements:
  - Accessible parking will need to be provided for the walk-up customers adjacent to the Premises. If the Premises has reciprocal parking access to adjacent center accessible parking, a path of travel from said parking to the Premises will need to be provided.
  - A path of travel from the Premises to the public right of way must be provided.
  - The walk-up window will need to comply with required grades, reach and height.
  - If customer restroom is required, it will need to be fully compliant.
- Infrastructure Requirements:
  - A waste line will be required and will need to be tied to an adjacent onsite line of sufficient size or run to the street frontage and tap into a County of Sacramento line.
  - A water line will be required and will need to be on a separate meter. In addition, it will need to be tied to an adjacent on-site line of sufficient size or run to the street frontage and tap into a County of Sacramento line.
- Mechanical, Plumbing and Electrical Systems:
  - All systems will need to comply with all local, state and federal building codes including CalGreen and Title 24.

6-8  
cont.

The study's findings that there would be no significant environmental effect on the utilities and service systems is incorrect. (See 14 California Code of Regulations § 15074.) The Project Applicant has failed to adequately describe or disclose that it does not intend to build Java Express a code-compliant building for a restaurant that would be ADA compliant and including plumbing, sewer pipes, and restroom access. Currently, Java Express operates in conjunction with a commissary, which she will lose access to based on the proposed project. Additionally, as mentioned above, the MND and the Project Applicant differ as to whether one or two drive throughs will be provided. If there are to be two drive throughs, the MND does not address car-stacking and the release of additional carcinogens from car idling. The project further specifies that demolition will begin in the summer of 2019, and construction will take approximately a year. We believe this is a failure of the lead agency and/or the project applicant to exercise "independent judgment and analysis" under § 15074; therefore, warranting more further clarification, a hearing, and more time for review. Based on that, the project fails to specify my client's existing business, demolition of my client's existing business, and my client's operation of the business during the demolition and construction as represented. This must be clarified and addressed. Moreover, to the extent the sewer and/or water requirements for this project have not been adequately or appropriately captured with respect to my client's relocated business, there is presently insufficient information to determine whether appropriate disclosures for this project and the impact on water, sewer, wastewater or

6-9

6-9  
cont.

other facilities as contemplated by the 2035 General plan. In other words, we also do not presently believe the Project Applicant has demonstrated that the construction of her restaurant will have less than a significant level impact on the service systems, hydrology and/or water associated with this project.

6-10

Page 62. Furthermore, it is unclear from the Project Applicant and MND how this property can be subdivided, how it impacts the operations of our client's business, neighborhood concerns, and existing business under any and all building codes and health regulations. We believe the Project Applicant is attempting to create multiple parcels around my client's business and we are concerned this is not addressed in the MND. If the Project Applicant does create multiple parcels, this may impact the business in regards to the drive-thru, building codes, and other local ordinances.

6-11

Appendices Page 107. The proposed project only includes one Fast Food Restaurant with Drive Thru under Table 7.2 Water by Land Use. However, the MND describes two separate Fast Food Restaurants with a Drive Thru. This is concerning, because as described above, it is unclear whether the project applicant intends to include Java Express by requiring restroom access, plumbing, infrastructure, storage shelving, ADA compliance, waste line requirements, and site circulation or excluding such a requirement. Moreover, at this point, based upon the inconsistencies in the project as described in the MND, versus what was provided to my client, the proposed project will have additional negative impacts on traffic, congestion, the environment the surrounding businesses, homes and neighborhoods.

6-12

Appendices Page 109. The proposed project only includes one Fast Food Restaurant with Drive Thru under Table 8.2 Waste by Land Use. However, the MND describes two separate Fast Food Restaurants with a Drive Thru. This is concerning, because as described above, what has been represented to my client is inconsistent with the project represented to the city, and it is further unclear whether the project applicant intends to include Java Express by requiring having restroom access, plumbing, infrastructure, storage shelving, ADA compliance, waste line requirements, and site circulation or excluding such a requirement.

6-13

Notice. We believe the Project Applicant did not provide adequate and/or reasonable notice of the proposed project to all persons, including residents and businesses that may be impacted by the proposed project, to allow sufficient time for comment submissions to the proposed Mitigated Negative Declaration before it is approved. Further, my client objects and is concerned that the information the Project Applicant provided to the City is significantly different than what has been disclosed to my client, and these differences have not been properly addressed in the MND and will impact and/or alter the City's findings.

6-14

Conclusion. For the above reasons, my client believes the MND does not adequately address the significant environmental impacts which would result from this proposed project, in particular as it relates to her restaurant. Based on the Project Applicant's plans and the MND, we do not believe that the new building for Java Express will be in compliance with current building codes and health department requirements for new structures to be used as a restaurant. The proposed project present multiple issues that do not comply with the applicable laws, rules and ordinances, including but not limited to restroom access, plumbing, infrastructure, ADA compliance, waste line requirements, and site circulation. We believe the Project Applicant must properly disclose the material facts relating to the proposed project and construction of a new structure for Java Express in order for the City of Sacramento to properly evaluate whether the proposed project will have a significant effect on the environment. For these reasons set forth herein, and that may be further discovered as part of the timely disclosure process, we disagree that the project is consistent with the 2035 master EIR, General plan, that the applicant has met its burden with respect to the significant effects as set forth in the master EIR, or that the proposed project will not have significant environmental effects, as could be properly examined in the master EIR. In other words, until additional information is provided and/or disclosed by the applicant, we respectfully submit one cannot presently determine the level of insignificance of the project, in particular as it relates to demolition of buildings associated or adjacent to our client's business, or the reconstruction of her restaurant, as currently represented by the applicant in the MND, or as compared to what has been presented in the MND or to the business owner.

Regards,



Port J. Parker  
Marjan Hajimirzaee  
Parker Law Group, Attorneys APC

PJP:MWG:zp  
cc: file

**Response to Comment 6-1**

The comment is introductory information and does not address the adequacy of the IS/MND. As part of the Planning Entitlement process, there will be a public hearing before the City of Sacramento Planning and Design Commission.

**Response to Comment 6-2**

The comment is broad and does not provide specific examples of how project details in the Draft IS/MND differ from the project details that were provided to the commenter by the Applicant. The Java Express relocation is a small component of the proposed project, which was analyzed in the Draft IS/MND. New construction is required to conform with all laws, codes and ordinances and the analysis in the Draft IS/MND assumes that the proposed project will comply with laws, codes and ordinances as required. If minor changes to project design are needed to comply with laws, codes and ordinances it is assumed those minor changes would not create a significant environmental impact.

**Response to Comment 6-3**

Originally, the proposed project plans indicated one drive-thru lane for the relocated Java Express, but the design was revised during preparation of the Draft IS/MND. The existing Java Express at the project site includes two drive-thru lanes (See **Figure RTC-1** through **RTC-3** for the revised Site Plan). Trip generation estimates for the relocated Java Express in the Draft IS/MND were estimated using trip generation rates that are based on building square footage and an additional drive-thru lane at the relocated Java Express would not increase vehicle trip estimates and thus would not create a new environmental impact. Minor changes to building setback and circulation are expected as a project progresses towards final plans and would not result in a new environmental impact. Existing buildings at the project site are much closer to the adjacent residences to the east than the relocated Java Express will be. See Response to Comment 6-2.

**Response to Comment 6-4**

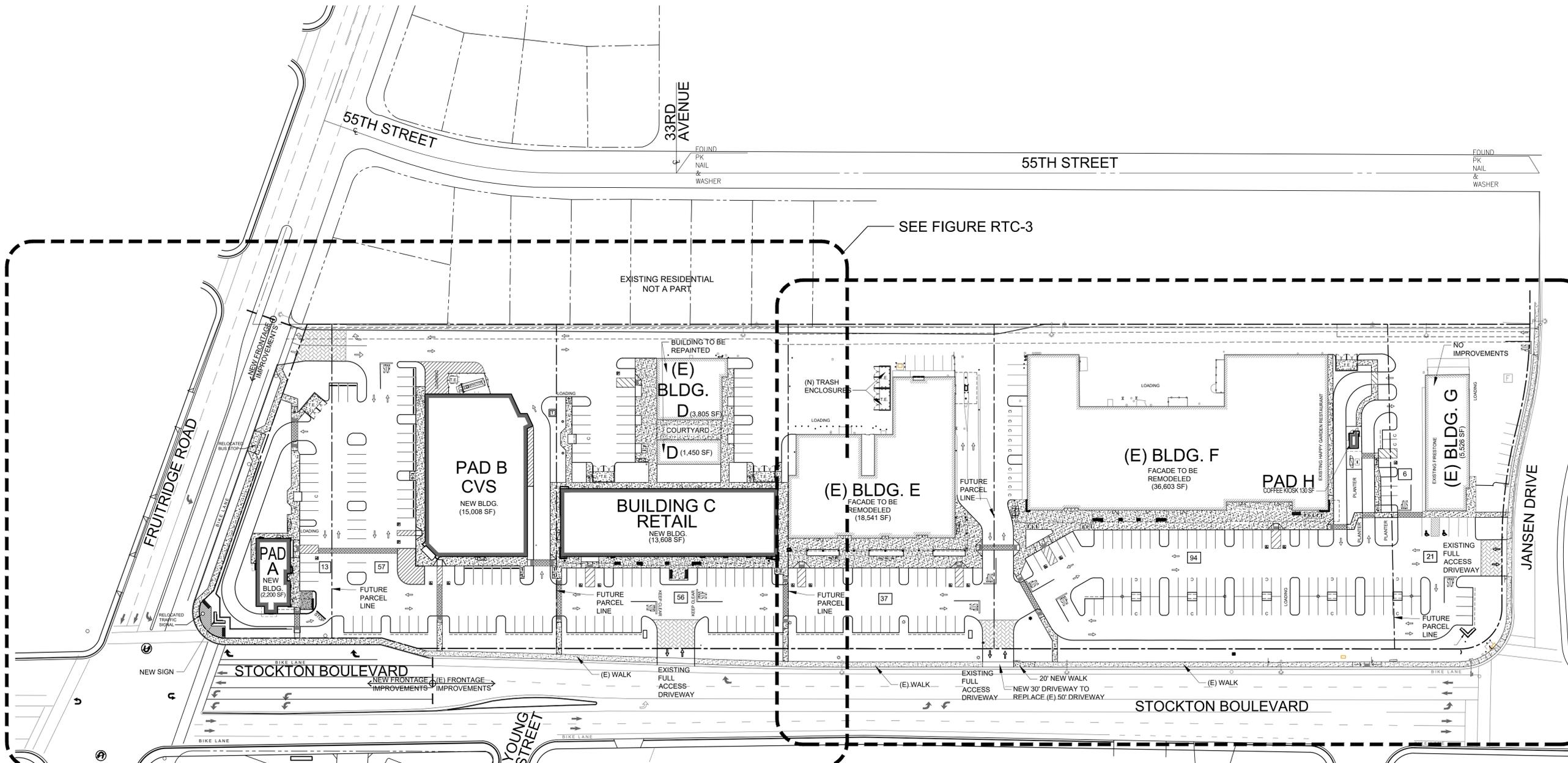
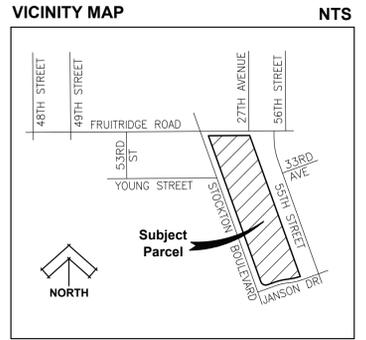
The City of Sacramento requires a Conditional Use Permit for drive-thru restaurants on the project site.

The following is added to the Project Description on Page 13:

**“Project Approvals**

The proposed project requires a Conditional Use Permit (CUP) from the City for the Starbucks with drive-thru use and relocated Java Express with drive-thru use and also requires Site Plan and Design Review from the City. The proposed project also requires a ~~Major Subdivisions~~ Tentative Subdivision Map since the proposed project would subdivide the parcel into 5 or more parcels.”

# FIGURE RTC-1



PROJECT STATISTICS								
BUILDING	USE	AREA (SQ. FT.)	PARKING REQUIRED (1,500 SF)	PARKING PROPOSED	BIKE PARKING REQUIRED*		BIKE PARKING PROVIDED*	
					SHORT TERM	LONG TERM	SHORT TERM	LONG TERM
PAD A	STARBUCKS (NEW)	2,200	4	13	2	2	2	2
PAD B	CVS PHARMACY (NEW)	15,008	30	57	8	2	8	2
BUILDING C	MULTI-TENANT RETAIL/ RESTAURANT (NEW)	13,608	27	46	7	2	8	2
BUILDING D	OFFICES (EXISTING)	5,255	11	10	3	2	4	2
BUILDING E	MULTI-TENANT (EXIST.)	18,541	37	37	10	2	10	2
BUILDING F	MULTI-TENANT (EXIST.)	36,603	73	94	19	4	20	4
BUILDING G	AUTO CARE (EXIST.)	5,526	11	21	N/A	N/A	N/A	N/A
BUILDING H	COFFEE KIOSK (NEW)	130	2	6	2	2	2	2
TOTAL		96,871	195 STALLS	284 STALLS (1:341 SF)	51	18	54	16

\* BIKE PARKING PER SCC 17.608.030C, TRADITIONAL DISTRICT. LONG TERM: 1 PER 10,000 GSF. SHORT TERM: 1 PER 2,000 SF. TWO SPACES MINIMUM.

### PARKING STATISTICS

TYPE	STALLS
STANDARD	245
COMPACT	9
ACCESSIBLE	19
TOTAL	285

**Stockton & Fruitridge**  
 SEC Stockton Blvd. & Fruitridge Road  
 Sacramento, CA

**SUSTAINED INVESTMENTS**  
 17165 New Hope Street, Suite H  
 Fountain Valley, CA 92708

SCALE 1"= 50'-0"  
 NORTH

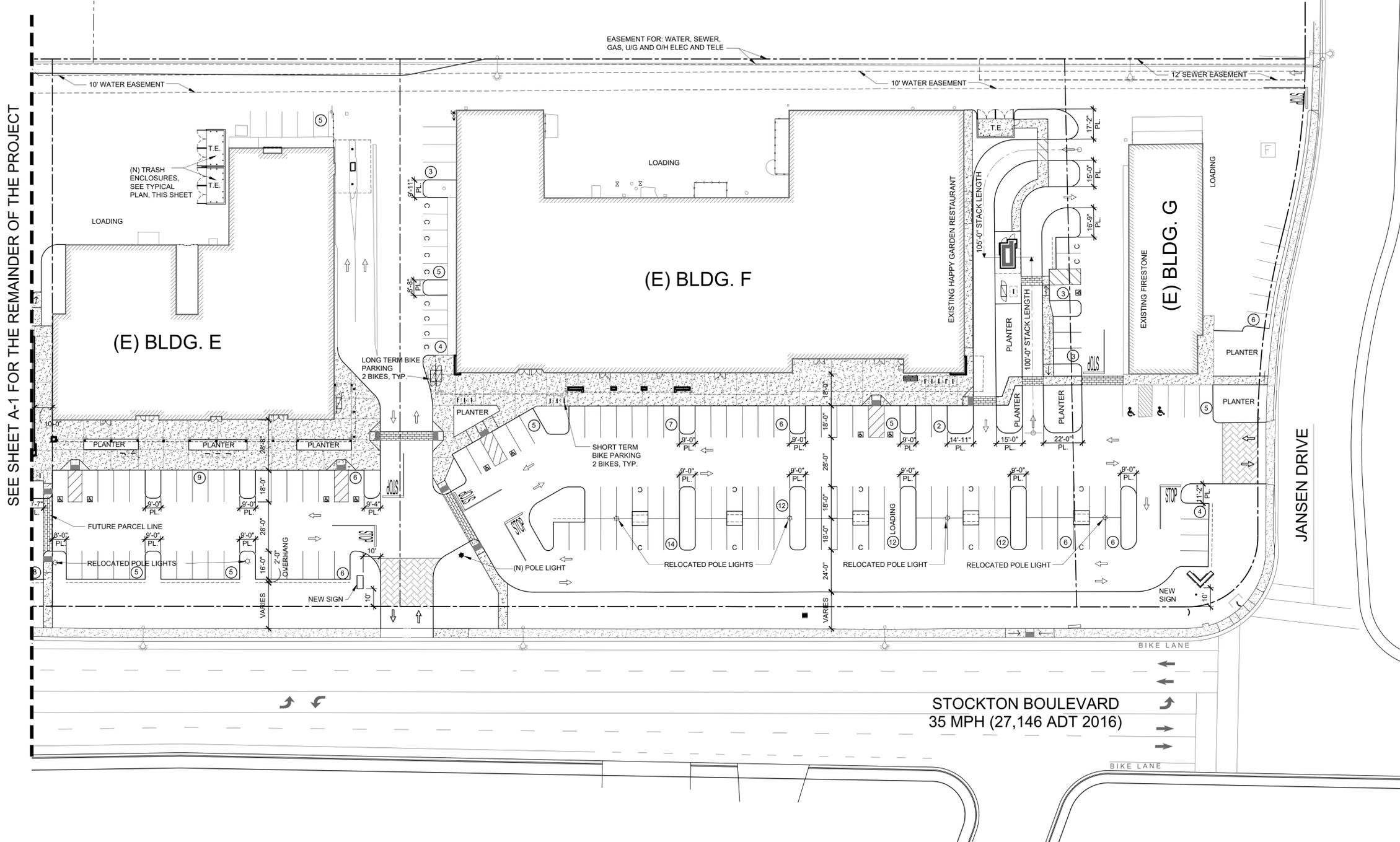
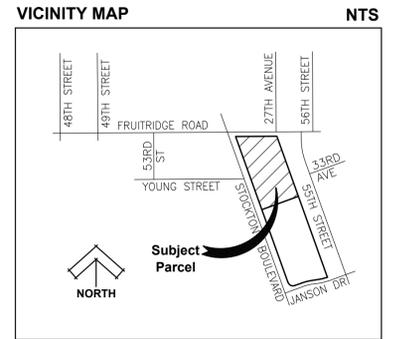
## OVERALL SITE PLAN



coactdesignworks.com  
 801 T STREET  
 SACRAMENTO, CA 95811  
 916.930.5900  
 414 JACKSON STREET, SUITE 404  
 SAN FRANCISCO, CA 95411  
 415.426.7052

PROJECT NO. 04967.00	SHEET NO.
DRAWN BY RC/UK	CHECKED BY MM
ISSUE DATE FEBRUARY 6, 2019	<b>A2</b>

# FIGURE RTC-2



SEE SHEET A-1 FOR THE REMAINDER OF THE PROJECT

**Stockton & Fruitridge**  
 SEC Stockton Blvd. & Fruitridge Road  
 Sacramento, CA

**SUSTAINED INVESTMENTS**  
 17165 New Hope Street, Suite H  
 Fountain Valley, CA 92708

SCALE 1" = 30'-0"

NORTH

## SOUTHERLY SITE PLAN

**coact DESIGNWORKS**  
 coactdesignworks.com

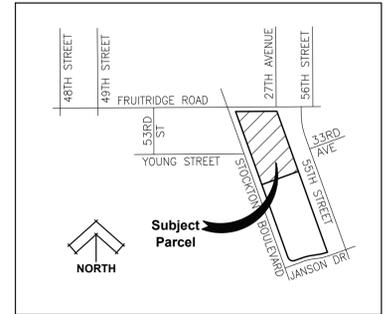
801 T STREET  
 SACRAMENTO, CA 95811  
 916.930.5900

414 JACKSON STREET, SUITE 404  
 SAN FRANCISCO, CA 95411  
 415.426.7052

PROJECT NO. 04967.00	SHEET NO.
DRAWN BY RC/UK	CHECKED BY MM
ISSUE DATE FEBRUARY 6, 2019	<b>A1.1</b>

# FIGURE RTC-3

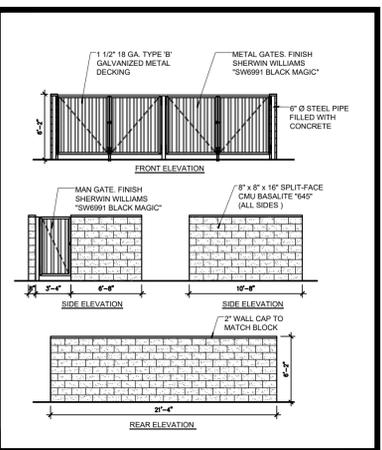
VICINITY MAP NTS



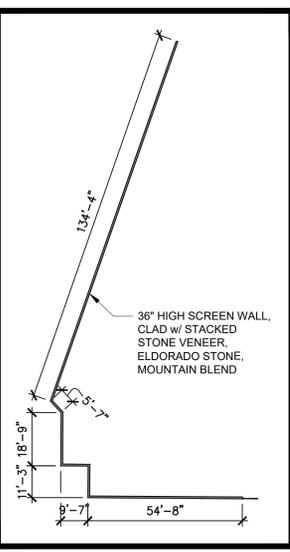
## PROJECT STATISTICS

<b>PAD A (STARBUCKS)</b>	2,200 SF
STALLS REQUIRED	4 (1:500 SF)
STALLS PROVIDED	13 (1:169 SF)
<b>PAD B (CVS)</b>	15,008 SF
STALLS REQUIRED	30 (1:500 SF)
STALLS PROVIDED	58 (1:259 SF)
<b>BUILDING C (MULTI-TENANT RETAIL/REST.)</b>	13,608 SF
STALLS REQUIRED	27 (1:500 SF)
STALLS PROVIDED	47 (1:290 SF)
<b>BUILDING D (EXIST. OFFICES)</b>	5,255 SF
STALLS REQUIRED	11 (1:500 SF)
STALLS PROVIDED	10 (1:525 SF)

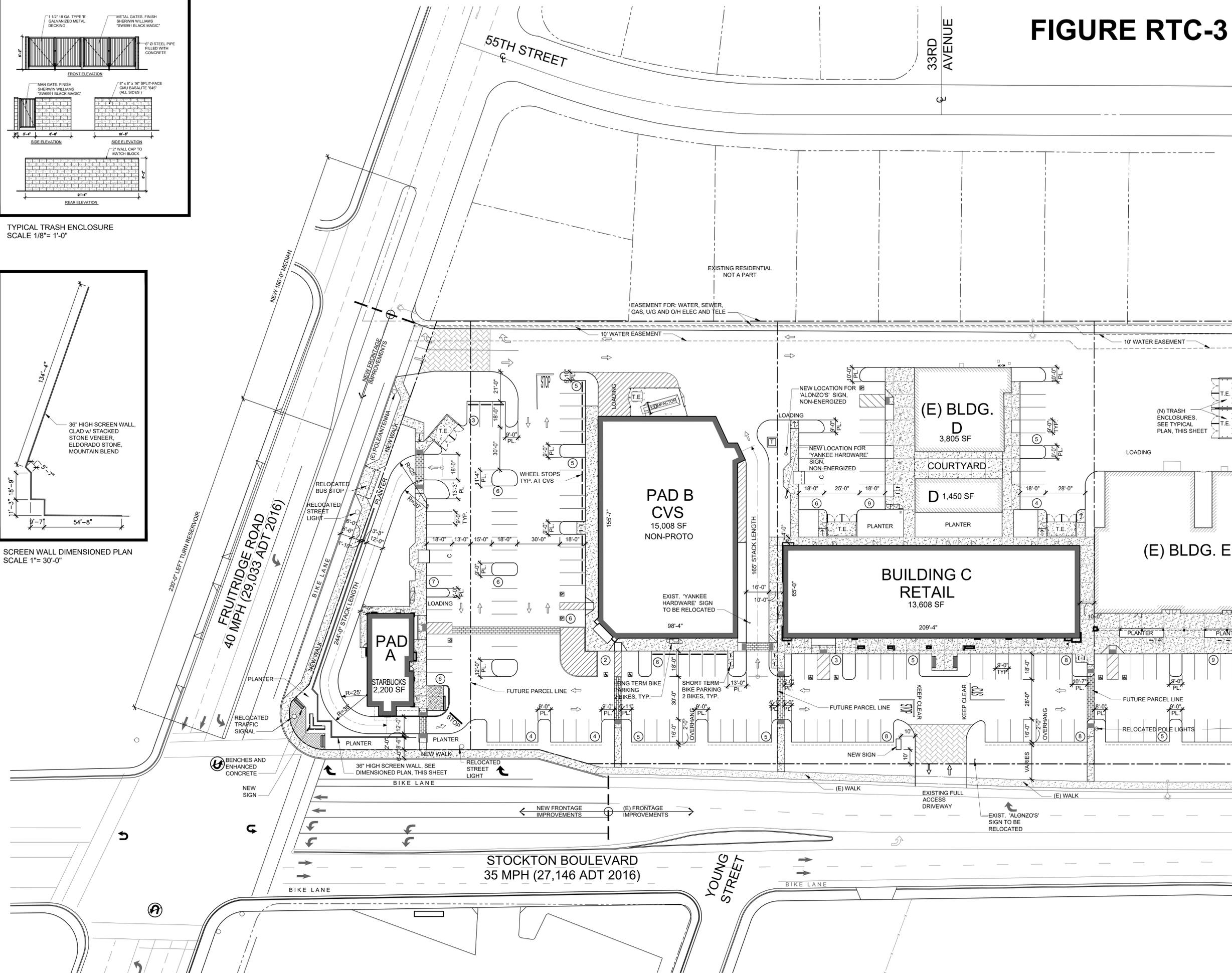
NOTE: SEE SHEET A2 FOR OVERALL PROJECT STATISTICS



TYPICAL TRASH ENCLOSURE SCALE 1/8" = 1'-0"



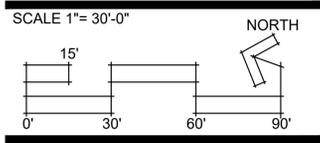
SCREEN WALL DIMENSIONED PLAN SCALE 1" = 30'-0"



SEE SHEET A-1.1 FOR THE REMAINDER OF THE PROJECT

**Stockton & Fruitridge**  
SEC Stockton Blvd. & Fruitridge Road  
Sacramento, CA

**SUSTAINED INVESTMENTS**  
17165 New Hope Street, Suite H  
Fountain Valley, CA 92708



## NORTHERLY SITE PLAN

**coact DESIGNWORKS**

coactdesignworks.com  
801 T STREET  
SACRAMENTO, CA 95811  
916.930.5900  
414 JACKSON STREET, SUITE 404  
SAN FRANCISCO, CA 95411  
415.426.7052

PROJECT NO. 04967.00	SHEET NO.
DRAWN BY RC/UK	CHECKED BY MM
ISSUE DATE FEBRUARY 6, 2109	<b>A1</b>

### Response to Comment 6-5

Demolition and construction emissions were estimated and compared to SMAQMD's thresholds of significance. Demolition and construction emissions would be well below SMAQMD's thresholds of significance and are therefore less than significant (See Table 4 on Page 26 of the Draft IS/MND). The proposed project would also be required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter).

Demolition of Asbestos Containing Materials was analyzed on Page 29 of the Draft IS/MND as follows: "Demolition or renovation of existing buildings and structures would be subject to SMAQMD Rule 902 (Asbestos). Rule 902 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of regulated asbestos containing material (RACM) generated or handled during these activities. Rule 902 addresses the national emissions standards for asbestos along with some additional requirements. Rule 902 requires lead agencies, building owners, and their contractors to notify the SMAQMD of any regulated renovation or demolition activity. This notification includes specific requirements for surveying, removal, location, work methods, and disposal of RACM. Projects that comply with Rule 902 would ensure that RACM would be disposed of appropriately and safely, minimizing the release of airborne asbestos emissions. Because Rule 902 is in place, SMAQMD's *Guide to Air Quality Assessment in Sacramento County* states that no further analysis regarding demolition of RACM is needed in a CEQA document. Therefore, the proposed project would have a **less-than-significant** impact."

Furthermore, asbestos-containing materials and other hazardous substances were also analyzed in the Hazards section of the Draft IS/MND on Page 43 and 44. The Draft IS/MND includes **Mitigation Measure HM-1** to ensure demolition would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing material or other hazardous materials such as lead-based paint. See page 44 of the Draft IS/MND for **Mitigation Measure HM-1**.

Project-specific biological and vegetation effects were analyzed in the Biological Resources section of the Draft IS/MND. The project site is a paved shopping center and the proposed project would enhance vegetation and landscaping on the project site. All biological resources impacts were found to be less than significant.

### Response to Comment 6-6

See Response to Comment 6-5. The age of the existing Java Express was an estimate and all demolition activities proposed by the project would be subject to SMAQMD Rule 902, regardless of the age of a given structure. The Draft IS/MND includes **Mitigation Measure HM-1** to ensure demolition would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing material or other hazardous materials such as lead-based paint. **Mitigation Measure HM-1** applies to all demolition activities on the project site. See page 44 of the Draft IS/MND for **Mitigation Measure HM-1**.

### Response to Comment 6-7

Impacts to Aesthetics from the proposed project such as light, glare and visual character degradation were analyzed in the Aesthetics section of the Draft IS/MND. The project site is an existing shopping center with sources of light and glare that already exist. Existing buildings at the project site are much closer to the adjacent residences to the east than the relocated Java Express will be. The amount and intensity of lighting with the proposed would be similar to the current intensity of light at the existing project site. See Response to Comment 6-5 regarding demolition and construction air emissions.

### Response to Comment 6-8

See Response to Comment 6-2.

### **Response to Comment 6-9**

See Response to Comment 6-2 regarding code compliant buildings. See Response to Comment 6-3 regarding one or two drive-thru lanes and air quality emissions. It is unclear what environmental impact the commenter is trying to refer to by stating "The project further specifies that demolition will begin in the summer of 2019, and construction will take approximately a year."

The Hydrology and Water Quality section of the Draft IS/MND contains water quality requirements for the proposed project during construction and operations. The Utilities and Service Systems section of the Draft IS/MND contains wastewater and water supply requirements for the proposed project.

As stated on Page 63 of the Draft IS/MND, "The project site is an existing shopping center. The proposed project would reduce building square footage at the project site by 11,213 SF, which should reduce demand for wastewater conveyance, water supply, solid waste disposal and energy use. Replacing the old structures at the project site with new buildings would also be expected to reduce demand on utilities and service systems due to increased standards for energy efficiency and water use efficiency. Based on the above, the proposed project would result in an overall *less-than-significant* impact related to utilities and service systems."

### **Response to Comment 6-10**

As stated in the Project Description on Page 13 of the Draft IS/MND, "The proposed project also requires a ~~Major Subdivisions~~ Tentative Subdivision Map since the proposed project would subdivide the parcel into 5 or more parcels." The Draft IS/MND assumes that the proposed project will comply with laws, codes and ordinances as required.

### **Response to Comment 6-11**

CalEEMod groups the Fast Food Restaurant uses together in emission summaries. As shown on Appendices Page 76, both Fast Food Restaurant uses and their corresponding building sizes were input into CalEEMod. Traffic and congestion is adequately analyzed in the Draft IS/MND. See Response to Comment 6-3.

### **Response to Comment 6-12**

See Response to Comment 6-11.

### **Response to Comment 6-13**

The City of Sacramento complied with all of the noticing requirements found in the CEQA Guidelines for Mitigated Negative Declarations (CEQA Guidelines Section 15105 and Sections 15070 to 15075). Notices of the availability of the draft MND were advertised in a newspaper of general circulation, mailed to property owners within 500 feet of the project site, and to occupants of properties onsite and immediately adjacent to the project site. The Notice of Availability/Intent to Adopt a Mitigated Negative Declaration was also posted in the County Clerk's Office. See Response to Comment 6-2.

### **Response to Comment 6-14**

The comment summarizes the previous comments in the comment letter. See Response to Comments 6-2 through 6-13.