



**ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION**

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

**Project Name and Number: Gateway West Commercial Project (P17-057)**

**Original Project: 2002 Gateway West Business Park (P00-064)**

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environmental beyond that which was evaluated in the attached Mitigated Negative Declaration (MND). A Subsequent MND is not required pursuant to the California Environmental Quality Act (CEQA) of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted Mitigated Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

By: 

Date: July 7, 2020

**Gateway West Arena Boulevard Project (P17-057)**  
**Addendum to the 2002 Gateway West Business Park and the Friedman Retail Development**  
**Mitigated Negative Declaration**

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**File Number/Project Name: Gateway West Commercial Project (P17-057)**

**Project Location:** The Gateway West Commercial Project is located at the northeast corner of the intersection of Arena Boulevard and Duckhorn Drive (see Attachment A, Vicinity Map), within the Gateway West Planned Unit Development, in the North Natomas Community Plan (NNCP) Area of the City of Sacramento, CA. The project site is identified by Assessor's Parcel Numbers (APNs) 225-0310-030, -031, -033, and -036.

**Existing Plan Designations and Zoning:** The City of Sacramento 2035 General Plan and the North Natomas Community Plan Area land use designation for the project site is Employment Center Mid Rise. The current zoning designation for the project site is Employment Center, and Planned Unit Development (EC-50-PUD).

**Project Description:** A planning application was received by the City of Sacramento for the Gateway West Commercial Project (hereafter referred to as the project). The project is located on a 5.7-acre project site, and would include development of a hotel, three retail/restaurant buildings (one of which includes a drive-through), a fast food restaurant and drive-through would be attached to a convenience store, which would also feature eight gasoline fuel dispensers and an associated car wash, as shown in Attachment B. Several monument signs would be constructed within the project site. The Gateway West Arena Boulevard application would require the following entitlements:

- Rezone for three parcels (±3.69 acres) from Employment Center (EC-50-PUD) to General Commercial (C-2-PUD);
- Conditional Use Permit (CUP) for a gas station;
- CUP for two drive-through facilities;
- CUP for alcohol sales for off-premise consumption;
- CUP for tobacco retail sales;
- PUD Schematic Amendment to depict commercial retail and a hotel land uses;
- Tree removal permit to remove public and private protected trees;
- Site Plan and Design Review of the site layout and architectural design.

The proposed project is located within the larger planning area known as the Gateway West Planned Unit Development (PUD) which was approved in 1997. A subsequent project, known as the Gateway West Business Park (P00-064), was approved and the associated Mitigated Negative Declaration was adopted by the City Council on March 25, 2003, (Resolution No. 2003-142). The Negative Declarations and City Council Resolutions can be viewed at the City Website located at: <http://www.cityofsacramento.org/Community-Department-Development/Planning/Environmental/Impact-Reports>. Due to the current emergency, the documents are not available for review in printed form. If you need assistance in reviewing the documents please contact Ron Bess, Associate Planner at (916) 808-8272 or [Rbess@cityofsacramento.org](mailto:Rbess@cityofsacramento.org). Further details regarding the original 1997 Gateway West PUD project and the 2002 Gateway West Business Park project, as well as the proposed modifications for the Gateway West Commercial Project, are provided below.

## Previous CEQA Analysis/Project Background

As stated above, the 1997 Gateway West PUD project was approved and the associated Mitigated Negative Declaration was adopted by City Council on August 26, 1997, Resolution No. P97-494. The project approval established a PUD, including the Development Guidelines for Gateway West (hereafter referred to as the PUD Guidelines), covering the current project site, as well as the area between the southeastern corner of Manera Rica Drive and El Centro Road and the northwestern corner of Natomas Crossing Drive and Duckhorn Drive.

Following the approval of the 1997 Gateway West PUD project, a subsequent application for development within the PUD area was submitted to the City. The application included requests for the following: the Gateway West Business Park (P00-064) to develop 65.1 acres of employment center uses; and the Friedman Retail Development (P01-104) to develop 12.75 acres with commercial uses. The 2002 Gateway West Business Park Initial Study/Mitigated Negative Declaration (hereafter referred to as the 2002 IS/MND), which included the proposed Gateway West Commercial project site, analyzed entitlements for a Planned Unit Development Schematic Plan Amendment to allocate office support retail square footage on the Gateway West Schematic Plan, a Tentative Subdivision Map to subdivide 41.27± gross acres into 11 parcels, and a Special Permit to construct three two-story office buildings with 785 parking spaces on four lots totaling 13.75± gross acres in the EC-50-PUD zone. The 2002 IS/MND identified potentially significant impacts regarding air quality, biological resources, noise, and cultural resources. Mitigation measures were provided to reduce impacts to less-than-significant levels. The City Council approved the 2002 IS/MND on March 25, 2003 (See Attachment C).

Following the approval of the Gateway West Business Park, a request to develop a Universal Technical Institute on the parcels directly adjacent to the proposed project site, was submitted to the City. The proposed Universal Technical Institute Project (P04-246) was consistent with previously approved entitlements, land use designations, and zoning, with the exception of specific configuration of building footprints. On February 24, 2005, the Planning Commission approved a PUD Schematic Plan Amendment and the associated addendum, the Universal Technical Institute Addendum (UTI Addendum), which found that the proposed site plan was not a substantial change to the Gateway West Business Park project and would not result in any new or more severe environmental impacts (See Attachment D).

## Gateway West Commercial Project

The proposed project encompasses approximately 5.7 acres and includes Parcels 6, 7, 8, and 9 of the Gateway West PUD, development of which was previously analyzed in the 2002 IS/MND. Although the proposed project would include a lot line adjustment, the total project area would remain the same as the total areas of Parcels 6, 7, 8, and 9 combined. The Gateway West PUD and Guidelines state that of the 65.1 acres of Employment Center (EC-50) zone contained in the PUD, 15 percent shall be used for support retail uses and the 15 percent can be expanded by an additional four (4) acres to accommodate a hotel/hospitality use. The EC Zone also provides the opportunity for a variety and mix of supporting uses such as supporting retail and highway commercial. Although the proposed retail/commercial uses are generally consistent with the retail uses envisioned in the Gateway West PUD, due to the type of development proposed and the inclusion of two drive throughs, the project includes requests to rezone the three parcels intended for development with retail/restaurant/gas station uses from EC-50-PUD to General Commercial (C-2-PUD), which is an allowable use as is specified by the Gateway West PUD. Table 1 below provides a comparison of the land uses approved in the 2002 IS/MND and UTI Addendum (hereafter referred to as the previous CEQA documents) for the project site and the land uses proposed as part of the Gateway West Commercial Project.

As shown in Table 1, the proposed project would decrease the overall build-out square footage of the site from 87,700 square feet (sf) under the land uses approved in the previous CEQA documents to 67,866 sf. Despite the overall decrease in building square footage, the overall area disturbed by the project remains the same.

Parcel #	Previously Approved		Proposed	
	Land Use	Square Footage	Land Use	Square Footage
6	Retail	6,500	Retail/Restaurant	<b>6,904</b>
7	Retail	1,200	Retail/Restaurant	<b>5,336</b>
8	Restaurant	10,000	Mini-Mart	6,310
			Gas Station	0
			<b>TOTAL</b>	<b>6,310</b>
9	Hotel	70,000	Hotel	<b>49,316</b>
<b>TOTAL</b>	-	<b>87,700</b>	-	<b>67,866</b>

In addition to construction and operation of the developments shown in Table 1, the proposed project includes several improvements to Duckhorn Drive including the provision of two vehicle access points and restriping of portions of Duckhorn Drive. In particular, the intersection created by the northernmost project access point and Duckhorn Drive would be configured as a roundabout. The proposed roundabout would require dedication of additional right-of-way for Duckhorn Drive, and will require the removal of several trees. Additionally, the southbound left-turn lanes from Duckhorn Drive onto Arena Boulevard would be extended to accommodate a total storage area of 325 feet. Construction of the roundabout and extension of the left-turn lanes would be completed as part of the proposed project.

#### CEQA Analysis Approach

In the case of a project proposal requiring discretionary approval by the City for which the City has adopted a Negative Declaration for the overall project, as here, the City must determine whether a subsequent Negative Declaration is required. The CEQA Guidelines provide guidance in this process by requiring an examination of whether, since the adoption of the Negative Declaration and approval of the project, changes in the project or conditions have been made to such an extent that the proposal may result in substantial changes in physical conditions that are considered significant under CEQA. If so, the City would be required to prepare a subsequent Negative Declaration. The examination of impacts is the first step taken by the City in reviewing the CEQA treatment of the proposed project.

The following review proceeds with the requirements of CEQA Guidelines Section 15162 in mind. Section 15162 is discussed in detail below. The following discussion concludes that the conditions set forth in Section 15162 were not present, and that an addendum would be prepared for the project pursuant to CEQA Guidelines Section 15164.

The discussion in this Addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that the project is “exempt” from CEQA review, which is not the case. Rather, the determination here is that the project’s impacts have been considered in a previous CEQA document (i.e., the 2002 Gateway West Business Park IS/MND and the Universal Technical Institute Addendum) that were both reviewed and adopted by the City Council and deemed a sufficient and adequate analysis of the environmental impacts of the project. An addendum is the appropriate environmental document.

## **Discussion**

An Addendum to an adopted Negative Declaration may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in Section 15162(a) as they relate to the project:

- 1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;**
- 2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or**
- 3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:**
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;**
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];**
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or**
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR or Negative Declaration and approval of the project, unless further discretionary action is required. The approvals requested as part of the proposed project are considered discretionary actions, and CEQA review, is therefore required.

The discussion and table that follows includes an analysis of the project under the standards established by Section 15162.

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

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. However, a project's divergence from an adopted plan 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 addendum identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and energy, and the effect of the project on these resources.

### Land Use

The proposed project consists of a hotel, a retail/restaurant building with a drive-through, two additional retail/restaurant buildings, a gas station with a convenience store and attached fast food and drive-through, a car wash, and several site identifying monument signs. The City of Sacramento 2035 General Plan and North Natomas Community Plan land use designation for the project site is Employment Center Mid Rise. The Employment Center Mid Rise designation allows for densities between 18 and 60 units per net acre and a floor to area ratio (FAR) of 0.25 - 2.0.<sup>1</sup> The proposed project would result in a FAR of 0.25 by developing the 5.7-acre site with 67,866 sf of building space, including hotel. As such, the proposed project would be consistent with the City of Sacramento 2035 General Plan. The project site is currently zoned as Employment Center-50-PUD (EC-50-PUD). Employment Centers are categorized by the permitted employment intensity, with the EC-50-PUD requiring an average of 50 employees per acre. The Employment Center designation allows for flexible employment-generating uses including hotels, as well as supporting uses such as retail, residential and light industrial. While limited retail uses are allowed within the Employment Center designation, drive-through uses are not. Therefore, the proposed project requests a rezone of parcels that include drive-through uses as well as a third parcel that would be developed with retail/restaurant uses to C-2-PUD, which is an allowable use as is specified by the Gateway West PUD and the City of Sacramento's Planning and Development Code (Title 17). The remaining parcel, which would include the proposed hotel, would remain consistent with the EC-50-PUD zoning guidelines and would not be rezoned.

Although the proposed project includes a request to rezone a portion of the project site and a schematic plan amendment to the Gateway West PUD Guidelines, the requested rezone would serve to expand the commercial uses conditionally allowed for the project site, such as drive-through facilities. The rezone would not introduce any new land uses such as heavy industrial, or residential uses that could be incompatible with the existing General Plan designation or surrounding land uses. Therefore, the overall use of the site would remain commercial in nature, and thus consistent with what was planned by the 2035 General Plan, the Gateway West PUD Project, and analyzed in the City of Sacramento 2035 General Plan EIR and the previous CEQA documents.

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<sup>1</sup> City of Sacramento. *Sacramento 2035 General Plan*. [pg. 2-27]. March 3, 2015.

## Population and Housing

The proposed project is located within a developing area of North Natomas. The proposed project would not include any residential development, and would not directly increase the population of the area. Although the proposed project would create jobs that could lead to indirect population growth in the area, the project is consistent with the type and intensity of use contemplated in the City's General Plan, and was analyzed in the associated 2035 General Plan EIR. The project site is currently vacant, and implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project.

Previous CEQA documents anticipated development of the project site with employment center land uses, and analyzed the potential for such development to affect population and housing in the project area. The land uses included in the proposed project are generally consistent with the land uses previously considered in past CEQA documents for the project site, and, thus, the conclusions of previous CEQA analysis for the project site would remain applicable to the proposed project.

As a result, the proposed project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to population or housing from what was anticipated for the project area in the previous CEQA documents and the 2035 General Plan.

## Agricultural and Timberland Resources

The 2035 General Plan EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see 2035 General Plan EIR, Chapter 6.2). In addition to evaluating the effect of the General Plan on sites within the City, the 2035 General Plan 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 (2035 General Plan EIR, page 6.2-13). The 2035 General Plan EIR concluded that the impact of the 2035 General Plan on agricultural resources and the loss of trees within the City was less than significant.

The proposed project site is currently vacant, and is located in an urban area adjacent to I-5, with residential development to the west, commercial development to the southwest and north, and vacant land to the south. The site is regularly disked, consists predominantly of ruderal vegetation, and is not utilized for agricultural or timber-harvest operations. According to the California Department of Conservation's *Sacramento County Important Farmland 2018* Map, the project site is considered Farmland of Local Importance, which is defined as land that is either currently producing, or has the capability of production, but does not meet the criteria of Important Farmland (i.e., Prime Farmland, Farmland of Statewide Importance, or Unique Farmland).<sup>2</sup> In addition, the site is not designated or zoned for agricultural or timberland uses, nor is the land under a Williamson Act contract.

Previous CEQA documents anticipated development of the project site, and analyzed the potential for such development to result in the loss of agricultural or timberland resources. The proposed project would not increase the amount of land previously anticipated for development, nor would the project include development of land not previously anticipated for development. Thus, the conclusions of previous CEQA documents to the potential for development of the project site to result in the loss of agricultural or timberland resources remains applicable to the proposed project.

Therefore, the proposed project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to

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<sup>2</sup> California Department of Conservation. *Sacramento County Important Farmland 2018*. Published December 2019.

Agricultural or Timberland Resources from what was anticipated for the project area in the previous CEQA documents.

### Energy

The buildings associated with the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes goals (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 2035 General Plan EIR discussed energy conservation and relevant General Plan policies in Section 6.3 (2035 General Plan EIR 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 2035 General Plan EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level. Since the preparation of the 2035 General Plan and General Plan EIR, State building codes have become increasingly more stringent, with commercial structures built under the 2019 California Building Energy Efficiency Standards achieving 30 percent greater energy efficiency as compared to structures built under the 2016 codes. Consequently, the energy demand from development of the project site would likely be less than the demand that was anticipated from development of the site in the 2035 General Plan EIR. The proposed project would be consistent with the type and intensity of development anticipated for this site in the General Plan, and would be conditioned to comply with the energy efficiency standards required by Title 24. Sacramento Municipal Utility District (SMUD) would provide electricity to the site, and has reviewed the proposed project. During project-review, SMUD requested various conditions be placed on the project. The City would include such conditions as deemed appropriate by City staff.

Considering the above, the project would not result in impacts related to the inefficient, wasteful, or unnecessary use of energy.

### **ENVIRONMENTAL IMPACT COMPARISON**

The purpose of the comparison is to evaluate the categories in terms of any **“changes”** or **“new information”** that may result in a changed environmental impact evaluation. A “no” answer does not necessarily mean that potential impacts do not exist relative to the environmental category, but that a relevant change would not occur in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

## **EXPLANATION OF IMPACT EVALUATION CATEGORIES**

Environmental Issue Area: This column presents the environmental resource area to be discussed and the relevant City of Sacramento Environmental Checklist questions to be analyzed.

Where Impact Was Analyzed in the Previous CEQA Documents: This column provides a reference to the page(s) of the 2002 IS/MND where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New or More Severe Impacts?: Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new impacts that have not already been considered and mitigated by a previous IS/MND or that substantially increase the severity of a previously identified impact. If a “yes” answer is given and more severe impacts are specified, additional mitigations will be specified in the discussion section including a statement of impact status after mitigation.

Any New Circumstances Involving New or More Severe Impacts?: Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of an IS/MND, which would result in the current project having significant impacts that were not considered or mitigated by that IS/MND or which substantially increase the severity of a previously identified impact.

Any New Information Requiring New Analysis or Verification?: Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information is available requiring an update to the analysis of a previous IS/MND to verify that the environmental conclusions and mitigations remain valid. This also applies to any new regulations that might change the nature of analysis or the specifications of a mitigation measure. If additional analysis is conducted as part of this environmental impact comparison and the environmental conclusion remains the same, no new or additional mitigation is necessary. If the analysis indicates that a mitigation requires supplemental specifications, no additional environmental documentation is needed if it is found that the modified mitigation achieves a reduction in impact to the same level as originally intended.

Discussion: A discussion of the elements of the impact is provided for each impact statement in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

### **Mitigation Sections**

Mitigation Measures from the Previous CEQA Documents: Applicable mitigation measures from the previous CEQA documents that apply to the changes or new information are referenced under each environmental category.

Modified Mitigation Measures: Where applicable the mitigation measures from the previous CEQA documents have been modified for application to the proposed project. The modification of previous mitigation measures ensures the incorporation of relevant site-specific information to maintain potential project related impacts at a level equal to those identified in the previous CEQA documents.

Special Mitigation Measures: If changes or new information involve new or more severe impacts, special mitigations will be listed which will be included as project conditions to address those impacts.

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
<b>1. Aesthetics.</b> Would the project:					
a. Create a source of glare that would cause a public hazard or annoyance?	2002 IS/MND pg. 70 – 71	No	No	No	<p>The 2002 IS/MND analyzed the potential for the Gateway West Business Park to create new sources of light and/or glare. Given the Gateway West Business Park's compliance with Sacramento City Code (SCC) Title 17.24 and 17.68.030 Part B, as well as design criteria in the PUD Guidelines, the 2002 IS/MND concluded that the Gateway West Business Park would result in a less than significant impact to aesthetics.</p> <p>The proposed land uses would be generally consistent with the commercial and employment types of land uses contemplated in the 2002 IS/MND; thus, the proposed project would involve similar sources of light and/or glare as previously analyzed. The proposed project would be subject to the foregoing SCC regulations and PUD Guidelines. Conformance to all applicable lighting regulations would ensure that the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND and would therefore have a less-than-significant impact.</p>
b. Create a new source of light that would be cast onto oncoming traffic or residential uses?	N/A	N/A	N/A	N/A	<p>The 2002 IS/MND did not discuss the impact of new sources of light cast onto oncoming traffic or residential uses.</p> <p>The proposed project would include commercial type land uses, the design of which would be subject to relevant SCC and PUD requirements for the placement and shielding of lighting.</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					<p>Compliance with such requirements would ensure that substantial amounts of light from the project site would not be cast onto oncoming traffic or residential uses across Duckhorn Drive.</p> <p>While the proposed project is located adjacent to Arena Boulevard and a residential development, compliance with the above-mentioned SCC and PUD Guidelines regulations would ensure that the proposed project would not result in new or more severe impacts related to new sources of lighting and would therefore have a less-than-significant impact.</p>
<p><b>Mitigation Measures from Previous CEQA Documents: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
<b>2. Air Quality.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?	2002 IS/MND pg. 26 – 32	No	No	Yes	<p>The 2002 IS/MND analyzed the potential for the Gateway West Business Park to result in substantial air emissions or the deterioration of ambient air quality. The 2002 IS/MND concluded that the Gateway West Business Park Project had the potential to result in significant impacts to air quality, specifically in regards to the continued non-attainment of federal ozone standards and Particulate Matter (PM) standards; however, sufficient mitigation measures could be imposed to reduce impacts to a less-than-significant level.</p> <p>In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated as being in nonattainment for, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has established recommended thresholds of significance. The thresholds include mass emission thresholds for construction-related and operational ozone precursors (i.e., reactive organic compounds [ROG]) and oxides of nitrogen [NO<sub>x</sub>]), as the area is under nonattainment for ozone. At the time of analysis, the City's Environmental Checklist included the then current emissions thresholds from SMAQMD. The thresholds for operational ROG and NO<sub>x</sub> have not changed since the approval of the 2002 IS/MND; however, the District's PM thresholds have been updated. Therefore, new analysis is needed to assess whether the proposed project would result in new or more severe impacts than</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion									
					<p>what was anticipated by the 2002 IS/MND. In addition to the updated PM standards, considering the request for approval of a rezone included in the proposed project, the project's potential operational emissions of NO<sub>x</sub> and ROG are also analyzed. The SMAQMD's current recommended thresholds of significance for ROG and NO<sub>x</sub> are presented in Table 2.</p> <table border="1" data-bbox="1251 578 1942 836"> <caption data-bbox="1339 581 1902 678"><b>Table 2 SMAQMD Thresholds of Significance for Ozone Precursors</b></caption> <thead> <tr> <th data-bbox="1251 678 1465 743">Pollutant</th> <th data-bbox="1465 678 1703 743">Construction Thresholds</th> <th data-bbox="1703 678 1942 743">Operational Thresholds</th> </tr> </thead> <tbody> <tr> <td data-bbox="1251 743 1465 776">NO<sub>x</sub></td> <td data-bbox="1465 743 1703 776">85 lbs/day</td> <td data-bbox="1703 743 1942 776">65 lbs/day</td> </tr> <tr> <td data-bbox="1251 776 1465 808">ROG</td> <td data-bbox="1465 776 1703 808">-</td> <td data-bbox="1703 776 1942 808">65 lbs/day</td> </tr> </tbody> </table> <p data-bbox="1262 808 1602 836"><i>Source: SMAQMD, May 2015.<sup>3</sup></i></p> <p>In order to determine whether the proposed project would result in new or more severe impacts resulting from new information, the proposed project's construction-related and operational emissions have been estimated and compared to the thresholds in Table 2 using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where</p>	Pollutant	Construction Thresholds	Operational Thresholds	NO <sub>x</sub>	85 lbs/day	65 lbs/day	ROG	-	65 lbs/day
Pollutant	Construction Thresholds	Operational Thresholds												
NO <sub>x</sub>	85 lbs/day	65 lbs/day												
ROG	-	65 lbs/day												

<sup>3</sup> Sacramento Metropolitan Air Quality Management District. *SMAQMD Thresholds of Significance Table*. Available at: <http://www.airquality.org/ceqa/CH2ThresholdsTables5-2015.pdf>. May 2015. Accessed May 2016.

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					<p>project-specific data is available, such data should be input into the model. Accordingly, based on project-specific information provided by the project applicant, the following assumptions were made for the proposed project's modeling:</p> <ul style="list-style-type: none"> <li>• Construction was assumed to commence in March 2021 and the project would be fully operational by 2023;</li> <li>• The default carbon dioxide (CO<sub>2</sub>) intensity factor in the model was adjusted to reflect the Sacramento Municipal Utility District's (SMUD) progress towards Statewide renewable portfolio standard (RPS) goals;</li> <li>• Vehicle trip rates were determined based on information provided by DKS Associates<sup>4</sup>;</li> <li>• The anticipated operational energy demand was updated to reflect the more stringent requirements of the 2019 California Building Standards Code (CBSC), with which the project would be required to comply; and</li> <li>• The proposed project site is 0.2-mile from the nearest Regional Transit bus stop.</li> </ul> <p>Rather than estimating potential emissions from buildout of the proposed project site under the 2002 IS/MND and comparing the estimated emissions from the proposed project to the build out of the site under existing land use designations, the City elected to compare the results of the proposed project's emissions estimations to the thresholds of significance above in order to determine the associated level of</p>

<sup>4</sup> DKS Associates. *Memorandum: Gateway West – Arena Boulevard Retail Center*. March 30, 2017.

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					<p>impact. All CalEEMod modeling results are included as Attachment F of this Addendum.</p> <p><i>Construction Related Emissions</i></p> <p>During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD or the City has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO<sub>x</sub>, as shown in Table 2 above.</p> <p>According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NO<sub>x</sub> as shown in Table 3.</p> <table border="1" data-bbox="1255 1214 1942 1442"> <caption data-bbox="1291 1219 1906 1317"><b>Table 3 Maximum Unmitigated Project Construction NO<sub>x</sub> Emissions</b></caption> <thead> <tr> <th data-bbox="1255 1317 1413 1409">Pollutant</th> <th data-bbox="1413 1317 1640 1409">Project Emissions (lbs/day)</th> <th data-bbox="1640 1317 1942 1409">Threshold of Significance (lbs/day)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1255 1409 1413 1442">NO<sub>x</sub></td> <td data-bbox="1413 1409 1640 1442">40.86</td> <td data-bbox="1640 1409 1942 1442">85</td> </tr> </tbody> </table> <p data-bbox="1266 1442 1856 1464"><i>Source: CalEEMod, February 2020 (see Attachment F).</i></p>	Pollutant	Project Emissions (lbs/day)	Threshold of Significance (lbs/day)	NO <sub>x</sub>	40.86	85
Pollutant	Project Emissions (lbs/day)	Threshold of Significance (lbs/day)									
NO <sub>x</sub>	40.86	85									

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					<p>As shown in Table 3 the proposed project's unmitigated construction-related emissions would be below SMAQMD's threshold of significance of 85 lbs/day for NO<sub>x</sub>.</p> <p>All projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at <a href="http://www.airquality.org/rules">www.airquality.org/rules</a>). Relevant rules include, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings). Furthermore, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would help to minimize construction emissions. Mitigation Measures 5-1 through 5-8 from the 2002 IS/MND are substantively similar to SMAQMD's BCECP, and adherence to both the 2002 IS/MND's Mitigation Measures and SMAQMD's BCECP would be anticipated to effectively minimize construction emissions. Therefore, the proposed project would not be expected to result in construction related impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p> <p><i>Operational Emissions</i></p> <p>Day-to-day activities, such as future employee and customer vehicle trips to and from the project site, would make up the majority of the project's operational mobile emissions. Emissions would also occur from</p>

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					<p>area sources such as natural gas combustion from the gas station, heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).</p> <p>The CalEEMod modeling assumptions for the proposed project are presented above. The proposed project's operational emissions, estimated by CalEEMod, are presented in Table 4.</p> <table border="1" data-bbox="1249 678 1942 967"> <caption data-bbox="1270 683 1921 781"><b>Table 4 Maximum Unmitigated Project Operational NO<sub>x</sub> and ROG Emissions</b></caption> <thead> <tr> <th data-bbox="1249 781 1480 873">Pollutant</th> <th data-bbox="1480 781 1711 873">Project Emissions (lbs/day)</th> <th data-bbox="1711 781 1942 873">Thresholds of Significance (lbs/day)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 873 1480 906">NO<sub>x</sub></td> <td data-bbox="1480 873 1711 906">30.74</td> <td data-bbox="1711 873 1942 906">65</td> </tr> <tr> <td data-bbox="1249 906 1480 938">ROG</td> <td data-bbox="1480 906 1711 938">12.29</td> <td data-bbox="1711 906 1942 938">65</td> </tr> </tbody> </table> <p data-bbox="1260 938 1858 967"><i>Source: CalEEMod, February 2020 (see Attachment F).</i></p> <p>As shown in Table 4 the proposed project would not result in operational emissions of NO<sub>x</sub> or ROG above 65 lbs/day. Because the estimated operational emissions of NO<sub>x</sub> and ROG are below the applicable thresholds, the proposed project would not result in any new or more severe impacts related to operational emissions.</p> <p><i>Conclusion</i></p> <p>The 2002 IS/MND concluded that the Gateway West Business Park Project could result in impacts to ambient air quality, but that potential impacts would be reduced to less than significant levels by the</p>	Pollutant	Project Emissions (lbs/day)	Thresholds of Significance (lbs/day)	NO <sub>x</sub>	30.74	65	ROG	12.29	65
Pollutant	Project Emissions (lbs/day)	Thresholds of Significance (lbs/day)												
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Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					application of Mitigation Measures 5-1 through 5-8. This addendum has included further analysis, which verifies that the project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.
b. Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?	2002 IS/MND pg. 26 – 32	No	No	Yes	See Question a., above.
c. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	2002 IS/MND pg. 26 – 32	No	No	Yes	<p>The 2002 IS/MND analyzed the potential for the Gateway West Business Park Project to result in substantial air emissions or the deterioration of ambient air quality. The 2002 IS/MND concluded that the Gateway West Business Park Project had the potential to result in significant impacts to air quality; however, sufficient mitigation could be imposed to reduce impacts to a less-than-significant level.</p> <p>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</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					<p>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 (see question d. below for a discussion of the proposed project's PM emissions).</p> <p>As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p>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</p>	<p>2002 IS/MND pg. 26 – 32</p>	<p>No</p>	<p>No</p>	<p>Yes</p>	<p>The 2002 IS/MND analyzed the potential for the Gateway West Business Park Project to result in substantial air emissions or the deterioration of ambient air quality including PM<sub>10</sub>. The 2002 IS/MND concluded that construction related to the Gateway West Business Park Project had the potential to result in significant impacts related to PM<sub>10</sub> emissions; however, with the application of Mitigation Measures 5-1 through 5-8, such potential impacts would be reduced to less-than-significant levels.</p> <p>As the region is designated nonattainment for PM<sub>10</sub> and PM<sub>2.5</sub>, SMAQMD has recently adopted updated mass emissions operational and construction thresholds of</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion																		
projected violations of this standard?					<p>significance for PM<sub>10</sub> and PM<sub>2.5</sub>. Because updated emissions thresholds have been adopted since the 2002 IS/MND, new analysis is needed to assess whether the proposed project would result in new or more severe impacts, than what was anticipated by the 2002 IS/MND.</p> <p>In order to determine whether the proposed project would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions have been estimated using CalEEMod with the same assumptions as listed above applied. According to the CalEEMod results, the proposed project would result in PM<sub>10</sub> and PM<sub>2.5</sub> emissions as shown in Table 5 and Table 6.</p> <table border="1" data-bbox="1249 881 1934 1170"> <caption data-bbox="1283 886 1900 980"><b>Table 5 Maximum Unmitigated Project Construction Emissions of PM<sub>10</sub> and PM<sub>2.5</sub></b></caption> <thead> <tr> <th data-bbox="1249 984 1423 1076">Pollutant</th> <th data-bbox="1423 984 1633 1076">Construction Emissions (lbs/day)</th> <th data-bbox="1633 984 1934 1076">Construction Thresholds (lbs/day)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 1076 1423 1109">PM<sub>10</sub></td> <td data-bbox="1423 1076 1633 1109">20.27</td> <td data-bbox="1633 1076 1934 1109">80 65</td> </tr> <tr> <td data-bbox="1249 1109 1423 1141">PM<sub>2.5</sub></td> <td data-bbox="1423 1109 1633 1141">11.86</td> <td data-bbox="1633 1109 1934 1141">82 65</td> </tr> </tbody> </table> <p data-bbox="1262 1141 1858 1166"><i>Source: CalEEMod, February 2020 (see Attachment F).</i></p> <table border="1" data-bbox="1249 1203 1934 1461"> <caption data-bbox="1293 1208 1890 1302"><b>Table 6 Maximum Unmitigated Project Operational Emissions of PM<sub>10</sub> and PM<sub>2.5</sub></b></caption> <thead> <tr> <th data-bbox="1249 1305 1423 1398">Pollutant</th> <th data-bbox="1423 1305 1633 1398">Operational Emissions (lbs/day)</th> <th data-bbox="1633 1305 1934 1398">Operational Thresholds (lbs/day)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 1398 1423 1430">PM<sub>10</sub></td> <td data-bbox="1423 1398 1633 1430">11.59</td> <td data-bbox="1633 1398 1934 1430">80 65</td> </tr> <tr> <td data-bbox="1249 1430 1423 1461">PM<sub>2.5</sub></td> <td data-bbox="1423 1430 1633 1461">3.21</td> <td data-bbox="1633 1430 1934 1461">82 65</td> </tr> </tbody> </table>	Pollutant	Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)	PM <sub>10</sub>	20.27	80 65	PM <sub>2.5</sub>	11.86	82 65	Pollutant	Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)	PM <sub>10</sub>	11.59	80 65	PM <sub>2.5</sub>	3.21	82 65
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					<table border="1" data-bbox="1249 316 1942 500"> <thead> <tr> <th data-bbox="1249 316 1423 402">Pollutant</th> <th data-bbox="1423 316 1633 402">Operational Emissions (tons/yr)</th> <th data-bbox="1633 316 1942 402">Operational Thresholds (tons/yr)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 402 1423 435">PM<sub>10</sub></td> <td data-bbox="1423 402 1633 435">1.30</td> <td data-bbox="1633 402 1942 435">14.6</td> </tr> <tr> <td data-bbox="1249 435 1423 467">PM<sub>2.5</sub></td> <td data-bbox="1423 435 1633 467">0.36</td> <td data-bbox="1633 435 1942 467">15</td> </tr> <tr> <td colspan="3" data-bbox="1249 467 1942 500"><i>Source: CalEEMod, February 2020 (see Attachment F).</i></td> </tr> </tbody> </table> <p data-bbox="1249 532 1942 1433">As presented in the tables, the proposed project's estimated emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be well below the applicable SMAQMD thresholds of significance. Additionally, the proposed project would be subject to SMAQMD's District Rule 403 (Fugitive Dust), which requires the incorporation of all basic construction emission control practices, known as Best Management Practices (BMPs). SMAQMD's BMPs include such measures as watering all exposed surfaces two times daily, covering or maintaining two feet of free board space on all haul trucks transporting loose materials, and minimizing idling time for on- and off-road diesel-powered equipment, among other measures. The BMPs now required by SMAQMD are substantively similar to Mitigation Measures 5-1 through 5-8 of the 2002 IS/MND. Implementation of SMAQMD's required BMPs and Mitigation Measures 5-1 through 5-8 of the 2002 IS/MND would result in a further reduction of construction related PM emissions below the levels presented in Table 5 above. As such, the project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>	Pollutant	Operational Emissions (tons/yr)	Operational Thresholds (tons/yr)	PM <sub>10</sub>	1.30	14.6	PM <sub>2.5</sub>	0.36	15	<i>Source: CalEEMod, February 2020 (see Attachment F).</i>		
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<p>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)?</p>	<p>2002 IS/MND pg. 32 – 34</p>	<p>No</p>	<p>No</p>	<p>Yes</p>	<p>The 2002 IS/MND analyzed the potential for the Gateway West Business Park Project to result in substantial air emissions or the deterioration of ambient air quality including CO. The 2002 IS/MND concluded that the Gateway West Business Park Project would increase traffic in the project area, which could result in greater CO emissions. However, the 2002 IS/MND acknowledged that the Sacramento General Plan Update required qualifying developments in the North Natomas area to prepare and implement a Transportation Systems Management (TSM) Plan. The Gateway West Business Park Project was considered subject to the TSM Plan requirement, and the 2002 IS/MND concluded that implementation of a TSM Plan would ensure that the proposed project would not result in significant emissions of CO. However, because the proposed project includes rezones of two parcels within the project site and alteration to the surrounding circulation network, the potential for the proposed project to result in localized CO emissions has been further analyzed below.</p> <p>Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards 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</p>

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					<p>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:</p> <ul style="list-style-type: none"> <li>• Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and</li> <li>• The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.</li> </ul> <p>Even if a project would result in either of the above, 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:</p> <ul style="list-style-type: none"> <li>• The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;</li> <li>• 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</li> <li>• The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).</li> </ul>

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					<p>As discussed in the Transportation/Traffic section of this addendum, an analysis of potential traffic-related impacts was prepared for a previous version of the proposed project, which was considered a more intensive proposal for development. The previous analysis demonstrated that buildout of the project site at the levels previously proposed would result in the deterioration of the LOS at the intersection of Duckhorn Drive and Arena Boulevard from D to E.<sup>5</sup> However, since the time of preparation of the traffic analysis, the project has been revised from a previously proposed 22,000 sf of retail to a currently proposed 12,240 sf of retail. In addition, the size of the proposed hotel has been decreased by 9 rooms. The reduced retail square footage and hotel rooms would result in fewer vehicle trips to and from the site, which would likely reduce the likelihood that the proposed project would result in the aforementioned deterioration to the intersection of Duckhorn Drive and Arena Boulevard.</p> <p>Furthermore, as shown in the Technical Memorandum prepared by DKS Associates for the project as previously proposed at 22,000 sf of retail space and 120 hotel rooms, traffic volume at the foregoing intersections would experience a maximum hourly volume of 2,824 vehicles, which is well below the SMAQMD's second tier screening criteria of 31,600 vehicles per hour. Again, considering the reduced intensity of the current proposal, maximum hourly vehicle volumes would likely be reduced from the levels anticipated by DKS Associates. Moreover, the intersection of Duckhorn Drive and Arena Boulevard is</p>

<sup>5</sup> DKS Associates. *Memorandum: Gateway West – Arena Boulevard Retail Center Task 10: Analysis of Change in Project Land Use*. July 27, 2017.

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					<p>not below-grade and does not include limitations to vertical or horizontal mixing such as tunnels or street canyons. Finally, the proposed project would include operation of a commercial development including restaurants, retail establishments, a hotel, and a gas station; such uses would generate vehicle traffic from passenger automobiles as well as delivery trucks, service vehicles, and some heavy-duty diesel vehicles. The mix of vehicles traveling to and from the project site would be similar to other commercial developments within the County, and would not be anticipated to be significantly different than the County average. Consistent with the analysis presented in the 2002 IS/MND, the proposed project is not anticipated to result in significant impacts to air quality related to localized CO emissions.</p> <p><i>Conclusion</i></p> <p>As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions. Accordingly, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
f. Result in exposure of sensitive receptors to substantial pollutant concentrations?	2002 IS/MND pg. 26 – 34	No	No	Yes	<p>The 2002 IS/MND considered the Gateway West Business Park Project’s potential impacts related to the emission of criteria air pollutants, including CO. However, the original Gateway West Business Park Project did not include proposals for a gas dispensing facility (GDF). Operation of GDFs results in emissions of gasoline vapors, which contain Volatile Organic Compounds (VOCs) and TACs. The principal TAC of</p>

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					<p>concern at a GDF station is benzene. Because the 2002 Gateway West Business Park Project did not include a GDF, the emission of benzene was not previously analyzed. Therefore, further analysis of benzene emissions has been performed for the currently proposed project. In addition to analysis of benzene emissions, potential emissions of other TACs are analyzed below:</p> <p><u>Benzene</u></p> <p>Benzene is a toxic component of gasoline vapors, which has been identified as a carcinogen.<sup>6</sup> Benzene constitutes approximately 0.3 percent by weight of gasoline vapors. Therefore, all GDF operations that result in the emission of gasoline vapors include emission of benzene. Such operations include filling of gasoline storage tanks, refueling of vehicles, spillage of gasoline during refueling, and changes in vapor pressure related to the heating and cooling of stored gasoline. CARB requires new GDFs to install various emissions control technologies, which are used to recover gasoline vapors prior to emission to the atmosphere. Despite the inclusion of emissions control technology, emissions of gasoline vapors, including benzene continue to occur.</p> <p>CARB, in the Air Quality and Land Use Handbook, identifies GDFs as a significant source of TAC emissions due to benzene, and provides recommendations for separation distances between GDFs and sensitive receptors.<sup>7</sup> CARB recommends</p>

<sup>6</sup> American Cancer Society. *Benzene Cancer Risk*. Available at <https://www.cancer.org/cancer/cancer-causes/benzene.html>. Accessed July 2017.

<sup>7</sup> California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

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					<p>that GDFs with a total throughput of 3.6 million gallons per year or greater be sited at least 300 feet away from existing residences, or that a detailed health risk assessment (HRA) be performed if such land uses are within 300 feet from each other. Under previously proposed plans for the site, the GDF was proposed to be located less than 250 feet away from existing apartment structures along Duckhorn Drive. Since the original proposal was submitted to the City, updated project plans have been submitted, which place the GDF approximately 360 feet away from the existing residences. Due to the updated location of the GDF, the proposed GDF would be outside of the recommended separation distance from the nearest receptor and would comply with the CARB's recommended separation distance; thus, an HRA would not be required for the GDF as currently proposed.</p> <p>Although the GDF would not require an HRA based on the currently proposed location, an HRA was prepared based on the previously proposed location for the GDF. Movement of the GDF away from the nearest receptors would be anticipated to reduce potential impacts related to exposure of existing sensitive receptors to substantial pollutant concentrations. Nevertheless, the results of the previously prepared HRA are presented below for informational purposes.</p> <p>The benzene concentrations associated with GDF operations at the previously proposed location has been estimated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The</p>

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					<p>associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's HARP 2 Risk Assessment Standalone Tool (RAST),<sup>8</sup> which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.<sup>9</sup> The modeling was performed in compliance with the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, <i>Gasoline Service Station Industrywide Risk Assessment Guidelines</i>, as well as the USEPA's <i>User's Guide for the AMS/EPA Regulatory Model – AERMOD</i>,<sup>10</sup> and the 2015 OEHHA Guidance Manual.</p> <p>SMAQMD provides thresholds for the review of GDFs based on the estimated levels of cancer risk and non-cancer risk (acute and chronic). The thresholds and required actions are presented in Table 7 and Table 8 below.</p> <table border="1" data-bbox="1249 1049 1942 1243"> <thead> <tr> <th colspan="2" data-bbox="1249 1049 1942 1149"> <b>Table 7 SMAQMD GDF Cancer Risk Permitting Thresholds</b> </th> </tr> <tr> <th data-bbox="1249 1149 1598 1182">Excess Cancer Risk</th> <th data-bbox="1598 1149 1942 1182">Action Required</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 1182 1598 1243">≤ 0.1 per million</td> <td data-bbox="1598 1182 1942 1243">Exempt from further toxic review</td> </tr> </tbody> </table>	<b>Table 7 SMAQMD GDF Cancer Risk Permitting Thresholds</b>		Excess Cancer Risk	Action Required	≤ 0.1 per million	Exempt from further toxic review
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Excess Cancer Risk	Action Required										
≤ 0.1 per million	Exempt from further toxic review										

<sup>8</sup> California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.

<sup>9</sup> Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

<sup>10</sup> U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

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					> 0.1 Per million but ≤ 1 per million	No significant risk; No action required
					> 1 per million but ≤ 10 per million	Acceptable risk; Provide Toxic Best Available Control Technology
					>10 per million but ≤ 100 per million	Permit denied unless Air Pollution Control Officer makes a finding that not approving the project may result in a greater negative impact to the public than approving the project.
					> 100 per million	Denial of Permit.
					<b>Table 8 SMAQMD GDF Non-Cancer Risk Permitting Thresholds</b>	
					<b>Excess Non-Cancer Hazard Index (Acute and Chronic)</b>	<b>Action Required</b>
					Hazard Index <1	Health risk is within acceptable range
					Hazard Index ≥ 1	Consult OEHHA for further guidance
					<p>In addition to the above thresholds, SMAQMD's <i>Guide to Air Quality Assessment in Sacramento County</i> provides thresholds for new stationary sources of TACs. The stationary source thresholds are a cancer risk of 10 in one million and a non-cancer hazard index (HI) of 1.<sup>11</sup></p>	
					<p>The potential benzene emissions related to operation of the GDF at the previously proposed location were</p>	

<sup>11</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised September 2016.

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					<p>calculated, and the maximum as well as average concentrations of benzene at the maximally exposed residential receptor near the project site and the maximally exposed worker were estimated using AERMOD. The estimated concentration information was subsequently used to calculate cancer risks and HIs for the maximally exposed resident and workers. The results of the calculations are presented in Table 9.</p> <table border="1" data-bbox="1249 646 1942 1269"> <caption data-bbox="1270 651 1921 743"><b>Table 9 Maximum Cancer Risk and Non-Cancer Hazard Index Associated with Project GDF</b></caption> <thead> <tr> <th data-bbox="1249 748 1438 902"></th> <th data-bbox="1438 748 1606 902">Cancer Risk (per million persons)</th> <th data-bbox="1606 748 1774 902">Non-Cancer (Chronic) Hazard Index</th> <th data-bbox="1774 748 1942 902">Non-Cancer (Acute) Hazard Index</th> </tr> </thead> <tbody> <tr> <td data-bbox="1249 902 1438 995">Maximally Exposed Resident</td> <td data-bbox="1438 902 1606 995">6.05</td> <td data-bbox="1606 902 1774 995">0.08</td> <td data-bbox="1774 902 1942 995">0.07</td> </tr> <tr> <td data-bbox="1249 995 1438 1088">Maximally Exposed Worker</td> <td data-bbox="1438 995 1606 1088">1.28</td> <td data-bbox="1606 995 1774 1088">0.08</td> <td data-bbox="1774 995 1942 1088">0.23</td> </tr> <tr> <td data-bbox="1249 1088 1438 1149"><i>Threshold of Significance</i></td> <td data-bbox="1438 1088 1606 1149">10</td> <td data-bbox="1606 1088 1774 1149">1.0</td> <td data-bbox="1774 1088 1942 1149">1.0</td> </tr> <tr> <td data-bbox="1249 1149 1438 1211"><b>Exceed Thresholds?</b></td> <td data-bbox="1438 1149 1606 1211"><b>No</b></td> <td data-bbox="1606 1149 1774 1211"><b>No</b></td> <td data-bbox="1774 1149 1942 1211"><b>No</b></td> </tr> <tr> <td colspan="4" data-bbox="1249 1211 1942 1269"><i>Source: AERMOD and HARP 2 RAST, November 2017 (see Attachment G)</i></td> </tr> </tbody> </table> <p data-bbox="1249 1307 1942 1468">As shown in Table 9, the proposed GDF would result in an increased cancer risk and HI below SMAQMD's thresholds of significance for stationary sources. Additionally, the cancer risk and HI from the proposed project would be within the acceptable risk ranges, as</p>		Cancer Risk (per million persons)	Non-Cancer (Chronic) Hazard Index	Non-Cancer (Acute) Hazard Index	Maximally Exposed Resident	6.05	0.08	0.07	Maximally Exposed Worker	1.28	0.08	0.23	<i>Threshold of Significance</i>	10	1.0	1.0	<b>Exceed Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<i>Source: AERMOD and HARP 2 RAST, November 2017 (see Attachment G)</i>			
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					<p>presented in Table 7 and Table 8. It is important to note that the health risks presented in Table 9 are likely greater than the health risks that would occur due to operation of the GDF under the currently proposed site plan. Thus, the analysis presented within this addendum is conservative.</p> <p>Although the Cancer risk is within the acceptable limit, because the cancer risk is between 1 case per million and 10 cases per million, the proposed GDF would be required to implement all relevant toxic best available control technologies (TBACT). Without implementation of all SMAMQD required TBACTs, the proposed GDF would violate the SMAQMD threshold conditions. Therefore, Special Mitigation Measure 2 has been included in the proposed project to ensure compliance with SMAQMD regulations.</p> <p><u>Other TAC Emissions</u></p> <p>The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, and dry cleaners. 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.</p> <p>The proposed project would not involve any land uses or operations that would be considered major sources</p>

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					<p>of TACs, including DPM, other than the GDF discussed above. As such, the proposed project would not generate any substantial pollutant concentrations. Additionally, the proposed project would not involve the siting of new sensitive receptors. Because the proposed project would not create new sources of TACs, other than the GDF, the proposed project would not be expected to expose any sensitive receptors to substantial pollutant concentrations during project operations.</p> <p>Construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. All construction equipment and operation thereof would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly associated with permitting of air pollutant sources, and would be required to implement the SMAQMD's Basic Construction Emissions Control Practices (BCECP). In addition, construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City's Noise Ordinance, and would likely only occur over portions of the project site at a time. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to would correlate to a</p>

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					<p>higher health risk. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time during project construction would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.</p> <p><i>NOA</i></p> <p>Naturally-occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. According to mapping prepared by the California Geological Survey, the project site is not located in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.</p> <p><u>Conclusion</u></p> <p>Considering compliance with the Special Mitigation Measure 1, and the results of the project specific HRA, the proposed project would not be anticipated to result in the exposure of sensitive receptors to substantial pollutant concentrations. Accordingly, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>

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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?	2002 IS/MND pg. 26 – 34	No	No	Yes	See Question f., above.
h. Impede the City or State efforts to meet AB32 standards for the reduction of greenhouse gas emissions?	2002 IS/MND pg. 34	No	No	Yes	<p>At the time of approval of the 2002 IS/MND, the City’s Environmental Checklist did not include a specific question regarding a project’s potential to impede the City or State efforts to meet AB 32 standards for the reduction of greenhouse gas emissions. Since the 2002 IS/MND was approved, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On February 14, 2012, the City adopted the City of Sacramento Climate Action Plan (CAP), which identified how the City and the broader community could reduce Sacramento’s GHG emissions and included reduction targets, strategies, and specific actions.</p> <p>Emissions from proposed project construction and operations were quantified using CalEEMod, as described above. Based on the modeling, the proposed project would result in approximately 2,078.73 metric tons of CO<sub>2</sub> equivalent per year. SMAQMD has identified thresholds of significance for agencies</p>

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					<p>without adopted GHG reduction plans<sup>12</sup>; however, projects within Sacramento City limits would be required to adhere to reduction targets, strategies, and specific actions for reducing GHG Emissions set forth by the adopted Climate Action Plan (CAP). Consequently, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs. Rather, the City of Sacramento has integrated a CAP into the City's General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. As discussed in the Land Use section above, the proposed project would be generally consistent with the General Plan designation of the site. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.</p> <p>Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed project would include a network of accessible pedestrian paths within the project site and</p>

<sup>12</sup> Sacramento Metropolitan Air Quality Management District. *CEQA Guide*. May 2018

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					<p>connecting to sidewalks and crosswalks along Duckhorn Drive. In addition, the proposed project would include construction of new bike lanes along Duckhorn Drive. Thus, the proposed project would comply with Goal LU 2.5 and Policy LU 2.5.1. The project site would be developed to accommodate local-serving commercial and employment center, surrounded by existing residential development. Policy LU 2.1.6 seek to support the development of strategically located mixed-use neighborhood centers. In compliance with Policy LU 2.6.1 and LU 4.1.1, the project would introduce new commercial and retail development in proximity to existing residential developments, which could allow for shorter commute trip lengths as future employees could reside in close proximity to the project site.</p> <p>The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy LU 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005. As of January 2020, the 2019 CBSC has become effective, including the 2019 California Building Energy Standards. Adherence to the 2019 California Building Energy Efficiency Standards results in a 30 percent reduction in energy consumption from the 2016 standards for commercial structures. The</p>

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					<p>proposed project would be constructed in compliance with all relevant CBSC requirements, including the 2019 California Building Energy Efficiency Standards. Therefore, the proposed project would achieve a 30 percent increase in energy efficiency compared to the 2016 CBC standards, and the project would meet the City's CAP requirements regarding energy efficiency.</p> <p>Policy ER 6.1.2 directs the City to review proposed development and incorporate feasible measures that reduce construction emissions for ROG, NO<sub>x</sub>, and other pollutants. As discussed under Question A above, the proposed project would be required to adhere to Mitigation Measures 5-1 through 5-8, which would reduce construction emissions to a less-than-significant level. Thus, following implementation of Mitigation Measures 5-1 through 5-8, emissions related to construction of the proposed project would be in compliance with SMAQMD's thresholds of significance and Policy ER 6.1.2.</p> <p>The Master EIR concluded that buildout of the City's General Plan would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project were previously addressed as part of the analysis in the Master EIR. Considering the project's consistency with the City's General Plan and the general consistency with the City's General Plan</p>

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					<p>policies intended to reduce GHG emissions, the foregoing annual emissions related to operations of the proposed project have been previously addressed, and the proposed project would not conflict with the City's CAP.</p> <p>As such, the proposed project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in the efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p><b>2002 IS/MND Mitigation Measures:</b>  The following mitigation measures from the 2002 IS/MND remain applicable to the proposed project and would reduce the above impact to a less than significant level.</p> <p><i>Mitigation Measure #5-1: Prior to approval, all grading plans will show that the construction contractor shall enclose, cover, or water all soil piles twice daily.</i></p> <p><i>Mitigation Measure #5-2: Prior to approval, all grading plans will show that the construction contractor shall water all exposed soil twice daily.</i></p> <p><i>Mitigation Measure #5-3: Prior to approval, all grading plans will show that the construction contractor shall water all haul roads twice daily.</i></p> <p><i>Mitigation Measure #5-4: Prior to approval, all grading plans will show that the construction contractor shall maintain at least two feet of freeboard OD trucks when hauling loads.</i></p> <p><i>Mitigation Measure #5-5: Prior to approval, all construction plans will show that the construction contractor shall maintain a fifteen-mile per hour speed limit on all dirt roads within the project site.</i></p> <p><i>Mitigation Measure #5-6: Prior to approval, all construction plans will show that the construction contractor shall stabilize all construction entrances to the site pursuant to the Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control to reduce or eliminate the tracking of sediment onto public rights-of-way or streets.</i></p> <p><i>Mitigation Measure #5-7: The construction contractor shall maintain construction equipment (stationary and mobile) in optimum running condition.</i></p>					

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					<p><i>Mitigation Measure #5-8:</i> Prior to the issuance of a grading permit, the developer shall submit to the City of Sacramento Planning and Public Works Department an air quality mitigation strategy plan for review and approval that identifies current air quality measures that result in construction fleet emission reductions necessary to achieve ROG mid NO<sub>x</sub>. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Use of heavy duty off road vehicle equipment that will achieve NO<sub>x</sub> and particulate matter reduction;</li> <li>• Exhaust from off-road diesel powered equipment will not exceed 40% opacity; and</li> <li>• Appropriate documentation and/or on-site monitoring as deemed acceptable to the City of Sacramento.</li> </ul> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures:</b> Implementation of the following Special Mitigation Measure would ensure that the proposed project would not result in new or significantly more severe impacts despite changes in the regulatory setting of the proposed project since the approval of the 2002 IS/MND.</p> <p><i>Mitigation Measure #1:</i> Prior to issuance of any building permits, the project applicant shall show on the plans via notation that the proposed gasoline dispensing facility shall incorporate all of the applicable toxic best available control technologies (TBACT). The required TBACTs include California Air Resources Board certified stage I and stage II vapor recovery equipment. The plans shall be submitted for review and approval by the City Engineer.</p>

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<b>3. Biological Resources.</b>					
Would the project:					
<p>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?</p>	<p>2002 IS/MND pg. 50-54</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include specific questions regarding a proposed project's hazard to plant or animal populations due to the handling of hazardous materials. However, the 2002 IS/MND did include questions concerning the risk of release of hazardous materials, which could impact human and plant or animal health. The 2002 IS/MND included analysis of risks related to accidental explosion or release of hazardous substances, including pesticides, chemicals, or radiation. Given that the Gateway West Business Park Project required grading and excavation activities for site preparation and construction of roadways and utilities infrastructure, the 2002 IS/MND concluded that such activities could unearth previously unidentified hazardous material(s).</p> <p>Since the approval of the 2002 IS/MND, the project site has not been altered nor have on-site operations taken place that involved the application of pesticides or other chemicals and would thus not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p> <p>The 2002 IS/MND additionally concluded that construction could result in the accidental spill of hazardous materials and determined that adherence to the SCC Title 8.60 Hazardous</p>

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					<p>Material Cleanup and 8.64 Hazardous Materials Disclosure and conditions of NPDES permit would reduce potential impacts to less than significant.</p> <p>Moreover, the use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations.</p> <p>The proposed GDF would require the movement of hazardous materials, specifically gasoline, to the project site. The movement of hazardous materials is regulated by both State and local agencies including, the California Department of Transportation, the California Highway Patrol, the California Department of Motor Vehicles and the Sacramento County Environmental Management Department. The foregoing agencies would conduct permitting, tracking, and inspections to ensure that the movement of gasoline is conducted in compliance with all applicable regulations. Oversight of the proposed project would ensure that the risk of upset of gasoline during transport is minimized, thus reducing the potential for operation of the proposed project to result in the exposure of plants or animals to hazardous materials.</p> <p>While the proposed project would include hotel and commercial land uses which are not typically</p>

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					<p>anticipated to involve any manufacturing, use, or handling of hazardous materials. Because the project would include a GDF, routine transport and use of hazardous materials is anticipated. The transportation and use of gasoline is regulated by various State and local agencies. Therefore, while the proposed project would include a GDF, the proposed project would not be anticipated to pose a substantial hazard to plant or animal populations in the area, and the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p>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?</p>	<p>2002 IS/MND pg. 49; UTI Addendum pg. 7-8</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include specific questions regarding a project's potential to result in the reduction of a population below self-sustaining levels or whether a project would affect other species of special concern or natural resources. However, the 2002 IS/MND and the UTI Addendum did include analysis of the potential for the Gateway West Business Park to affect endangered, threatened, and/or rare species or their habitats. Both the 2002 IS/MND and UTI Addendum concluded that the impact would be less than significant with implementation of mitigation.</p> <p>To avoid potentially significant impacts, the 2002 IS/MND imposed Mitigation Measures #7-1. Mitigation Measures #7-1 required the applicant to satisfy one of three options regarding compliance with the Natomas Basin Habitat Conservation Plan (NBHCP) prior to issuance of a grading permit (see</p>

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					<p>2002 IS/MND Mitigation Measures below). All required NBHCP have been paid for development of the project site, and the proposed project would not be required to pay further fees.</p> <p>The UTI Addendum identified two additional mitigation measures for the project. Mitigation Measure #BR-1 requires the applicant/developer to complete a pre-construction survey. Mitigation Measure #BR-2 requires compliance with the 2003 NBHCP, any additional mitigation measures identified in the NBHCP, and conditions in the Incidental Take Permits (ITP) issued by the U.S. Fish and Wildlife Services (USFWS) and California Department of Fish and Game (CDFG). With the implementation of the mitigation measures, the UTI Addendum concluded the project would result in a less-than-significant impact on endangered, threatened, or rare species or their habitats.</p> <p>Barnett Environmental prepared a Biological and Wetland Resources Assessment (BWRA) for the proposed project on August 14, 2017.<sup>13</sup> The BWRA included results from the search of the California Natural Diversity Database (CNDDDB) as well as a general biological survey of the project area conducted on April 6, 2017. In order to determine if the results of the BWRA are still valid, a search of the CNDDDB was performed to determine if any new recorded occurrences have been documented at the project site or the surrounding area. The CNDDDB search indicated</p>

<sup>13</sup> Barnett Environmental. *Biological & Wetland Resources Assessment for the Gateway West Business Park Project*. August 14, 2017.

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					<p>that new recorded occurrences have not occurred since the preparation of the BWRA, and, thus, the results of the BWRA are still valid. In addition, the conditions of the project site have not changed since the preparation of the 2002 IS/MND and the site continues to be regularly disked.</p> <p>The report concluded that the project site does not contain any large trees and is dominated by non-native ruderal vegetation. Additionally, the project site was not found to contain any sensitive habitats, wetlands, vernal pools, or riparian habitats. According to the BWRA, due to the disturbed nature of the site, the absence of wetland or vernal pool habitat, and the near complete dominance by non-native species, the site does not support habitat for special-status plant species. In addition, Barnett Environmental concluded that Section 404 permits from the U.S. Army Corps of Engineers or a Section 401 water quality certification from the Regional Water Quality Board would not be required. Furthermore, development of improvements to Duckhorn Drive would occur within areas that are either currently developed as roadway or are within the Duckhorn Drive right-of-way. However, the roadway improvement area includes various trees which could require removal as part of the proposed project.</p> <p>The City of Sacramento requires a permit to perform regulated work on "City Trees" or "Private Protected Trees" (which includes trees formerly referred to as "<i>Heritage Trees</i>"). City trees include</p>

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					<p>trees partially or completely located in a City park, on City-owned property, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip or alley. Private protected trees are defined as trees designated to have special historical value, special environmental value, or significant community benefit, and is located on private property. The City defines Private Protected Trees as follows:<sup>14</sup></p> <ul style="list-style-type: none"> <li>• All native trees 12-inch diameter at standard height (DSH) or greater. Native trees include: coast, interior, valley and blue oaks, California sycamore, and buckeye.</li> <li>• All trees 32-inch DSH or greater with an existing single family or duplex dwelling.</li> <li>• All trees 24-inch DSH or greater on undeveloped land or any other type of property such as commercial, industrial, and apartments.</li> </ul> <p>The proposed project would be anticipated to remove approximately 16 trees that are greater than or equal to six-inches DBA. In addition, the proposed project would remove approximately 10 trees that are less than six-inches DBA. As such, the proposed project would include the removal of 26 total trees, five of which would be considered private trees. However, because the trees that would require removal are all less than 12-inch</p>

<sup>14</sup> City of Sacramento. *Tree Permits & Ordinances*. Available at: <https://www.cityofsacramento.org/Public-Works/Maintenance-Services/Trees/Permits-Ordinances>. Accessed February 2020.

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					<p>DSH, the proposed project would not require a Tree Permit from the City.</p> <p>Although the findings of the BWRA were consistent with the findings of Sycamore Environmental's 2002 field survey, Barnett Environmental concluded that amended mitigation would be required given the high number of CNDDDB recorded occurrences of Swainson's hawk and Burrowing Owl within a five-mile radius of the project site. Recommended mitigation includes conducting a nesting raptor and migratory bird survey between 14 and 30 days prior to the initiation of construction, if construction is scheduled to occur during the nesting season, and a Burrowing Owl survey during both the non-breeding and breeding season.</p> <p>Based on the above, with implementation of the modified mitigation measures, the proposed project would not lead to a reduction in the population of a threatened or endangered species of plant or animals, nor would the project result in a more severe negative affect on other species of special concern or natural resources than what was anticipated by the 2002 IS/MND. As such, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
c. Affect other species of special concern to agencies or natural resource organizations (such	2002 IS/MND pg. 49; UTI Addendum pg. 7-8	No	No	No	At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include specific questions regarding a project's potential to affect other species of special concern to agencies or natural resources organizations (such as

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as regulatory waters and wetlands)?					<p>regulatory waters and wetlands). However, the 2002 IS/MND and the UTI Addendum did include analysis of the potential for the Gateway West Business Park to affect locally designated species, locally designated natural communities, and impacts to wetland habitat. The 2002 IS/MND concluded that locally designated species, sensitive communities, wetlands or other waters of the U.S. did not exist within the project study area. Therefore, the 2002 IS/MND and the UTI Addendum concluded that development of the project site would result in a less-than-significant impact.</p> <p>With the exception of the roadway improvements, the project site has not been altered since the approval of the 2002 IS/MND and remains vacant with minimal on-site vegetation. As previously discussed, the BWRA prepared for the proposed project concluded that wetlands or “other waters of the United States” do not exist within the project site. Because the roadway improvement area is already developed, the area likely does not include any wetlands or “other waters of the United States.</p> <p>Because the project site and roadway improvement area are highly disturbed, does not contain wetlands, and does not provide adequate habitat for any species of special concern, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>

**2002 IS/MND Mitigation Measures:**

The following mitigation measures from the 2002 IS/MND remain applicable to the proposed project and would reduce the above impact to a less than significant level.

*Mitigation Measure #7-1: For previously disturbed lands where the applicable mitigation fees were paid to the Natomas Basin Conservancy prior to 16 August 2000 and a grading permit obtained, no additional mitigation shall be required for impacts to biological resources. For all other lands within the Project, the following measure shall apply in order to mitigate for potential impacts to the Swainson’s hawk, western borrowing owl, mountain plover, loggerhead shrike, and white-tailed kite (collectively the “Covered Species”):*

*Prior to issuance of a grading permit, the applicant shall satisfy one of the following:*

- 1. If legally permissible under the NBHCP Litigation Settlement Agreement, as such Agreement may be amended, revised, extended or modified, the applicant shall pay all required HCP fees under the Settlement Agreement, and otherwise observe all requirements of the Settlement Agreement and associated documents.*
- 2. If a revised NBHCP has been adopted by all required agencies, applicant will obtain coverage under the City’s ITP and/or Section 2081 Management Authorization by entering into a Development Agreement with the City, by paying all required HCP fees and complying with all requirements of the NBHCP.*
- 3. If a revised NBHCP is not in place, the applicant shall obtain and provide evidence to the City of a project specific ITP and/or Section 2081 Management Authorization from the California Department of Fish and Game and the U.S. Fish and Wildlife Services as necessary for the Covered Species.*

**UTI Addendum Mitigation Measures:**

The following mitigation measure from the UTI Addendum remain applicable to the proposed project and would reduce the above impact to a less-than-significant level.

*Mitigation Measure #BR-2: The project applicant/developer shall further:*

- i. Comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR;*
- ii. Comply with any additional mitigation measures identified in the NBHCP EIR/EIS;*
- iii. Comply with all conditions in the ITP’s issues by the USFWS and CDFG.*

**Modified Mitigation Measures:**

The following Mitigation Measure from the UTI Addendum has been modified using project specific information. The application of the modified Mitigation Measure shall ensure that potential impacts from the proposed project would remain less than significant.

*Mitigation Measure #BR-1: ~~The project applicant/developer shall complete pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 BHCP. The pre-construction survey shall be conducted by a qualified biological, botanical, or related expert. Prior to initiation of construction activity, the project applicant shall comply with the following requirements:~~*

*Nesting Raptors and Migratory Birds*

*Prior to tree removal or construction activities, the project contractor shall initiate a nesting raptor and migratory bird survey conducted on-site, including the roadway improvement area, within 14-30 days prior to construction if between March 1st and September 1st ("the nesting season"). If disturbance associated with the project would occur outside of the nesting season, no surveys shall be required. The results of the pre-construction survey shall then be submitted to the City for review.*

*If Swainson's hawk are identified as nesting on the project site, a non-disturbance buffer of 75-feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer shall be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified ornithologist has determined that the young have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.*

*Burrowing Owls*

*The project applicant shall implement the following measures to avoid or minimize impacts to western burrowing owl:*

- No more than 14 days prior to initiation of ground disturbing activities, the project applicant shall retain a qualified burrowing owl biologist to conduct a take avoidance survey of the proposed project site, any off-site improvement areas, and all publicly accessible potential burrowing owl habitat within 500 feet of the project construction footprint. The survey shall be performed in accordance with the applicable sections of the March 7, 2012, CDFW's Staff Report on Burrowing Owl Mitigation guidelines. If the survey does not identify any nesting burrowing owls on the proposed project site, further mitigation is not required. The take avoidance survey shall be submitted to the City of Sacramento Community Development Department for review. The survey periods and number of surveys are identified below:*

- *If construction related activities commence during the non-breeding season (1 September to 31 January), a minimum of one take avoidance survey shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase.*
- *If construction related activities commence during the early breeding season (1 February to 15 April), a minimum of one take avoidance survey shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase.*
- *If construction related activities commence during the breeding season (16 April to 30 August), a minimum of three take avoidance surveys shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase. If construction related activities commence after 15 June, at least one of the three surveys shall be completed after 15 June.*
- *Because the owls are known to occur nearby and may take up occupancy on a site under construction, the take avoidance survey shall be conducted prior to the start of any new phase, and/or if construction-related activity is delayed or suspended for more than 30 days.*
- *If active burrowing owl dens are found within the survey area in an area where disturbance would occur, the project applicant shall implement measures consistent with the applicable portions of the March 7, 2012, CDFW's Staff Report on Burrowing Owl Mitigation guidelines. If needed, as determined by the biologist, the formulation of avoidance and minimization approaches would be developed in coordination with the CDFW. The avoidance and minimization approaches would likely include burrow avoidance buffers during the nesting season (February to August). For burrowing owls present on-site, outside of the nesting season, passive exclusion of owls from the burrows could be utilized under a CDFW-approved burrow exclusion plan.*

**Special Mitigation Measures: None required.**

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<b>4. Cultural Resources.</b>					
Would the project:					
a. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?	2002 IS/MND pg. 74	No	No	No	<p>According to the Background Report of the City of Sacramento 2035 General Plan Update, pre-historic and cultural resources are most likely to be found in areas known to be previous village or camp sites, or near waterways.<sup>15</sup> The 2002 IS/MND discussed the identification of the Gateway West Business Park project area as a Primary Impact Area in the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR) (1987) and as a high sensitivity area on the Archeological Sensitivity Map prepared by David Chavez and Associates in the NNCP EIR (1994). However, the 2002 IS/MND concluded that although archeological indicators had not been identified, should additional grading be conducted on the project site, such activities could reveal archeological resources not previously identified. Therefore, a less-than-significant impact was identified with implementation of Mitigation Measure #13-1 and 13-2, which would be brought forward for the proposed project.</p> <p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from an adverse change to a significant tribal cultural resource. However, tribal cultural resources were generally considered</p>

<sup>15</sup> City of Sacramento. *Background Report, Sacramento 2035 General Plan*. Public Review Draft August 2014.

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					<p>within the previous analysis regarding potential cultural resources present at the project site.</p> <p>The project site is not located near any high or moderate sensitivity areas as presented in Figure 6.4-1 of the Background Report, <i>Archaeological Sensitivity</i>. As such, the project site, including the roadway improvement area, is not likely to contain cultural or pre-historic resources. Additionally, the Background Report identifies all historic districts and landmark parcels in Figure 6-9 of the Background Report, <i>Historic Districts and Landmark Parcels</i>, as well as in Table 6-7 of the Background Report, <i>California State Historic Resources</i>. The project site is not included in either Table 6-7 or Figure 6-9 of the Background Report and is currently vacant without any structures, which could be considered historic resources. In addition, the roadway improvement area is currently paved and developed. Therefore, the project site, including the roadway improvement area, is unlikely to contain historic resources.</p> <p>Furthermore, the project site has been highly disturbed by development of the surrounding area, and is regularly disked. The on-going disturbance of the project site makes the presence of previously unknown surficial cultural, tribal cultural, historical, or archaeological resources highly unlikely. Moreover, development of improvements to Duckhorn Drive would occur within areas that are either currently developed as</p>

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					<p>roadway or are within the Duckhorn Drive right-of-way.</p> <p>Nevertheless, if previously unknown subsurface tribal cultural resources do exist within the project site, ground disturbing activity would have the potential to disturb such resources. Therefore, Mitigation Measure #13-2 has been modified to ensure that should tribal cultural resources be encountered during implementation of the proposed project, such resources would be properly protected and handled.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information from the proposed project that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>
<p>b. Directly or indirectly destroy a unique paleontological resource?</p>	<p>2002 IS/MND pg. 73-74</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND analyzed the potential for paleontological resources on the proposed project site and concluded that resources had not been previously identified. Given that the proposed project site had been previously disturbed and has not been altered since the previous CEQA document was prepared, there is a low likelihood that any new paleontological resources would be identified on the site. In addition, the development of improvements to Duckhorn Drive would occur within areas already developed as roadway or are within the Duckhorn Drive right-of-way. A less-than-significant impact was concluded with the implementation of Mitigation Measure #13-1,</p>

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					<p>which includes a requirement to stop work if any bones are discovered during construction activities. Such a requirement would also apply to fossils, and would avoid any potential destruction of paleontological resources, should such resources be discovered. Therefore, the mitigation measure would be brought forward for the proposed project.</p> <p>Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
c. Adversely affect tribal cultural resources?	2002 IS/MND pg. 74-75	No	No	No	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from an adverse change to a significant tribal cultural resource. However, tribal cultural resources were generally considered within the previous analysis regarding potential cultural resources present at the project site.</p> <p>Assembly Bill (AB) 52, passed in 2014, requires environmental review documents to disclose and analyze potential significant impacts to tribal cultural resources including sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Lead agencies are also required to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests</p>

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					<p>consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.</p> <p>AB 52 applies to projects that have a Notice of Preparation, or a Notice of Intent to adopt a negative declaration or mitigated negative declaration filed on or after July 1, 2015. The City of Sacramento approved the Gateway West Business Park project in 2002, prior to implementation of AB 52. Therefore, AB 52 is not applicable to the proposed project.</p> <p>Further, the project site has been highly disturbed by development of the surrounding area, and is regularly disked. The on-going disturbance of the project site makes the presence of previously unknown surficial tribal cultural resources highly unlikely, and the City is unaware of any tribal cultural resources on the project site. Evidence does not exist in the record previously or currently that there are culturally-sensitive resources on the project site. Nevertheless, if previously unknown subsurface tribal cultural resources do exist within the project site, ground disturbing activity would have the potential to disturb such resources. Therefore, Mitigation Measure #13-2 has been modified to ensure that should tribal cultural resources be encountered during implementation of the proposed project, such resources would be properly protected and handled.</p> <p>Modification of Mitigation Measure #13-2 would ensure that implementation of the proposed</p>

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					project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.
<p><b>2002 IS/MND Mitigation Measures:</b>  The following mitigation measures from the 2002 IS/MND remain applicable to the proposed project and would reduce the above impact to a less-than-significant level.</p> <p><i>Mitigation Measure #13-1: If subsurface paleontological resources are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified paleontologist shall be consulted to develop, if necessary, further mitigation measures to reduce any impact to a less than significant level before construction continues.</i></p> <p><b>Modified Mitigation Measures:</b>  The following Mitigation Measure from the 2002 IS/MND has been modified using project specific information. The application of the modified Mitigation Measure shall ensure that potential impacts from the proposed project would remain less than significant.</p> <p><i>Mitigation Measure #13-2: If subsurface archaeological, <u>tribal cultural</u>, or historical remains (including, but not limited to, unusual amounts of bones, stones, <u>chert, obsidian tools, midden soils</u>, or shells) are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.</i></p> <p><b>Special Mitigation Measures: None Required.</b></p>					

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<b>5. Geology and Soils.</b>					
Would the project:					
a. 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?	2002 IS/MND pg. 16-20	No	No	No	<p>The 2002 IS/MND analyzed the geologic conditions of the project area. The analysis included consideration of potential impacts involving fault rapture, seismic ground shaking, liquefaction, landslides, soil erosion, and expansive soil. The determination was made that the project site was not within an Alquist-Priolo Earthquake Fault Zone, but did fall within the “moderate” earthquake severity zone and a liquefaction opportunity zone. The 2002 IS/MND also determined the clays present in the near-surface soils had a high to very high potential for expansion, which could destabilize the proposed structures. Proposed grading within the project area was also identified as a potential increase for soil erosion.</p> <p>Recommendations for compliance with the SCC Title 15.20 Uniform Building Code (UBC) were made to provide standards and specifications that ensure soil erosion potential is minimized and to assure structural damage resulting from soil hazards, liquefaction, and ground shaking will be less than significant. Recommendations were also provided in the <i>Preliminary Geotechnical Engineering Report for Gateway West Business Park</i><sup>16</sup> prepared by Wallace-Kuhl &amp; Associates (1997) for specific design and procedure recommendations and specifications to reduce</p>

<sup>16</sup> Wallace-Kuhl & Associates. *Preliminary Geotechnical Engineering Report for Gateway West Business Park*. Prepared in 1997.

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					<p>potential significant effects from soil expansion to a less-than-significant impact. The 2002 IS/MND additionally concluded the project was subject to the National Pollution Discharge Elimination System (NPDES) permit program as is required under the Grading and Erosion and Sediment Control Plan per Chapter 15.88 of the SCC.</p> <p>In addition, proper engineering of the proposed buildings in compliance with the existing standards of the CBSC would ensure that the project would not be subject to substantial risks related to seismic ground shaking. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the design standards is enforced through building plan review and approval by the City.</p> <p>Given that geologic conditions develop over hundreds to thousands of years, the project area would not have experienced significant geologic change since the 2002 IS/MND and all conclusions regarding geologic hazards made by the 2002 IS/MND would remain accurate for the currently proposed project. Additionally, the proposed project would be required to comply with all relevant City of Sacramento building standards, including compliance with the UBC and adherence to the NPDES permit policy, as well as current</p>

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					CBSC standards. Therefore, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

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<b>6. Hazards and Hazardous Materials.</b>					
Would the project:					
a. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	2002 IS/MND pg. 54	No	No	No	<p>The 2002 IS/MND included analysis of risks related to accidental explosion or release of hazardous substances, including pesticides, chemicals, or radiation. Given that the Gateway West Business Park Project required grading and excavation activities for site preparation and construction of roadways and utilities infrastructure, the 2002 IS/MND concluded that such activities could unearth previously unidentified hazardous material(s). However, the 2002 IS/MND further specified that should hazardous materials be encountered, sufficient regulations existed to ensure that such materials would be properly handled and people would not be exposed to such materials. In addition, the project site is regularly disked and the proposed improvements to Duckhorn Drive would occur within areas that are already developed.</p> <p>Since the approval of the 2002 IS/MND, the project site has not been altered nor have on-site operations taken place that involved the application of pesticides or other chemicals that could cause soil contamination. Therefore, given that the allowed uses for the proposed rezone would remain commercial in nature, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
b. Expose people (e.g., residents, pedestrians, construction	2002 IS/MND pg. 50-54	No	No	No	The 2002 IS/MND analyzed the potential for the Gateway West Business Park Project to expose people to potential health hazards. However, at the

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workers) to asbestos-containing materials or other hazardous materials?					<p>time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from the presence of asbestos-containing materials. The 2002 IS/MND concluded that construction could result in the accidental spill of hazardous materials and determined that adherence to the SCC Title 8.60 Hazardous Material Cleanup and 8.64 Hazardous Materials Disclosure and conditions of NPDES permit would reduce potential impacts to less than significant.</p> <p>The project site is currently vacant and structures do not exist on-site. In addition, construction activities within the roadway improvement area may require the removal of pavement; however, structures do not exist within the improvement area. Therefore, demolition would not occur on-site, thus eliminating the potential for exposure to asbestos during demolition.</p> <p>In addition, as discussed previously, the proposed project would include a GDF, which would involve the routine transport and use of hazardous materials. The transportation and use of gasoline is regulated by various State and local agencies. Therefore, while the proposed project would include a GDF, the proposed project would not expose people to asbestos-containing materials or other hazardous materials.</p> <p>All other potential health hazards and recommended compliance with the SCC that was previously identified in the 2002 IS/MND would remain</p>

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					applicable to the proposed project given that significant changes on the project site have not occurred. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.
c. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	2002 IS/MND pg. 50-54	No	No	No	At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from exposure of people to contaminated groundwater during dewatering activity. Dewatering is not expected to be necessary during the construction of the proposed project. In the event that dewatering occurs as part of construction activities related to the proposed project, the project would be required to apply for coverage under the State Water Board General Water Quality Order or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements. Should such coverage be needed, a Notice of Intent must be filed with the Central Valley Water Board prior to beginning discharge. The proposed project would then be subject to all relevant regulations concerning construction dewatering activity. However, the State Water Resources Control Board's GeoTracker web database does not include records for any cleanup or likely contamination sites in the project vicinity. <sup>17</sup> Therefore, the groundwater underlying the project site is unlikely to be contaminated by past activities in the project area, and should the project encounter groundwater, such groundwater would not likely be contaminated.

<sup>17</sup> State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed February 2020.

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					Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

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<b>7. Hydrology and Water Quality.</b>					
Would the project:					
<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>	<p>2002 IS/MND pg. 21-25</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND identified grading as a possible cause of a minimal increase in siltation and sedimentation into the existing stormwater system, and, thus, would require the Gateway West Business Park Project to comply with the SCC Title 15.88 Grading, Erosion, and Sediment Controls. The SCC Title 15.88 provides standards and specifications that ensure impacts to water quality are minimized during construction activities. The previously prepared environmental document also determined that the Gateway West Business Park Project required compliance with the SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC Plan), which requires preparation of a PC Plan to control surface runoff and erosion and retain sediment on a particular site after construction, as well as compliance with the NPDES permit requirements in order to ensure potential impacts would be less than significant.</p> <p>The 2002 IS/MND additionally included an analysis of ground water quality, determining that the Gateway West Business Park Project would reduce the amount of permeable soil, and therefore impacts of pollutants contributed by the project were likely to be concentrated as runoff and not as recharge of the groundwater supply. The original project also included detention basins that would provide water quality treatment of run-off from the site.</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification ?	Discussion
					<p>Operation of the proposed hotel, retail, and restaurant uses included in the proposed project are not anticipated to result in a substantial increase in potential pollutant concentrations within post-project run off from the project site, as compared to the uses previously analyzed in the 2002 IS/MND. However, operation of the proposed GDF would have the potential to result in the discharge of gasoline related compounds to stormwater, which could degrade water quality. Considering the potential for GDFs to result in pollutant discharge, the City of Sacramento requires GDFs to incorporate specific design measures to treat and control stormwater prior to discharge. The City's requirements for the design of stormwater infrastructure at GDFs, and other commercial developments such as restaurants and commercial developments, are included in the <i>Stormwater Quality Design Manual for the Sacramento and South Placer Regions</i>. Specific measures required by the Stormwater Manual include source controls at various areas throughout the site, as well as treatment controls.<sup>18</sup> All components of the proposed project, including the roadway improvements, would be required to comply with the requirements of the Stormwater Manual. Compliance with the Stormwater Manual would ensure that operation of the proposed project, including the GDF, would not result in the degradation of water quality through the discharge of polluted stormwater.</p>

<sup>18</sup> Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Roseville, and Sacramento, County of Sacramento. *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*. May 2007.

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification ?	Discussion
					Based on the above, the proposed project would not result in any changes, new circumstance, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the proposed land uses in the 2002 IS/MND.
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?	2002 IS/MND pg. 21-25	No	No	No	The 2002 IS/MND included a discussion of the risk of possible flooding within the Gateway West Business Park project area, and concluded that the project was not within a 100-year flood plain. However, since the time of approval of the 2002 IS/MND changes have occurred in the flood protection of the Natomas area, which have been summarized in the City's 2035 General Plan EIR. The 2035 General Plan EIR focuses on two major changes in the Natomas area; first, in December 2008 the Flood Insurance Rate Map for the Natomas Basin was remapped by the Federal Emergency Management Agency (FEMA) and the entire 2002 IS/MND project area was determined to be within a 100-year flood hazard zone due to a decertification of the protective levees of the area. Prior to the decertification, the Natomas Levee Improvement Program (NLIP) was implemented to upgrade the levee system protecting the Natomas Basin and the project area. In recognition of levee improvements, the project area was re-assigned to the FEMA Zone A99 by Congress in 2014. Zone A99 is used for areas subject to inundation by a 100-year flood event, but which would ultimately be protected upon completion of an under-construction federal flood protection system. As such, although the proposed project is currently within a 100-year flood event area, the Zone A99 designation confirms that

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					<p>significant progress has been made to increasing the flood protection rating to the 200-year flood protection standard sought for the entire City.</p> <p>The proposed project does not include housing and would be constructed in compliance with all relevant City regulations related to flood hazards and flood control. Compliance with City regulations and improvements to levee infrastructure would ensure that the proposed project would not expose people or structures to increased levels of flood hazards, or redirect or impede flood flows in a new or more severe way than evaluated by the 2002 IS/MND.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated in the 2002 IS/MND.</p>
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
<b>8. Noise.</b> 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?	2002 IS/MND pg. 55-59; UTI Addendum pg. 8-9	No	No	Yes	At the time of preparation of the 2002 IS/MND, outdoor plazas included in the Gateway West Business Park were considered noise sensitive uses. Based on the City of Sacramento noise standards in place at the time, the 2002 IS/MND concluded that only three plazas within the Gateway West Business Park area would be impacted by noise generated by I-5. As such, the 2002 IS/MND required that noise barriers be constructed around the three specified plazas. The three previously proposed plazas requiring noise barriers were anticipated for the northern portion of the Gateway West Business Park, and plazas planned for the project site were not anticipated to experience noise levels in excess of the City's standards. In addition to the previously proposed plaza areas, the 2002 IS/MND required the construction of a sound wall between the Gateway Business Park Project site and residential uses to the south. The sound wall has been constructed, and, thus, Mitigation Measure #9-I is not applicable to the currently proposed project. Other than the previously proposed plaza areas to the north of the project site, and the sound wall to the south of the project site, the 2002 IS/MND did not identify any other areas of the Gateway West Business Park, that would be exposed to noise levels from I-5 in excess of applicable standards. As such, the 2002 IS/MND concluded that development of the project site would not require sound walls or other noise mitigation measures.

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					<p>Since approval of the 2002 IS/MND, development within the Gateway West Business Park Project area has occurred, including the Universal Technical Institute to the north of the site and commercial development to the southwest. The UTI Addendum analyzed the short-term and long-term existing noise levels and short-term and long-term generation of severe noise levels on the project area. The UTI Addendum did not identify any new mitigation measures needed to reduce noise exposure within the UTI site or the project site.</p> <p>The proposed project would include some outdoor seating areas associated with the proposed retail and restaurant uses. The 2002 IS/MND analyzed buildout of the project site for general commercial and hotel uses, and concluded that such uses would not require noise mitigation measures. Furthermore, the plaza areas identified in the 2002 IS/MND as being exposed to excess noise were all located in the northern portion of the Gateway West Business Park, not within the project site. Therefore, outdoor areas included in the proposed project would not result in the exposure of future employees or patrons to excess noise levels.</p> <p>Operation of Employment Center and hotels are not typically associated with large amounts of noise generation, and the major source of noise for such land uses is vehicle traffic. As discussed in the Traffic and Circulation section of this Addendum, the potential traffic impacts of the proposed project are</p>

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					<p>expected to be equal to or less than what was anticipated by the 2002 IS/MND. In addition, the proposed project would include a reduced building square footage, thus, reducing the intensity of the proposed project. Therefore, the proposed project would not be expected to generate substantially greater noise levels than what was previously anticipated for the project site.</p> <p>However, the proposed project additionally includes a rezone for three parcels from EC-50 PUD to GC-2 to accommodate for the use of two proposed drive-throughs and a car wash. To assess the potential noise impacts of the proposed project, Bollard Acoustical Consultants, Inc. (BAC) prepared an <i>Environmental Noise &amp; Vibration Assessment</i>.<sup>19</sup> It should be noted that since the Environmental Noise and Vibration Assessment, the square footage of the proposed buildings has been reduced. In addition, the orientation of the proposed buildings remained the same with the exception of the gas pumps and car wash, which are now located further from the residences to the west. As such, the intensity of operations would be reduced, and, thus, noise impacts would be fewer than what was previously approved for the project site.</p> <p>Given that dedicated loading docks are not included as part of the proposed project, BAC assumed only medium-duty trucks and vans would deliver to the four proposed commercial buildings. Based on</p>

<sup>19</sup> Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: Gateway West/Arena Blvd Retail Development. July 27, 2017.

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					<p>BAC's experience with similar commercial developments, it was assumed that a typical hour of busy truck delivery activity at the project site could result in approximately five smaller truck deliveries, accessing the site along either Duckhorn Drive or Arena Boulevard and exiting along Duckhorn Drive. Based on BAC file data, the maximum south level for medium-duty trucks was assumed to be 70 dB L<sub>max</sub>, at a distance of 50 feet from the passby area. The single- and multi-family residences located to the west would maintain at least 180 feet from on-site truck circulation route during operations. Thus, medium-duty truck passby levels would be approximately 59 dB L<sub>max</sub>. These predicted passby levels would satisfy both the daytime and nighttime noise standards of 75 dB and 70 dB L<sub>max</sub>, respectively. Therefore, additional consideration of noise mitigation measures would not be required for this aspect of the proposed project.</p> <p>Typical mechanical equipment associated with commercial, retail, and restaurant land uses include HVAC systems which would likely consist of packaged rooftop air conditioning systems. Such systems frequently generate a noise level of approximately 45 dB L<sub>50</sub> at a reference of 100 feet. Given that the proposed commercial buildings would be located at least 100 feet from the nearest residences, HVAC noise levels would satisfy the City Code daytime and nighttime median noise level standards of 55 and 50 dB L<sub>50</sub>, respectively. However, special mitigation shall be applied to the proposed project requiring all HVAC units to be</p>

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					<p>shielded from view of nearby sensitive uses by the building parapets in order to ensure the City's noise standards are met.</p> <p>To analyze the potential noise impacts of the two proposed drive-throughs, BAC utilized noise level data previously collected for similar drive-through operations. The noise level data is summarized in Table 7 of the <i>Environmental Noise &amp; Vibration Assessment</i>.<sup>20</sup> Drive-through vehicles are predicted to generate maximum noise levels of approximately 33-44 dB and median noise levels of approximately 29-41dB L<sub>50</sub> at the nearest residential uses. The predicted drive-through noise levels satisfy the City's daytime and nighttime noise level criteria, and are below measured existing ambient noise levels. As a result, additional noise mitigation measures would not be required for the proposed drive-through operations.</p> <p>BAC further analyzed the potential noise impacts of the proposed car wash tunnel, located just east of the proposed convenience store. The car wash dryer is expected to be the primary noise generating aspect of any car wash operation. In order to provide a general estimate of car wash noise exposure at the nearest residences to the west, BAC utilized car wash dryer reference noise level data previously collected for a similarly sized car wash project. At a distance of 30 feet from the exit of the car wash, a dryer reference noise level of 80 dB was utilized. The</p>

<sup>20</sup> Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: Gateway West/Arena Blvd Retail Development. [pg. 16]. July 27, 2017.

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					<p>single- and multi-family residences are located approximately 400 and 300 feet, respectively, to the west of the proposed location of the car wash. Assuming standard spherical spreading loss (-6 dB per doubling of distance), and a conservative offset of -5 dB due to the intervening commercial building structures, car wash dryer noise levels would be 55 and 53 dB L<sub>25</sub> at the single- and multi-family residences, respectively. Predicted car wash dryer noise levels would satisfy the City's Code L<sub>25</sub> noise level. As a result, additional noise mitigation measures would not be required for the proposed car wash operations.</p> <p>The proposed project includes a rezone to General Commercial, two drive-throughs, a car wash operation, and HVAC systems that were not previously analyzed. Although the <i>Environmental Noise Assessment</i>, prepared by BAC, determined that the proposed drive-through and car wash operation would not result in any new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND, BAC determined that special mitigation would be required to shield HVAC systems from nearby sensitive noise receptors. Considering the application of the special mitigation measure, the proposed project would not be expected to result in noise related impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>

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<p>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?</p>	<p>2002 IS/MND pg. 55-59;</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>At the time of approval of the 2002 IS/MND, only anticipated construction noise was analyzed as a potential noise impact. The proposed project does not include residential development, and the potential for noise generated by the proposed project to affect nearby receptors is discussed under question '1' above. However, according to the analysis provided by BAC in the <i>Environmental Noise and Vibration Assessment</i>, given the proximity of the proposed hotel use to I-5, further in-depth analysis of traffic noise on the interior noise levels of the hotel is required. Although the Environmental Noise and Vibration Assessment was prepared in 2017, because the hotel would still be located in close proximity to I-5, the results presented therein are still valid.</p> <p>The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels for the project. According to the Caltrans website, the segment of I-5 adjacent to the project site currently experiences an ADT of 130,500 vehicles. Future average daily traffic volumes were conservatively estimated by doubling the obtained existing traffic counts for I-5. In order to quantify the difference in traffic noise levels at first-floor facades relative to elevated facades, simultaneous short-term noise level measurements at heights of 5, 15, and 25 feet above ground were conducted on the project site. The measurement results indicate that traffic noise levels at elevated facades can be expected to be 3 dB higher than ground floor facades due to reduced ground</p>

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					<p>absorption. As a result, a conservative +3 dB offset was applied at the upper-floor areas.</p> <p>The future I-5 traffic noise exposure at the nearest building facades would be approximately 71 dB L<sub>dn</sub>. Given an exterior noise environment of approximately 71 dB L<sub>dn</sub>, an exterior to interior building facade noise reduction of 26 dB would be required to achieve compliance with the City's 45 dB L<sub>dn</sub> interior noise standard. As such, standard window assemblies (STC 27) may be inadequate to ensure satisfaction with the City's interior noise standard.</p> <p>Therefore, BAC provided modified mitigation for construction of the hotel site. Previous mitigation required the construction of sound walls around the proposed plazas on the northeastern portion of the site. However, considering that the currently proposed project does not include the plaza areas identified in the 2002 IS/MND as being potentially subject to excess noise levels, the original mitigation measure requiring sound walls around the proposed plazas within the Gateway West Business Park is no longer applicable. Thus, alternative mitigation is required to reduce noise impacts from I-5. BAC recommends that the northern and eastern facades of the proposed hotel be provided with windows maintaining a minimum STC rating of 32. In addition, mechanical ventilation (air conditioning) should be provided for all hotel rooms to allow the occupants to close windows as desired for additional acoustical isolation.</p>

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					Implementation of the modified mitigation measures identified by BAC would ensure that implementation of the proposed project would not result in the exposure of receptors to noise levels in excess of the City's standards. As such, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.
c. Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?	2002 IS/MND pg. 55-59	No	No	Yes	The 2002 IS/MND analyzed the Gateway West Business Park's impact of the project on the surrounding community through the generation of severe noise levels in the long-term and during construction. Construction of the project was identified as a generator of noise greater than the current ambient noise levels. Noise production related to construction is addressed in the City of Sacramento's City Code, Chapter 8.68 Noise Control. The Noise Control Code exempts construction activities from the existing noise ordinance, as long as such activities occur between 7 AM and 6 PM Monday-Saturday or between 9 AM and 6 PM on Sunday. As such, construction activities performed during the exempted hours would not result in excessive noise. The 2002 IS/MND concluded that construction activities were temporary in nature and would not lead to a long-term increase in ambient noise levels and construction activities for the proposed project were required to occur during the hours specified in the SCC.

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					<p>Although the proposed project would still be subject to the City's Noise Control Code for construction activities, BAC analyzed the potential noise impacts from construction utilizing actual distances of the proposed construction from the existing nearest sensitive receptors. Such sensitive receptors include single- and multi-family residential uses located to the west of the project site, approximately 100 feet from the project site. However, construction of the roadway improvements could occur approximately 25 feet from the sensitive receptors. Typical construction provides a noise level reduction of approximately 25 dBA with the windows closed, which would reduce the maximum noise levels within residences. Nonetheless, because roadway improvements could occur at distances of 25 feet, the proposed project could exceed the City's noise level standards.</p> <p>Although noise generated by the construction of the proposed project could potentially exceed the City's standard for short duration events near the residential areas, such noise would be short-term in duration and would not substantially exceed existing ambient noise levels. In addition, as discussed above, construction activities are exempt from the City's noise level standards assuming, that the activities occur during normal daytime hours. Nonetheless, BAC provided Special Mitigation Measure to be utilized to the extent practical to minimize the potential for adverse public reaction to project construction.</p>

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					<p>Furthermore, the construction activity required for the proposed project is not anticipated to be significantly more intense than the construction activity that would occur with build out of the land uses contemplated in the 2002 IS/MND. Therefore, implementation of the Special Mitigation Measure related to construction would ensure that noise associated with construction of the proposed project would be less than or equal to the noise that would occur during construction of the land uses contemplated in the 2002 IS/MND.</p> <p>Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p>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?</p>	N/A	N/A	N/A	N/A	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts related to groundborne vibrations.</p> <p>Groundborne vibrations would be generated during construction of the proposed project. Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, types of equipment used and proximity to noise and vibration sensitive land uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with increasing distance from the source. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Vibration is typically not perceptible outdoors, and therefore, impacts are based on</p>

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					<p>distance to the nearest building and peak vibration levels would occur when construction equipment operates closest to the boundaries of surrounding property lines.</p> <p>Project construction activities, such as drilling, the use of jackhammers, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate groundborne vibration in the immediate vicinity. Table 10 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. As shown in the table, jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.</p> <table border="1" data-bbox="1276 1036 1957 1409"> <caption data-bbox="1329 1040 1904 1138"><b>Table 10 Vibration Source Levels for Construction Equipment</b></caption> <thead> <tr> <th data-bbox="1276 1138 1602 1170">Equipment</th> <th data-bbox="1602 1138 1957 1170">PPV at 25 ft (in/sec)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1276 1170 1602 1203">Hoe ram</td> <td data-bbox="1602 1170 1957 1203">0.089</td> </tr> <tr> <td data-bbox="1276 1203 1602 1235">Large Bulldozer</td> <td data-bbox="1602 1203 1957 1235">0.089</td> </tr> <tr> <td data-bbox="1276 1235 1602 1268">Caisson drilling</td> <td data-bbox="1602 1235 1957 1268">0.089</td> </tr> <tr> <td data-bbox="1276 1268 1602 1300">Loaded trucks</td> <td data-bbox="1602 1268 1957 1300">0.076</td> </tr> <tr> <td data-bbox="1276 1300 1602 1333">Jackhammer</td> <td data-bbox="1602 1300 1957 1333">0.035</td> </tr> <tr> <td data-bbox="1276 1333 1602 1365">Small bulldozer</td> <td data-bbox="1602 1333 1957 1365">0.003</td> </tr> </tbody> </table> <p data-bbox="1289 1354 1944 1406"><i>Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment, Table 12-2. May 2006.</i></p>	Equipment	PPV at 25 ft (in/sec)	Hoe ram	0.089	Large Bulldozer	0.089	Caisson drilling	0.089	Loaded trucks	0.076	Jackhammer	0.035	Small bulldozer	0.003
Equipment	PPV at 25 ft (in/sec)																		
Hoe ram	0.089																		
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					<p>As shown in Table 10 the proposed project would not be anticipated to result in vibration-peak-velocities equal to or greater than 0.5 inches per second at any areas 25 feet or more away from construction activity.</p> <p>The nearest sensitive receptors to the proposed project are apartment buildings and single-family residences located to the west of the project site. The nearest sensitive land uses are located approximately 25 feet from construction activities, which would occur at Duckhorn Drive as part of the roadway improvements. Because vibration levels generated by the type of construction equipment which will be required for this project dissipates very rapidly with distance, vibration levels at the nearest residences are expected to be around 0.035 inches/second peak particle velocity at those residences during construction activities. As a result, construction vibration levels would be below levels that would cause structural damage or annoyance.</p> <p>Additionally, operations associated with hotel, commercial, and non-residential land uses are not associated with the generation of groundborne vibrations, which could exceed the threshold.</p> <p>Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
e. Permit adjacent residential and	N/A	N/A	N/A	N/A	At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific

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<p>commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?</p>					<p>question regarding a project's potential impacts related to groundborne vibrations due to highway traffic and rail operations.</p> <p>The project site is approximately 450 feet west of the nearest highway, I-5. The nearest existing railway is located approximately three miles to the east of the project site, while a proposed extension of the City's light rail system would be placed just over a mile to the east of the project site. Groundborne vibrations dissipate with distance from the source of the vibrations, and given the distance between the project site and the nearest highway or railway, the proposed project would be unlikely to experience vibration peak particle velocities greater than 0.5 inches per second.</p> <p>Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p>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?</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts related to groundborne vibrations near a historic building or archaeological site.</p> <p>The project site is currently vacant, while the Duckhorn improvement area is currently developed with roadway. As discussed in the Cultural Resources Section of this Addendum, archaeological sites are not known to occur on the</p>

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					<p>project site, and the site's history of disturbance makes the discovery of such sites unlikely.</p> <p>Development of the surrounding project area primarily occurred after 1998, and, thus, nearby structures would not be considered historic buildings. Therefore, construction activities would not create vibration-peak-particle velocities of 0.2 inches per second or greater near a historic building or archaeological site. As a result, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 2002 IS/MND.</p>
<p><b>2002 IS/MND Mitigation Measures:</b>  The following mitigation measure from the 2002 IS/MND has been fulfilled and is not considered applicable to the currently proposed project.</p> <p><i>Mitigation Measure #9-1: The project applicant shall provide for the design and construction of an eight-foot-high sound wall along the south perimeter of the project site.</i></p> <p><b>Modified Mitigation Measures:</b>  The following Mitigation Measure from the 2002 IS/MND has been modified using project specific information. The application of the modified Mitigation Measure shall ensure that potential impacts from the proposed project would remain less than significant.</p> <p><i>Mitigation Measure #9-2: <u>The project applicant shall provide for the design and construction of six-foot-high sound walls located along the north, east, and west sides of plazas A, B, and C. Prior to issuance of a building permit, the project applicant shall show on the plans via notation that the contractor shall ensure standard construction practices (wood siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) would be adequate for the proposed first-floor hotel rooms. All northern and eastern upper-floor hotel rooms with a view of Interstate 5 should be upgraded to an STC rating of 32. Mechanical ventilation (air conditioning) should be provided for all hotel rooms to allow the occupants to close windows as desired to achieve compliance with the applicable interior noise level criteria.</u></i></p>					

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<b>Special Mitigation Measures:</b>					
Implementation of the following Special Mitigation Measure would ensure that the proposed project would not result in new or significantly more severe impacts despite changes in the regulatory setting of the proposed project since the approval of the 2002 IS/MND.					
<i>Mitigation Measure #1</i>	<i>Prior to issuance of a building permit, the project applicant shall demonstrate on the plans via notation that all rooftop HVAC equipment associated with air heating and cooling shall be completely shielded from view of nearby sensitive land uses by the rooftop parapets. The plans shall be subject to review and approval by the City of Sacramento Planning Division.</i>				
<i>Mitigation Measure #2</i>	<i>Prior to issuance of a building permit, the project applicant shall show on the plans via notation that the contractor shall ensure all construction equipment must have appropriate sound muffling devices, which shall be properly maintained and used at all times such equipment is in operation. The plans shall be submitted for review and approval by the City Building Official.</i>				
<i>Mitigation Measure #3</i>	<i>Prior to issuance of a building permit, the project applicant shall show on the plans via notation that the contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project construction areas. The plans shall be submitted for review and approval by the City Building Official.</i>				

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<b>9. Public Services.</b>					
Would the project:					
<p>a. Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>	<p>2002 IS/MND pg. 60-62</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND analyzed the Gateway West Business Park Project's impact on Public Services in the Natomas area, and concluded that public services, including police, fire, schools, and additional government services were planned for within the NNCP and the costs of those services would be funded through the North Natomas Financing Plan. The 2002 IS/MND also determined that because the Gateway West Business Park Project did not include permanent housing, a demand for school services/facilities would not occur, and, thus, a need for new or altered services related to schools would not occur.</p> <p>The proposed project would develop a portion of the Gateway West Business Park Project area for land uses similar to what was anticipated by the 2002 IS/MND. The proposed project includes a hotel, commercial/retail, restaurants, convenience store, and a gas station, all of which are consistent with the EC-50 designation analyzed in the 2002 IS/MND. Although the proposed project includes a request to rezone three parcels to C-2, to accommodate the proposed drive-through uses, such a rezone would be generally consistent with the other commercial uses allowed by the existing EC-50 zoning designation. Therefore, the proposed project does not include any land uses which are significantly different than what was anticipated by the 2002 IS/MND, and the proposed</p>

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					<p>project would generate similar demands on public services to what was anticipated for the project area in the 2002 IS/MND, as well as the NNCP. The proposed project would be subject to compliance with the NNCP, including participation in the North Natomas Financing Plan, which provides funding for public services in the North Natomas area.</p> <p>Furthermore, the Sacramento Police Department submitted a list of conditions related to lighting, landscaping, security, and construction actions to be followed in order to prevent crime occurring at the project site and the surrounding area. With fulfillment of the conditions of approval, the project would not result in the need for new or altered services related to police protection.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

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<b>10. Recreation.</b> Would the project:					
a. Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	2002 IS/MND pg. 76-77	No	No	No	<p>The 2002 IS/MND analyzed possible deterioration of existing area parks or recreational facilities and concluded that the Gateway West Business Park project did not alter the 23.4 acres of park designated for the Gateway West Business Park PUD.</p> <p>The proposed project does not involve any proposed housing, and, thus, would not result in an increase in the local population of the area. As such, increased demand for and/or use of area parks or recreation facilities would not occur as a result of the proposed project. The proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>
b. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?	2002 IS/MND pg. 76-77	No	No	No	<p>The 2002 IS/MND concluded that the Gateway West Business Park Project did not create any new demand for parks and recreation facilities beyond the demand identified in the Gateway West PUD. By approving the PUD, the City determined that the PUD satisfied the City's recreation goals and policies.</p> <p>While the proposed project does involve the rezone of a portion of the project site, the proposed project would maintain commercial development, which would be similar to what was anticipated in the 2002 IS/MND. Commercial development in</p>

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					<p>general is not expected to significantly increase demand on recreation facilities because commercial development does not involve a direct increase in population of the area. Nonetheless, the proposed project would be required to comply with Title 18, 18.56, Park Development Impact Fee, which requires the project applicant to pay a fee based on the Park Impact Fee Remainder City Zone Rate, and is due at the time of issuance of building permit.</p> <p>Therefore, in compliance with Chapter 18.56 of the SCC, the proposed project would not result in a demand for the construction or expansion of new or existing recreational facilities, allowing impacts to remain less than significant.</p>
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p>					
<p><b>Modified Mitigation Measures: None required.</b></p>					
<p><b>Special Mitigation Measures: None required.</b></p>					

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
<b>11. Transportation/Traffic.</b>					
Would the project:					
<p>a. Roadway segments: degrade peak period Level of Service (LOS) from acceptable (without the project) to unacceptable (with project) or the LOS (without project) is F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.</p>	<p>2002 IS/MND pg. 35-40</p>	<p>No</p>	<p>No</p>	<p>Yes</p>	<p>The 2002 IS/MND analyzed the Gateway West Business Park Project's impact on the area's traffic and concluded that the Gateway West Business Park Project was consistent with the Gateway West Business Park PUD land use designations and land use intensities for the project area. Because the "Transportation and Circulation Study for Gateway West Business Park" prepared by DKS Associates for the Gateway West Business Park PUD application adequately addressed potential impacts, the traffic generated by the Gateway West Business Park Project was considered to be consistent with the land uses and intensities anticipated by the City of Sacramento General Plan EIR adopted at that time, and the NNCP. As such, the 2002 IS/MND concluded that the Gateway West Business Park Project would not result in any significant impacts.</p> <p>The proposed project would develop a portion of the Gateway West Business Park Project area for land uses similar to what was anticipated by the 2002 IS/MND. The proposed project includes a hotel, commercial/retail, restaurants, convenience store, and a GDF, all of which are consistent with the EC-50 designation analyzed in the 2002 IS/MND. Although the proposed project includes a request to rezone a portion of the site to C-2, to accommodate the proposed drive-through uses, such a rezone would be generally consistent with the other commercial uses allowed by the existing</p>

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					<p>EC-50 zoning designation. Therefore, the proposed project does not include any land uses which are significantly different than what was anticipated by the 2002 IS/MND, and the proposed project would thus involve traffic generation rates which would be generally similar or less than what was anticipated for the project area in the 2002 IS/MND as well as the NNCP.</p> <p>As discussed in the Project Description of this Addendum, the proposed project would include construction of a roundabout within Duckhorn Drive to accommodate the northernmost project entrance, as well as further improvements to Duckhorn Drive to accommodate a total of 325 feet of vehicle storage space within the southbound left turn movement at Duckhorn Drive and Arena Boulevard. The proposed improvements to Duckhorn Drive would allow for acceptable operations of the intersection of Duckhorn Drive and the northernmost project driveway, while allowing the southbound left turn lane on Duckhorn Drive at Arena Boulevard adequate queue space.</p> <p>Because the proposed project includes a request for a rezone and improvements to Duckhorn Drive, the City of Sacramento has conducted further analysis of the proposed project. An analysis of potential traffic-related impacts was prepared for a previous version of the proposed project. The previous analysis demonstrated that buildout of the project site at the levels previously proposed would result in the deterioration of the LOS at the intersection of Duckhorn Drive and Arena Boulevard</p>

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					<p>from D to E.<sup>21</sup> However, since the time of preparation of the traffic analysis, the project has been revised from a previously proposed building square footage of 101,494 sf to a currently proposed 67,866 sf. The reduced square footage and hotel rooms would result in fewer vehicle trips to and from the site. The following analysis is based on the previously proposed building square footage; however, in order to take a conservative approach, results of the previous analysis are presented below.</p> <p>DKS Associates prepared a Transportation Analysis, as well as two Technical Memoranda to analyze the potential impacts related to operation of the previously proposed project, which consisted of 25,200 sf of retail, 16 pump gas station, and a 120-room hotel. In addition, the Transportation Analysis analyzed implementation of the proposed improvements to Duckhorn Drive.<sup>22</sup> As discussed in the DKS Associates' analyses, implementation of the proposed improvements would result in acceptable intersection operations at all study intersections except the intersection of Duckhorn Drive and Arena Boulevard, which would experience a deterioration of LOS from current operations at LOS D to LOS E. Policy M1.2.2 (e) of the City's 2035 General Plan provides that LOS E and F may be accepted, provided that provisions are made to improve the overall transportation</p>

<sup>21</sup> DKS Associates. *Memorandum: Gateway West – Arena Boulevard Retail Center Task 10: Analysis of Change in Project Land Use*. July 27, 2017.

<sup>22</sup> DKS Associates. *Transportation Analysis Gateway West – Arena Boulevard Retail Center*. May 18, 2017.

DKS Associates. *Memorandum: Gateway West – Arena Boulevard Retail Center Task 9: Roundabout Analysis*. July 27, 2017.

DKS Associates. *Memorandum: Gateway West – Arena Boulevard Retail Center Task 10: Analysis of Change in Project Land Use*. July 27, 2017.

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					<p>system. The proposed roundabout and increased vehicle storage space along Duckhorn Drive would represent system improvements, and, thus, would result in the intersection of Duckhorn Drive and Arena Boulevard to deteriorate in LOS. The deterioration would not be considered a significant impact, per Policy M1.2.2 (e) of the City's 2035 General Plan.</p> <p>Because the deterioration of intersection operations at Duckhorn Drive and Arena Boulevard from the previously approved project would not be considered a significant impact under the City's 2035 General Plan, the proposed project would not result in any new or significantly more severe impacts than the impacts anticipated by the 2002 IS/MND.</p>
<p>b. Intersections: degrade peak period level of service from acceptable (without project) to unacceptable (with project) or the LOS (without project) is F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?</p>	<p>2002 IS/MND pg. 35-40</p>	<p>No</p>	<p>No</p>	<p>Yes</p>	<p>See Question a., above.</p>
<p>c. Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic</p>	<p>2002 IS/MND pg. 35-40</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>At the time of approval of the 2002 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential effect on freeway facilities. However, freeway operations were generally considered within the circulation system of the general area, and, as</p>

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<p>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>					<p>discussed in Question a., above, the 2002 IS/MND analyzed the Gateway West Business Park Project's impact on the area's traffic. The 2002 IS/MND concluded that the Gateway West Business Park Project was consistent with the Gateway West Business Park PUD land use designations and land use intensities for the project area. Because the "Transportation and Circulation Study for Gateway West Business Park" prepared by DKS Associates for the Gateway West Business Park PUD application adequately addressed potential impacts, the traffic generated by the Gateway West Business Park Project would have been consistent with the land uses and intensities anticipated by the City of Sacramento General Plan EIR adopted at that time, and the NNCP. As such, the 2002 IS/MND concluded that the Gateway West Business Park Project would not result in any significant impacts on the City's circulation system, which included portions of I-5 within the City in proximity to the project site.</p> <p>Regional access to the site is provided by I-5 through the Arena Boulevard interchange. The Transportation Analysis prepared for the previously proposed project included an analysis of the previous project's potential to result in impacts to the I-5/Arena Boulevard interchange. As shown in the Transportation Analysis, the previously proposed project would not result in a degradation of intersection LOS at the I-5/Arena Boulevard interchange. Because the previously proposed project was more intense than the proposed project, the proposed project would not result in a</p>

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					change in operation of the interchange and no new or significantly more severe impact than what was anticipated by the 2002 IS/MND.
d. Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?	2002 IS/MND pg. 35-40	No	No	No	<p>The 2002 IS/MND analyzed the Gateway West Business Park Project's potential impacts regarding conflicts with adopted policies supporting alternative transportation. The 2002 IS/MND concluded that the Gateway West Business Park Project would be consistent with policies within the City's General Plan, the NNCP, and the SCC, the Gateway West Business Park Project would not result in conflicts with policies relating to transit. Furthermore, the 2002 IS/MND concluded that the Gateway West Business Park Project would not result in hazards or barriers for pedestrians or bicyclists.</p> <p>Transit service in the project area is provided by Regional Transit route 171, which passes by the project site along Duckhorn Drive. Although the proposed project would include construction of a roundabout at the intersection of Duckhorn Drive and North Driveway 1, transit in the project area would not be impeded by such roadway improvements. The project site is currently bordered by sidewalks to the south and west, and pedestrian crosswalks exist at the intersection of Duckhorn Drive and Arena Boulevard. Following implementation of the proposed project, sidewalks along the project frontages to Duckhorn Drive and Arena Boulevard would be retained. Sidewalks and striped crosswalks would extend within the project site, and would provide pedestrian access to all proposed structures. Additionally, the proposed</p>

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					<p>roundabout would include three crosswalks, which would improve pedestrian access, east to west, across Duckhorn Drive. The provision of pedestrian infrastructure throughout the project site would ensure that individuals using public transit would be able to easily navigate the project site. Additionally, the inclusion of marked crosswalks and traffic signage would further reduce the potential for automobile centered uses, such as the proposed drive-throughs and GDF to result in a conflict with transit uses on Duckhorn Drive or transit passengers passing through the project site.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>
<p>e. Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?</p>	<p>2002 IS/MND pg. 35-40</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND analyzed the Gateway West Business Park Project's potential impacts regarding the creation of hazards or barriers for pedestrian or bicyclists. Because the Gateway West PUD Development Guidelines include requirements for sidewalks, bicycle lanes, and trails, the 2002 IS/MND concluded that implementation of the Gateway West Business Park Project would not result in impacts related to bicycle or pedestrian facilities.</p> <p>Bicycle infrastructure exists to the south, east, and west of the project site. Along Arena Boulevard and Duckhorn Drive striped class II bicycle lanes exist</p>

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					<p>along the project frontages. A class I bicycle and pedestrian path connects to Arena Boulevard and extends north, on the east side of the project site. The existing bicycle infrastructure along Arena Boulevard and the class I bicycle path to the east of the project site would be retained with implementation of the proposed project site. Construction of the proposed roundabout would alter the existing bicycle lane by allowing for merged bicycle and vehicle traffic through the roundabout. Although bicycle and vehicle traffic would merge within the roundabout, class II bicycle lanes would be provided on the remaining portions of Duckhorn Drive. Furthermore, the proposed project would include construction of a class I bicycle and pedestrian path along the southern frontage of the project site, which would connect the existing class I bicycle and pedestrian path to the east of the project site to pedestrian and bicycle facilities at the intersection of Duckhorn Drive and Arena Boulevard. Therefore, the proposed project would include some alterations to the existing bicycle infrastructure in the project area, but such alterations would not be anticipated to result in adverse effects to bicycle travel or access.</p> <p>In addition to the aforementioned bicycle infrastructure, the proposed project would include bicycle parking in accordance with Section 17.608.030 if the SCC.</p> <p>The proposed project includes a GDF, as well as two proposed drive-throughs. Neither GDF's or drive-throughs are used by bicyclists or</p>

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					<p>pedestrians. Although such facilities would not be used by bicyclists or pedestrians, the proposed project includes pedestrian walkways, crosswalks, and traffic signage that would ensure that such automobile focused uses do not conflict with pedestrian or bicycle uses on the project site.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>
f. Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?	2002 IS/MND pg. 35-40	No	No	No	See Discussion d., above.
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

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<b>12. Utilities and Service Systems.</b>					
Would the project:					
<p>a. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?</p>	<p>2002 IS/MND pg. 63-67</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND analyzed the Gateway West Business Park Project's impact on wastewater treatment and distribution, sewer and septic tanks, stormwater drainage, solid waste disposal, and local and regional water supplies as applied to the Sacramento General Plan, the NNCP, and relevant SCC. The 2002 IS/MND concluded that the Sacramento Regional County Sanitation District (SRCSD) and the City of Sacramento, had adequate capacity to handle the increase in wastewater generation, water demand, and solid waste generation induced by the development associated with the Gateway West Business Park Project.</p> <p><u>Sewer</u></p> <p>Sewer collection in the Natomas area is provided by the Sacramento Area Sewer District (SASD). Once collected by the SASD system, sewage flows into the SRCSD interceptor system, before being conveyed to the Sacramento Regional Wastewater Treatment Plant. Since the adoption of the 2002 IS/MND, the SRCSD has begun a major upgrade to the sanitation district's wastewater treatment infrastructure to meet all requirements of the applicable NPDES permit issued by the Central Valley Regional Water Quality Control Board. To ensure that new projects do not inhibit SRCSD's ability to treat wastewater or exceed the existing capacity of the system, SRCSD requires new projects to pay Impact Fees,</p>

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					<p>which are based on the type and location of development.</p> <p>The 2002 IS/MND analyzed potential wastewater generation resulting from development of the project site for land uses consistent with the EC-50 PUD designation. The EC-50 PUD allows for a variety of land uses including retail, hotel, gas station, and restaurant uses. The proposed project would develop the project site with land uses consistent with the EC-50 PUD, with the principal difference being the inclusion of two drive-throughs, which require a rezone of the project site to C-2. Drive-throughs would not be considered wastewater generating land uses. Considering that the remaining land uses proposed for the project site would be generally consistent with the uses allowable under the EC-50 PUD zoning designation, the wastewater demand from operation of the proposed project would be anticipated to be generally consistent with the wastewater demand previously anticipated for the project site in the 2002 IS/MND. As a result, the proposed project would not cause SRCSD to exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. Should the capacity of the sewer service infrastructure require improvements, such capital improvements would be made through the required participation of the applicant in the North Natomas Financing Plan to guarantee financing for possible improvements to and expansion of the sewer system.</p>

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					<p>Additionally, the SASD submitted comments on the proposed project and provided relative conditions of approval that must be implemented by the project applicant. With implementation of the conditions of approval and through payment of applicable fees, the proposed project would result in the determination that adequate capacity is available to serve the project's demand in addition to existing commitments.</p> <p><u>Water</u></p> <p>The 2002 IS/MND determined that the City will have sufficient water supplies to meet increased demand generated by the Gateway West Business Park Project. Because the proposed project would develop the project site for a similar commercial use as anticipated in the 2002 IS/MND and the 2035 General Plan, the proposed project would not be expected to result in a significant change in water demand. However, should improvements to the infrastructure be deemed necessary, such improvements would be funded through the required participation of the applicant in the North Natomas Financing Plan which will guarantee financing for improvement to the expansion of water treatment and distribution facilities. Because the proposed project would include similar uses and reduced building square footage, the proposed project would result in similar or reduced water demand.</p> <p>Similar to SASD, the City of Sacramento Department of Utilities submitted comments on the proposed project, providing a list of conditions of</p>

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					<p>approval. The conditions relate to the proposed project's Site Plan and Design Review. The project applicant would be required to demonstrate compliance with the conditions prior to issuance of the first building permit.</p> <p><u>Solid Waste</u></p> <p>The 2002 IS/MND concluded that the increased solid waste production generated by the Gateway West Business Park Project would need to be handled by the City solid waste system. Given that the proposed project would maintain similar land uses as analyzed in the 2002 IS/MND, the proposed project would be expected to generate similar amounts of solid waste. The proposed project would be required to comply with SCC 17.616, Recycling and Solid Waste Disposal Regulations, requiring the submittal of a recycling program with the planning application before a building permit can be issued. Such recycling programs would be compliant with regulations on the location, size, and design features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material.</p> <p><u>Stormwater Drainage</u></p> <p>The 2002 IS/MND concluded that the Gateway West Business Park Project would result in increased stormwater runoff and greater demand on existing drainage capacity. A drainage agreement between all property owners within the Detention Basin #7a and #8c watersheds had</p>

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					<p>been executed to coordinate design and construction of improvements to obtain capacity required by the Comprehensive Drainage Plan. Although the proposed project includes a request to rezone the project site, the total area of development and intensity of development would remain similar to or less than what was previously anticipated for the project site in the 2002 IS/MND. Because development of the project site under the proposed project would occur at a similar intensity as development of the project site under the land use assumptions analyzed in the 2002 IS/MND, the proposed project would be anticipated to generate a similar volume of stormwater runoff as was anticipated for development of the site under the 2002 IS/MND. Given that the proposed project would be expected to generate a similar increase in stormwater runoff, the proposed project would be required to comply with the drainage agreement and must provide adequate stormwater drainage to the satisfaction of the City of Sacramento Department of Utilities. It is important to note that while the proposed project would be expected to result in increased runoff from current conditions, it would not exceed what was previously expected of the Gateway West Business Park Project (see <i>Section 7. Hydrology and Water Quality, Question a</i> for a complete discussion).</p> <p><u>Conclusion</u></p> <p>Based on the above, existing capacity exists within wastewater, water, and solid waste utility infrastructure, and the proposed project would not</p>

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					create a significant change in demand from what was originally anticipated by the 2002 IS/MND. In addition, the proposed project would not be expected to require or result in the construction or expansion of existing utilities. Therefore, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.
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?	2002 IS/MND pg. 63-67	No	No	No	See Discussion a., above.
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

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<b>13. Mandatory Findings of Significance.</b>					
Would the project:					
<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, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?</p>	<p>2002 IS/MND pg. 78</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>The 2002 IS/MND analyzed that the Gateway West Business Park did have the potential to substantially degrade the quality of the environment, however the 2002 IS/MND concluded that all potential project impacts would either be avoided or reduced to a less-than-significant level through project design, compliance with applicable regulations, or by the implementation of identified mitigation measures.</p> <p>This document has further analyzed the proposed project to investigate whether the proposed changes to the Gateway West Business Park Project would result in any new or more severe impacts than what was originally anticipated by the 2002 IS/MND. Although relatively unlikely, based upon the current land cover types found on-site, protected avian could use the project site as foraging or nesting habitat. In addition, although unlikely, the possibility exists that grading activities could reveal archeological, cultural, historical, or tribal cultural resources not previously identified. However, implementation and modification of the previously-approved mitigation measures within the 2002 IS/MND would reduce any potential impacts to less-than-significant levels.</p> <p>Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					what was anticipated for the project area in the 2002 IS/MND.
<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>	<p>2002 IS/MND pg. 78</p>	<p>No</p>	<p>No</p>	<p>Yes</p>	<p>The 2002 IS/MND concluded that no cumulative impacts were identified as a result of the Gateway West Business Park Project. As discussed throughout this Addendum, the proposed project site currently remains undeveloped, would maintain similar land uses as what was previously identified, and would not create a significant change in demand. The proposed project would additionally comply with the all relevant City of Sacramento regulations and building standards, and would therefore not result in any changes, new circumstances, nor new information from the proposed project that would involve new significant impacts or substantially more severe impacts from what was originally anticipated in the 2002 IS/MND.</p> <p>Since adoption of the 2002 IS/MND the City of Sacramento has updated the City’s CEQA checklist, and the proposed project includes a GDF, operation of which would involve emissions of benzene, a TAC. Considering the changes to the City’s CEQA checklist since 2002 and the inclusion of the GDF in the proposed project, additional analysis of the currently proposed project was performed as necessary. The additional analysis performed and presented throughout this addendum has shown that the proposed project would not result in new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 2002 IS/MND.</p>

Environmental Issue Area	Where Impact Was Analyzed in Previous CEQA Documents?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Considering the above, and the analysis presented throughout this Addendum, the proposed project would not result in any cumulative impacts.
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	2002 IS/MND pg. 78	No	No	No	See Discussion a. and b., above.
<p><b>2002 IS/MND Mitigation Measures: None required.</b></p> <p><b>Modified Mitigation Measures: None required.</b></p> <p><b>Special Mitigation Measures: None required.</b></p>					

## **Conclusion**

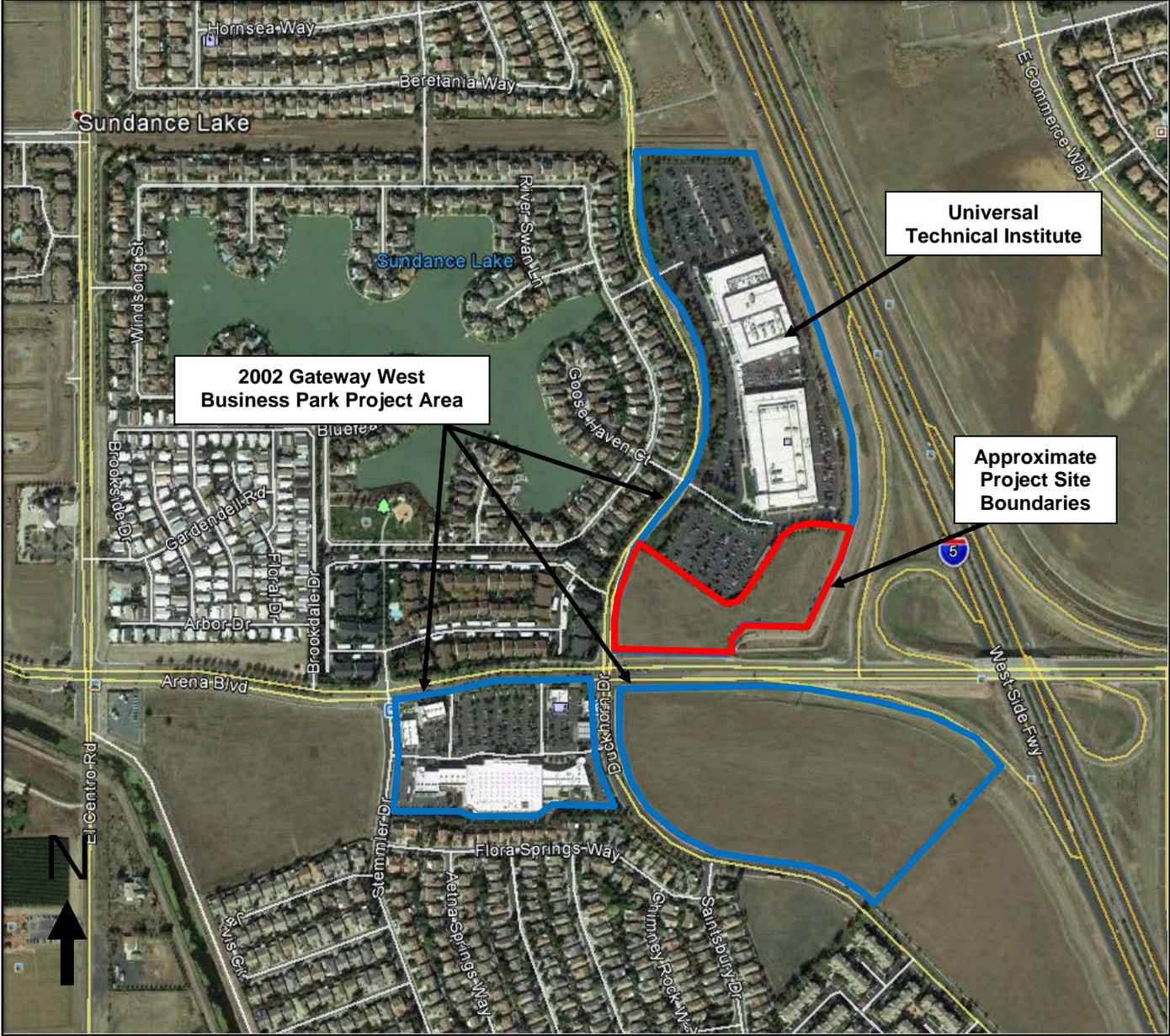
As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project nor have any substantial changes occurred that would require major revisions to the 2002 IS/MND as amended. Impacts beyond those identified and analyzed in the 2002 IS/MND would not be expected to occur as a result of the proposed project, given implementation of the relevant 2002 IS/MND mitigation measures, as well as the modified and special mitigation measures included within this Addendum. Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, or new or revised alternatives from what was identified for the original project in the 2002 IS/MND. Therefore, the Community Development Department concludes that the analyses conducted and the conclusions reached in the IS/MND adopted on March 25, 2003, remain valid. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and subsequent environmental review is not required for the proposed project modifications. Again, it should be noted that the proposed project would be subject to all applicable previously required mitigation measures from the 2002 IS/MND.

**Based on the above analysis, this Addendum to the previously-adopted IS/MND for the project has been prepared.**

### **Attachments:**

- A) Vicinity Map
- B) Gateway West Site Plan
- C) 2002 Gateway West Business Park Initial Study Mitigated Negative Declaration
- D) Universal Technical Institute Addendum
- E) Aino Signs Inc. Highway Sign Recommendations
- F) CalEEMod Outputs
- G) Health Risk Assessment Modeling

# ATTACHMENT A VICINITY MAP





**ATTACHMENT C**  
**2002 GATEWAY WEST BUSINESS PARK INITIAL STUDY MITIGATED NEGATIVE**  
**DECLARATION**

Initial Study and  
Mitigated Negative Declaration  
for  
Gateway West Business Park(P00-064)  
and  
Friedman Retail Development (P01-104)

City of Sacramento

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Prepared by:

*Sycamore Environmental Consultants, Inc.*  
6355 Riverside Blvd., Suite C  
Sacramento, CA 95831  
916/ 427-0703  
Contact: R. John Little, Ph.D.

Prepared for:

*City of Sacramento*  
1231 I Street, Room 300  
Sacramento, CA 95814  
916/ 264-7816  
Contact: Mr. Gregory Bitter, AICP, Associate Planner

2 October 2002

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Initial Study and Mitigated Negative Declaration  
for  
Gateway West Business Park(P00-064)  
and  
Friedman Retail Development (P01-104)

City of Sacramento

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\* Appendices B through E are on file and available for review at: 1231 I Street, Room 300 Sacramento, CA 95814

# I. PROJECT INFORMATION FORM

1. Project Title: Gateway West Business Park (P00-064) and Friedman Retail Development (P01-104)
2. Lead Agency Name and Address: City of Sacramento, 1231 I Street, Room 300, Sacramento, CA 95814
3. Lead Agency Contact Person and Phone Number: Mr. Gregory Bitter, AICP, Associate Planner, 916/ 264-7816
4. Property Owner's Name: Gateway West Business Park, LLC (P00-064); Fulcrum Capital Corporation (P01-104)
5. Applicant's Name and Address: LPA Sacramento, Inc. 1215 G Street, Sacramento, CA 95816
6. Applicant's Contact Person and Phone Number: Mr. Philip Harvey, AIA 916/ 443-0335
7. Project Location: Both projects are located in the City of Sacramento, Sacramento County, California. Gateway West Business Park is located west of Interstate 5 between the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5.  
 The Friedman Retail Development Project is located south of Arena Boulevard and west of Duckhorn Drive and east of Stemmler Drive.
8. Property Assessor Parcel Numbers: Gateway West Business Park – 225-0310-020, 225-0140-037, 038 and 039  
 Friedman Retail Development – 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020
9. Property Area: Gateway West Business Park – 65.1 gross acres, 59.6 net acres  
 Friedman Retail Development – 12.75 gross acres, 11.69 net acres
10. General plan designation: Gateway West Business Park – 65.1 gross acres Regional Commercial and Offices  
 Friedman Retail Development – 0.96 net acre Low Density Residential; 10.73 net acres Community Neighborhood Commercial and Offices.
11. Community plan designation: Gateway West Business Park – 65.1 gross acres Employment Center – 50  
 Friedman Retail Development – 0.96 net acre Low Density Residential and 10.73 gross acres Village Commercial
12. Zoning: Gateway West Business Park – 65.1 gross acres EC-50 PUD;  
 Friedman Retail Development – 0.96 net acre R-1 PUD and 10.73 net acres C-2 PUD
13. Description of Projects: Gateway West Business Park – Entitlements to develop 65.1 gross acres of employment center uses in the North Natomas Community Plan Area;  
 Friedman Retail Development – Entitlements to develop 12.75 gross acres with commercial uses in North Natomas.
14. Describe any site alterations that would result from the proposed project: The Gateway West Business Park Project would construct 216,000 square feet of office space on 13.75 net acres. Infrastructure and frontage to support an additional 616,200 square feet of employment center uses would also be constructed.  
 The Friedman Retail Development Project would construct four retail buildings totaling 99,000 square feet. Infrastructure and frontage to support a 2,900 square-foot gas station and 6,500 additional square feet of retail would also be constructed.
15. Surrounding Land Use: North – Residential and Employment Center PUD; south – Residential and Employment Center PUD; east – Interstate 5; and west – Residential PUD
16. Other public agencies whose approval is required:  
 Regional Water Quality Control Board; Department of Fish and Game; and U.S. Fish and Wildlife Service
17. The topics checked below require mitigation measures to reduce the significance of potential impacts.

<input type="checkbox"/> Land Use/ Planning	<input type="checkbox"/> Hazards
<input type="checkbox"/> Population/ Housing	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Geology/ Soils	<input type="checkbox"/> Public Services
<input type="checkbox"/> Water	<input type="checkbox"/> Utilities/ Service Systems
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Aesthetics, Light and Glare
<input type="checkbox"/> Transportation/ Circulation	<input checked="" type="checkbox"/> Cultural
<input checked="" type="checkbox"/> Biological	<input type="checkbox"/> Recreation
	<input type="checkbox"/> Mandatory Findings of Significance

## II. INTRODUCTION

### A. Purpose of this Initial Study

The purpose of this Initial Study (IS) is to determine if approval and implementation of the Gateway West Business Park and Friedman Retail Development projects and related entitlements would have significant effects on the environment. This IS is an informational document that will provide the City of Sacramento with an analysis of the proposed projects to aid in the planning and decision-making process. Based on the analysis and recommendation presented herein, the City will determine whether a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is the appropriate environmental document to be prepared. It is not the purpose of this document to recommend either approval or denial of the proposed projects. This IS provides the City of Sacramento with an administrative record with which to make its determination. The City will submit this document to the State Clearinghouse for distribution to appropriate agencies.

### B. Environmental Analysis

This IS has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines, California Code of Regulations Sections 15000 et seq. The environmental analysis consists of the completion of the Environmental Significance Checklist provided by the City of Sacramento. This checklist shall be independently reviewed and authorized by the City of Sacramento pursuant to the State CEQA Guidelines, Section 15063.

The questions in the Environmental Significance Checklist are intended to provide a brief environmental evaluation of the proposed project in order to identify any potentially significant adverse environmental impacts that may be caused by the project or that may affect the project site. If, based on this analysis, the City of Sacramento determines that there is substantial evidence that any aspect of the proposed project may cause a significant effect on the environment, then the City will require the preparation of an EIR. If the City determines that there is no substantial evidence that the proposed project will cause a significant effect on the environment, then a Negative Declaration (ND) will be prepared. For the purpose of this analysis, it is assumed that any feasible mitigation measures identified in this Initial Study that have been agreed to pursuant to a "Mitigation Agreement" with the City of Sacramento will be incorporated into the project. If the City determines that the mitigation measures will reduce the potentially significant effects on the environment to a level of less than significant, then a Mitigated Negative Declaration (MND) will be prepared.

The Environmental Significance Checklist is comprised of three categories of assessment. The first assessment category, "Less Than Significant Impact," indicates that the project will either not have, or be subject to any effects on the environment or that the project may/will have an effect on the environment, either directly or indirectly, less than the criteria of regulatory policy. A "Less Than Significant Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to projects like the one involved or that the impacts fail to trigger regulatory thresholds of significance. Although not necessary, the City may require mitigation to further limit potential impacts.

The second assessment category, "Potentially Significant Impact" indicates that there is substantial evidence that an effect may be significant in context of regulatory policy.

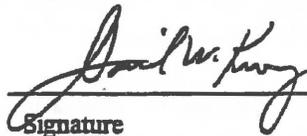
The third assessment category, "Less Than Significant With Mitigation Incorporation," applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." This assessment is adequately supported if the mitigation measures are described and an explanation of how they reduce the effect to a less than significant level is provided.

### III. ENVIRONMENTAL DETERMINATION

---

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **ENVIRONMENTAL IMPACT REPORT** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **ENVIRONMENTAL IMPACT REPORT** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

  
Date

David Kwong, AICP

City of Sacramento

Printed Name

For

## IV. INITIAL STUDY

### A. Project Purpose

The purpose of the Gateway West Business Park Project (P00-064) and the Friedman Retail Development Project (P01-104) is to enhance the North Natomas Community by developing 77.85 gross vacant acres with employment center and commercial uses consistent with the planning goals, policies, and objectives of the City of Sacramento.

### B. Location

The Gateway West Business Park Project is located between Interstate 5 (I-5) and the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive in the City of Sacramento, CA. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5. The Friedman Retail Development Project (Friedman Retail Development) is located west of the Gateway West Business Park site at the southwest corner of Arena Boulevard and Duckhorn Drive. The project study areas occur on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 10 and 15). The Gateway West Business Park Project study area consists of Sacramento County Assessor Parcels: 225-0310-020, 225-0140-037, 038, and 039. The Friedman Retail Development project study area consists of Sacramento County Assessor Parcel numbers 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020. These projects are located within the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DER 1987) area and within Neighborhoods 1 and 2 of the North Natomas Community Plan (NNCP 1994). A project location map is located in Appendix A (Figure A-1).

### C. Project Description

#### 1. Gateway West Business Park Project (P00-064)

The Gateway West Business Park Project involves amending the employment center portion of the Gateway West and Cambay West PUD Guidelines Schematic Plan to designate one office building on each Parcel 1, 2, and 3, and employment center uses on Parcels 5 – 9. The Schematic Plan would show Parcel 10 as a landscape buffer easement to the City of Sacramento and Parcel 11 would be shown as Caltrans right of way (ROW). The project includes a tentative map to subdivide approximately 41.27 net acres into eleven parcels. The remaining ± 21.6 acres south of Arena Boulevard would not be subdivided. The project seeks a Special Permit to construct three two-story office buildings totaling 216,000 square feet and a parking lot with 785 parking spaces. The area to be covered under the Special Permit (Parcels 1 – 4) is approximately 13.751 net acres. Future phases will obtain Special Permits to construct employment center uses on the remaining 45.85 net acres.

The following Map Figures for Gateway West Business Park are provided in Appendix A:

- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan

The following sub-sections identify the requested entitlements.

### Planned Unit Development Schematic Plan Amendment

The Gateway West Business Park Project seeks an amendment to the Gateway West PUD Schematic Plan to reflect the following land uses (Figure A-2 in Appendix A is the Gateway West Business Park Conceptual Site Plan):

- EC - 50 on Parcels 1 - 5, 9; 12, and 13;
- EC - 50 ancillary uses on Parcels 6 - 8 and Parcels 11, 12, and 13;
- Landscape buffer easement to the City of Sacramento on Parcel 10; and
- Caltrans ROW on Parcel 11.

Ancillary uses include retail on Parcels 6, 7, and 12 and sit-down restaurant on Parcels 8 and 13. Table 1 summarizes parking data for the Gateway West PUD Schematic Plan amendment.

Table 1. Gateway West Schematic Plan Amendment Parking Data

	Parcels 1 - 4 EC - 50	Parcel 5 EC - 50	Parcel 6 EC - 50 Ancillary Use	Parcel 7 EC - 50 Ancillary Use	Parcel 8 EC - 50 Ancillary Use	Parcel 9 EC - 50	Parcels 12 & 13
Proposed Building Gross Square Footage	216,000	225,500	6,500	3,200	10,000	70,000	301,000
Required Parking Stalls	617 - 785	644 - 820	26	13	100	75	799 - 973

### Tentative Subdivision Map

The Gateway West Business Park Project seeks approval of a Tentative Subdivision Map to subdivide ± 41.27 net acres into 11 parcels. Table 2 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix A (Figure A-3). The ± 18.33-net-acre balance of the ± 59.6-net-acre Gateway West Business Park Project area south of Arena Boulevard (Parcels 12 and 13) is not proposed for subdivision.

Table 2. Gateway West Business Park Proposed Parcels

Parcel Number	Proposed Use	Parcel Size Square Feet/Acres
1	Two story office building	49,537/ 1.137
2	Two story office building	49,537/ 1.137
3	Three story office building	49,537/ 1.137
4	Parking/ Landscaping/ and Common areas for parcels 1, 2, and 3	392,944/ 9.021 net
5	Office building pad/ Parking	456,657/ 10.483 net
6	Restaurant pad	52,471/ 1.205 net
7	Gas station pad	37,572/ 0.863 net
8	Restaurant pad	71,636/ 1.645 net
9	Four story motel	88,926/ 2.041
10	City owned landscape buffer	248,023/ 5.694 net
11	Caltrans ROW Road ROW	159,539/ 3.663 net 141,308/ 3.244
<b>Total:</b>		<b>1,797,687/ 41.27</b>

### Special Permit

The Gateway West Business Park Project has applied for a Special Permit to construct three two-story office buildings (totaling 216,000 square feet) with 785 parking spaces on Parcels 1 - 4. The Special Permit area is 13.75 net acres. The Special Permit area is shown on figures A-4 and A-5 in Appendix A. A Special Permit Landscape Plan is provided in Appendix A (A-6).

## 2. Friedman Retail Development Project (P01-104)

The Friedman Retail Development Project involves a General Plan amendment to change 0.35 net acre from Low Density Residential to Community Neighborhood Commercial & Offices. The project seeks a Community Plan amendment to change 0.35 net acre from Low Density Residential to Village Commercial and 0.33 net acre from Low Density Residential to Medium Density Residential. The project would rezone 0.35 net acre of R-1 PUD to C2 PUD and 0.33 net acre of R-1 PUD to R-1A-PUD. The project includes a tentative map to subdivide approximately 11.69 net acres into eleven parcels. A PUD Guideline amendment would modify the parking ratio in the Neighborhood Commercial Building section from one parking space per 500 square feet one parking space per 250 square feet (1:500 to 1:250). The Friedman Retail Development Project involves amending the Gateway West and Cambay West PUD Guidelines Schematic Plan to establish a schematic plan for commercial development of the southwest corner of Arena Boulevard and Duckhorn Drive. The project seeks a Special Permit to construct four retail buildings totaling 99,000 square feet and a parking lot with 457 parking spaces. The area to be covered under the Special Permit (Parcel 2) is approximately 9.46 net acres.

The following Map Figures for Friedman Retail Development are provided in Appendix B:

- Figure B-1. Friedman Retail Development General Plan Amendment Exhibit
- Figure B-2. Friedman Retail Development Community Plan Amendment Exhibit
- Figure B-3. Friedman Retail Development PUD Rezone Exhibit
- Figure B-4. Friedman Retail Development Tentative Subdivision Map
- Figure B-5. Friedman Retail Development Conceptual Overall Site Plan
- Figure B-6. Friedman Retail Development Buildable Area Zone Plan
- Figure B-7. Friedman Retail Development Site Plan
- Figure B-8. Friedman Retail Development Ground Floor Plan
- Figure B-9. Friedman Retail Development Elevations
- Figure B-10. Friedman Retail Development Landscape Plan
- Figure B-11. Friedman Pedestrian Development Circulation Diagram
- Figure B-12. Friedman Retail Development Trash and Recycling Plan

The following sub-sections identify the requested entitlements.

### General Plan Amendment

The Friedman Retail Development Project proposes to change the SGPU DEIR land use designation for a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Neighborhood Commercial and Offices. Table 3 shows the acres of the existing and proposed SGPU DEIR Land Use designations and calculates the number of acres the proposed project would change. A map showing the proposed General Plan amendment is provided in Appendix B (Figure B-1).

Table 3. Friedman Retail Development Proposed General Plan Land Use Designation Changes

SGPU DEIR Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.61	-0.35
Neighborhood Commercial and Offices	10.73	11.08	+0.35
Total:	11.69	11.69	-

**Community Plan Amendment**

The Friedman Retail Development Project proposes to change the NNCP land use designations of a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Village Commercial. Parcels 4 – 7 would be changed from Low Density Residential to Medium Density Residential. Table 4 shows the acres of the existing and proposed NNCP land use designations and calculates the number of acres the proposed project would change. A map showing the proposed Community Plan amendment is provided in Appendix B (Figure B-2).

**Table 4. Friedman Retail Development Proposed Community Plan Land Use Designation Changes**

NNCP Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.28	-0.68
Medium Density Residential	0.00	0.33	+0.33
Village Commercial	10.73	11.08	+0.35
<b>Total:</b>	11.69	11.69	-

**Rezone**

The Friedman Retail Development Project would rezone 0.68 net acre within the project area. Portions of Parcels 4 – 9 would rezone Single Family Residential PUD (R-1-PUD) to Commercial PUD (C-2-PUD). Parcels 4 – 7 would be rezoned to Single Family Residential Alternative (R-1A-PUD). Table 5 shows the acres of the existing and proposed zoning, and calculates the number of acres the proposed project would change. A map showing the proposed zone changes is provided in Appendix A (Figure B-3).

**Table 5. Friedman Retail Development Proposed Zone Changes**

Zone	Existing Net Acres	Proposed Net Acres	Net Acres Change
R-1-PUD	0.96	0.28	-0.68
R-1A-PUD	0.00	0.33	+0.33
C-2-PUD	10.73	11.08	+0.35
<b>Total:</b>	11.69	11.69	-

**Planned Unit Development Schematic Plan Amendment**

The Friedman Retail Development Project seeks an amendment to the Gateway West Business Park PUD Schematic Plan to reflect the following land uses (Figure B-6 in Appendix B is the Site Plan):

- Four retail buildings on Parcel 2 totaling 99,000 square feet;
- One building pad on Parcel 1 totaling 6,500 gross square feet; and
- One gas station pad on Parcel 3 totaling 2,900 gross square feet;

**Table 6. Friedman Retail Development Schematic Plan Amendment Parking Data**

	Parcel 1 Building Pad	Parcel 2 Retail	Parcel 3 Gas Station
Proposed Building Gross Square Footage	6,500	99,000	2,900
Required Parking Stalls	65	396	12

### Tentative Subdivision Map

The Friedman Retail Development Project seeks approval of a Tentative Subdivision Map to subdivide ± 11.69 net acres into 11 parcels. Table 7 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix B (Figure B-12).

Table 7. Gateway West Business Park Proposed Parcels

Parcel Number	Proposed Use	Parcel Size Square Feet/ Net Acres
1	Building pad	43,386/ 0.996
2	Retail buildings	411,907/ 9.46
3	Gas station pad	27,256/ 0.6257
4	Single family residential	3,373/ 0.0774
5	Single family residential	3,748/ 0.086
6	Single family residential	3,683/ 0.0846
7	Single family residential	3,474/ 0.0798
8	Single family residential	3,215/ 0.0738
9	Single family residential	3,040/ 0.0698
10	Single family residential	3,000/ 0.0689
11	Single family residential	3,000/ 0.0689
<b>Total:</b>		<b>509,062/ 11.687</b>

### Special Permit

The Friedman Retail Development Project has applied for a Special Permit to construct four retail buildings (99,000 square feet) and a 457-space parking lot. The locations of the areas that would be covered under the special permit are shown on Figure B-6 in Appendix B.

### D. Environmental Setting

These projects are situated in the City of Sacramento within the SGPU DEIR and the NNCP planning areas. Interstate 5 bounds the Gateway West Business Park Project area to the east. Duckhorn Drive bounds the project to the west. The east/west Arena Boulevard bisects the project site. The project is adjacent to residential development to the west and to Employment Center - 50 to the south.

Duckhorn Drive bounds the Friedman Retail Development Project site to the east. Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. Residential development occurs to the south of the project.

## V. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

### 1. Land Use/ Planning

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on land use and planning resources is based on the following factors:

- substantial changes to land uses within project area;
- incompatibility with long-term uses on adjacent properties; or
- conflict with applicable land use plans.

### Impact Mechanisms

All cities and counties within California are required to adopt a general plan establishing goals and policies for their future development. In order to implement their plans, local jurisdictions adopt zoning, subdivision, grading, and other ordinances. A proposed project could conflict with planning goals, objectives, and policies, could conflict with designated land uses in the vicinity of the project, or could disrupt land use patterns by physically dividing a community.

### Environmental Setting

The Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. Interstate 5 bounds the Gateway West Business Park project area to the east. Duckhorn Drive bounds the Gateway West Business Park project to the west. The east/west Arena Boulevard bisects the Gateway West Business Park project site. Duckhorn Drive bounds the Friedman Retail Development Project site to the east and Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. The Gateway West Business Park and Friedman Retail Development project areas are designated for Regional Commercial and Offices in the SGPU DEIR. A small portion of the Friedman Retail Development project area is also designated for Low Density Residential. The NNCP designates the Gateway West Business Park project area for EC-50. The Friedman Retail Development site is designated for Village Commercial, Low Density Residential, and Medium Density Residential. The Gateway West Business Park project study area is currently zoned EC-50 PUD. The Friedman Retail Development site is zoned for C-2-PUD, R-1-PUD, and R-1A-PUD.

## Regulatory Setting

These projects are located within the boundaries of the SGPU DEIR and NNCP areas.

### City of Sacramento General Plan

SGPU DEIR states that the NNCP area accounts for 38.9% of vacant acreage in the City of Sacramento (SGPU DEIR, D-37). According to the SGPU DEIR Land Use Map (12 December 2000), Regional Commercial and Offices and Low Density Residential would be developed on the project site. Low Density Residential allows 4 – 15 dwelling units per net acre (SGPU DEIR, B-14). SGPU DEIR asserts that wherever development of vacant land occurs, there is a potential for conflict between the new and the existing uses. Of primary concern are conflicts between agriculture and urbanization and residential and nonresidential. In the matter of residential-nonresidential conflicts, land use conflicts would constitute a significant adverse impact (SGPU DEIR, D-43). On page D-41, SGPU DEIR states that the conversion of vacant and rural lands to urban uses would bring about a significant change in the character of Sacramento. The conversion of vacant and rural lands and the resulting potential conflicts could be reduced to a less than significant level by the implementation of the following mitigation measures (SGPU DEIR, D-53):

- retaining designated open space, parks and recreational areas;
- enforcing setback requirements;
- requiring landscaping and beautification of industrial areas; and
- buffering transitional uses.

The SGPU DEIR set Overall Urban Growth Policies (SGPU DEIR, C-37) and Goals and Policies for the following elements: Residential Land Use and Housing, Commerce and Industry Land Use, Circulation, Conservation and Open Space, Public Facilities and Services, and Health and Safety (SGPU DEIR, C38 – C66). This Initial Study provides an assessment of the consistency of the proposed land use designation changes with the Overall Urban Growth Policies

### North Natomas Community Plan

The NNCP envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with pedestrian and bike trails. The plan nurtures neighborhood bonds by providing community services and facilities and encouraging the formation of neighborhood associations (NNCP, 2).

The Land Use program for the NNCP designates the general location, size, relationship, and intensity of land uses. The NNCP is designed to encourage a balance of jobs and housing opportunities in the community. It establishes a minimum jobs/housing ratio of 58% for the Community Plan area and 66% for the City portion of the Community Plan area. Projects that propose to vary from the land use plan must improve the overall jobs/housing balance in the community, or otherwise mitigate any impact to the target ratio (NNCP, 6). The impact on the jobs/housing ratio of any proposed rezone should be analyzed and the community-wide jobs/housing ratio maintained prior to the approval of any rezone (NNCP, 15). The City of Sacramento considers projects that achieve the target densities for planned development to be consistent with the NNCP jobs/housing ratio (personal communication, Jeanne Corcoran, City of Sacramento Planning and Building Department). Table 8 shows the target density for residential development by land use designation and Table 9 shows the target density for Employment Centers. Residential target densities are found on page 6 of the NNCP and densities of employees per net acre in Employment Centers are found on page 20 of the NNCP.

Table 8. Target Density for Residential Development Within the NNCP Area

Land Use	Allowed Density	Target Density
Low Density Residential	3 to 10 units per acre	7 units per acre
Medium Density Residential	7 to 21 units per acre	12 units per acre
High Density Residential	11 – 29 Units per acre	22 units per acre
Rural Estates	1 unit per acre	1 unit per acre

Table 9. Target Density for Employment Centers Development Within the NNCP Area

Land Use	Minimum Employees Per Net Acre	Average Employees Per Net Acre
Employment Center – 30	20	30
Employment Center – 40	20	40
Employment Center – 45	20	45
Employment Center – 50	20	50
Employment Center – 65	50	65
Employment Center – 80	65	80

The NNCP set Guiding Policies for Employment Centers development (NNCP, 19) and Commercial (NNCP, 25) in North Natomas. This Initial Study provides an assessment of the consistency of the proposed project with the Guiding Policies of the NNCP.

**Sacramento City Code – Zoning Ordinance**

SCC Title 17.20 Zoning Districts: Establishes zones within the City of Sacramento that define minimum and maximum lot sizes and allowed development densities.

**R-1—Standard Single-Family Zone.** This is a low density residential zone composed of single-family detached residences on lots a minimum of 52 feet by 100 feet in size. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Minimum lot dimensions are 52 feet by 100 feet interior, 62 feet by 100 feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre.

**R-1A—Single-Family Alternative Zone.** This is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standard single-family. This zone is intended to accommodate alternative single-family designs which are determined to be compatible with standard single-family areas and which might include single-family attached or detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects. Approximate density for the R-1A zone is 10 dwelling units per acre. Maximum density in this zone is 15 dwelling units per net acre:

**EC—Employment Center Zone.** This zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential, and light industrial. The EC zone has several categories of permitted intensity ranging from 30 employees per net acre (EC30) to 80 employees per net acre (EC80). The designation of intensity will be determined by proximity to planned transit service, freeway/roadway access, maintaining or improving housing opportunities, and maintaining or improving the environmental qualities within the EC zoned area.

**C-2—General Commercial Zone.** This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.

**SCC Title 17.56 Employment Center Zone:** Provides the allowable land uses within the EC PUD and defines the range of development. Within each PUD, acreage shall be designated for primary uses and to nonprimary uses. Within each PUD, a minimum of 65% and a maximum of 100% of PUD net acreage shall be designated for, and devoted to, primary uses. Within each PUD, a maximum of 10% of the PUD net acreage shall be designated for and devoted to support retail uses. EC PUDs that are two acres or greater in size will be required to provide support retail/services uses within a primary use structure or within a stand-alone building. Within each PUD, a maximum of 25% of the PUD net acreage shall be designated for and devoted to residential uses.

**SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps:** The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

A PUD designation constitutes an overlay zone. However, approval of a PUD designation or a schematic plan does not establish an underlying zone or enlarge the uses provided by a zoning classification, or establish the rights for a special permit.

An amendment to the PUD schematic plan and/or guidelines may be initiated by the city council, the planning commission, or by the owner of any parcel of property within the planned unit development. The planning commission may grant the amendment of a PUD schematic plan and/or guidelines provided that each of the following conditions are met:

- A. The proposed amendments to the PUD schematic plan and/or guidelines do not alter the height or setback requirements by more than five feet or 10%, whichever is greater, than that set forth in the PUD guidelines;
- B. The proposed amendments to the PUD schematic plan and/or guidelines do not change the types or intensity of land uses.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

**SCC Title 17.212 Special Permits:** A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

- A. **Sound Principles of Land Use.** A special permit shall be granted upon sound principles of land use.
- B. **Not Injurious.** A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
- C. **Must Relate to a Plan.** A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

### Impact Assessment

a) *Would the proposal conflict with general plan designation or zoning?*

**Answer:** Gateway West Business Park Project – No Impact. Friedman Retail Development Project – Potential Impact.

**Potential Impacts:** The Friedman Retail Development Project proposes to change 0.35 acre of the SGPU DEIR land use designation; 0.68 acre of the NNCP land use designation; and rezone 0.68 acre of the project area.

The designation change results from a need to extend the project site to the south to allow truck passage behind the retail stores. The project has been designed so as not to necessitate the elimination of any residential dwelling units planned for the eight affected parcels. The project does not deviate from the project evaluated in the Gateway West PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West PUD IS/ND found the project consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance.

**Level of Significance:** Because the Friedman Retail Development Project is consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance, the proposed land use designation changes, zone changes, and amendment of the Gateway West Business Park PUD to include the proposed land uses, are considered less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?*

**Answer:** No. Both the Gateway West Business Park Project and Friedman Retail Development Project will comply with laws, policies, and regulations of agencies that have jurisdiction over the project.

- c) *Would the proposal be incompatible with existing land use in the vicinity?*

**Answer:** No. Both the Gateway West Business Park Project and the Friedman Retail Development Project are compatible with the adjacent, existing, and proposed land use. Adjacent land uses are either developed as mixed-use residential communities or are designated for development as mixed-use residential communities.

- d) *Would the proposal affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?*

**Answer:** Gateway West Business Park Project – Potential Impact. Friedman Retail Development Project – Potential Impact.

**Potential Impacts:** The proposed projects would develop land identified as Prime Agricultural Soils – Not Irrigated in 1984 by the SGPU DEIR (SGPU DEIR, T-17). The determination is based on soil survey data and soil maps for the Soil Survey of Sacramento County, CA prepared by the U.S. Conservation Service in 1986 (now called Natural Resource Conservation Service – NRCS) and data obtained from the California Department of Water Resources.

The SGPU DEIR identified the conversion of Prime Agricultural Land in the North Natomas area as a significant impact, for which no mitigation was feasible. No part of the project area was designated for Agricultural use. Therefore, by adopting the General Plan, the City of Sacramento has planned for the significant impact on a program level.

**Level of Significance:** The final conversion of the Prime Agricultural Land is a significant unavoidable impact on a program level and a less than significant impact on a project level.

**Mitigation Measures:** None required.

- e) *Would the proposal disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development Project will disrupt or divide the physical arrangement of an established community.

## 2. Population/ Housing

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on population housing is based on Questions 2. (a)-(c) in the environmental checklist.

### Impact Mechanisms

Proposed projects that would introduce substantial population growth or make it possible for such growth to occur would significantly affect population and housing. Projects that would displace substantial housing or necessitate the construction of replacement housing could also have a significant impact.

### Environmental Setting

The Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. The SGPU DEIR projects the population of North Natomas to increase to 69,899 by 2016. North Natomas is projected to contain 13.3% of the SGPU DEIR's build out population and capture 31.6% of the City's growth between 1986 and 2016 (SGPU DEIR, E-25). The NNCP projects a population of 66,495 for the year 2016 (NNCP, 14).

### Impact Assessment

a) *Would the proposal cumulatively exceed official regional or local population projections?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in a change to the population projections forecast in the NNCP. Neither project includes a residential development component in the proposal.

b) *Would the proposal induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. New job opportunities could lead to an indirect increase in population.

**Potential Impacts:** The proposed projects will involve the development of 77.85 acres with commercial and employment center uses. Development will not cause a direct increase in population. The project will not result in any change to the number or density of residential units planned in the Gateway West Business Park PUD. The indirect population increase caused by new job opportunities was address in the Gateway West Business Park PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West Business Park PUD IS/ND found the project to be consistent with the SGPU DEIR and NNCP including the jobs/housing balance ratios.

**Level of Significance:** The proposed project is consistent with the SGPU DEIR and NNCP. Therefore,

the indirect population growth is considered a less than significant impact.

Mitigation Measures: None required.

- c) *Would the proposal displace existing housing, especially affordable housing?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will displace existing housing and/or deter the construction of other planned developments.

### 3. Geology/ Soils

Would the proposal result in or expose people to potential impacts involving:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) A geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The evaluation of significance on geology and soils is based on Questions 3 (a)-(g) in the environmental checklist.

#### Impact Mechanisms

Geology, seismicity, and soil impact mechanisms include constructing structures not capable of withstanding seismic events and/or accelerated erosion caused by soil disturbance.

#### Environmental Setting

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

Wallace-Kuhl & Associates (Wallace-Kuhl) conducted soil investigations and prepared a *Preliminary Geotechnical Engineering Report for Gateway West Business Park* (Wallace-Kuhl, 1997a). A copy of this report is available at the City of Sacramento. The investigations included drilling 10 test borings to a maximum depth of 20 feet below site grade. The samples were then analyzed in the laboratory to determine earthwork, pavement design sections for public roads, parking and driveway pavements, foundation, and floor support recommendations. The results of the report were included in the geology and soils discussions in the Gateway West Business Park PUD IS/ND.

#### Geology

Surface sediments within the project study area derive from the Victor Formation. The Victor Formation is a complex mixture of consolidated, ancient river-borne sediments of all textures. Weathering has caused a

hardpan layer to develop near the surface, allowing moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1).

#### Seismic Hazards

No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU DEIR, T-3).

However, thirteen major faults occur within a 62 mile radius of the City of Sacramento. SGPU DEIR reports that the City of Sacramento occurs in the California Department of Mines and Geology's (CDMG) "low" and "moderate" earthquake severity zones corresponding to the probable maximum intensity of VII-VIII (Modified Mercalli Scale). The Mercalli Scale quantifies the severity of an earthquake on a scale from I (Not felt) to XII (Damage total). An earthquake rated VI = felt by all; many are frightened and run out doors (damage slight); VII = everybody runs out doors (damage negligible in buildings of good design); and VIII = damage slight in specially designed buildings (considerable damage in ordinary substantial buildings). The highest earthquake severity experienced in Sacramento in recorded history is VI (SGPU DEIR, T-6 - T-11).

Liquefaction is the transformation of a granular material from a solid state to a liquid state as a consequence of increased pore-water pressures. Liquefaction can occur in low-lying areas that are comprised of unconsolidated, saturated, clay-free sands and silts. Saturated, sandy soils in loose-to-medium dense condition have been observed to liquefy during earthquakes ranging from an intensity of 5.5 - 8.5 on the Richter Scale. The SGPU DEIR reports that the City of Sacramento occurs within the liquefaction opportunity zone of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential can be estimated.

#### Soils

Based on Natural Resource Conservation Service (NRCS) soil maps for the Soil Survey of Sacramento County, CA (NRCS April 1993), the project study area contains the soils listed and described below. The soil "115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes" is classified by NRCS as a hydric soil (NRCS March 1992). Loam is described as soils containing 7 - 27% clay, 28 - 50% silt, and less than 52% sand.

**115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes.** This very deep and deep, artificially drained soil is in basins. Permeability is slow. Available water capacity is moderate. The depth to a seasonal high water table is mainly 60 to 72 inches in winter and early spring, but it can be at a depth of 48 to 60 inches for short periods. The shrink-swell potential is high. Runoff is very slow. Water erosion is a slight hazard or is not a hazard at all. The soil is subject to rare flooding.

The main limitations affecting urban uses are the high shrink-swell potential, low strength, the depth to a seasonal high water table, the slow permeability, the very slow runoff, the flooding, and the sloughing. Sloughing is a hazard in shallow excavations, such as trenches and holes. Proper design and grading specifications can minimize the limitations of the Clear Lake clay soils.

**213-San Joaquin silt loam, leveled, 0 to 1 percent slopes.** This soil is moderately well drained, permeability is very slow, runoff is very slow and erosion is a slight hazard or is not a hazard at all. The shrink-swell potential is high.

### Regulatory Setting

#### Sacramento City Code

SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized. UBC also regulates development to assure that structural damage resulting from soil hazards, liquefaction, and ground shaking during an earthquake will be less than significant.

#### National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB).

## Impact Assessment

a) *Would the proposal result in or expose people to potential impacts involving fault rupture?*

**Answer:** No. No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU DEIR, T-3).

b) *Would the proposal result in or expose people to potential impacts involving strong seismic ground shaking?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) in a “moderate” earthquake severity zone. Thirteen major faults occur within a 62 mile radius of the City of Sacramento. The SGPU DEIR reports that the City of Sacramento occurs in the CDMG “low” and “moderate” earthquake severity zones corresponding to the probable maximum intensity of VII-VIII (Modified Mercalli Scale).

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from ground shaking during an earthquake will be less than significant.

**Level of Significance:** Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

c) *Would the proposal result in or expose people to potential impacts involving seismic-related ground failure, including liquefaction?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) within a liquefaction opportunity zone. The SGPU DEIR reports that the City of Sacramento is within the liquefaction opportunity zone (5.5 – 8.5 on the Richter Scale) of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential be estimated.

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from liquefaction during ground shaking earthquakes will be less than significant.

**Level of Significance:** Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

d) *Would the proposal result in or expose people to potential impacts involving landslides?*

**Answer:** No. The Gateway West Business Park and Friedman Retail Development project sites have very little topographical relief. The proposed projects do not occur in an area subject to landslides.

e) *Would the proposal result in substantial soil erosion or the loss of topsoil?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects will require grading of 77.85 acres. The grading of 77.85 acres could increase the potential for soil erosion. However, erosion hazards throughout the SGPU DEIR area are considered less than significant (SGPU DEIR, T-18). SCC Title 15 Chapter 15.88 Grading, Erosion, and Sediment Controls provides standards and specifications that ensure that soil erosion potential is minimized. These projects are subject to an NPDES permit program administered by RWQCB. Because the projects propose to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB prior to grading. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Adherence to the NPDES permit policy will minimize potential erosion impacts.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- f) *Would the proposal result in or expose people to potential impacts involving expansive soil, creating substantial risks to life or property?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) on soils identified by NRCS to have high shrink swell potential. Development on expansive soils could subject property to the hazard of structural damage (SGPU DEIR, T-18).

Test data indicated that the clays present within the near-surface soils have a high plasticity and have a high to very high potential for expansion (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Expansive clays can cause distress to floor slabs, foundations, and flatwork unless special measures are undertaken. Possible methods to reduce these effects could be to deepen the continuous perimeter foundations, supporting the structures on deep foundations, importation of granular fill for the top of building pads, chemical amendment to native soils, and/or post-tensioned foundations (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). The Wallace-Kuhl report provides specific design and procedure recommendations and specifications to reduce potential significant effects from soil expansion to less than significant. A copy of the Wallace-Kuhl report is available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage resulting from expansive soils will be less than significant.

**Level of Significance:** Adherence to the recommendations of the Wallace-Kuhl report and to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

- g) *Would the proposal result in or expose people to potential impacts involving a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development project study areas are located on level and stable terrain. No segment of the project is anticipated to be subject to on-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development within the SGPU DEIR area would not subject property to any known or inferred hazard of damage due to subsidence (SGPU DEIR, T-18).

The results of the Wallace-Kuhl field investigation indicate the near-surface soils to be disturbed and of variable density. The soils are capable of safely supporting the pavements and one and two story commercial and office buildings, provided the near-surface soils are recompact as engineered fill (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Larger commercial and office buildings will require excavation and recompact to improve the support capacity of the soils, or founding the larger structures on deep foundations, such as drilled piers or driven piling (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). A copy of the Wallace-Kuhl report is available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage and risks to construction equipment resulting from high groundwater levels will be less than significant.

**Level of Significance:** Adherence to the recommendations of the Wallace-Kuhl report and to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

#### 4. Water

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water-related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course, or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The potential for significant impacts on hydrologic conditions and water quality from construction activities was evaluated based on the intensity, duration, and timing of the various disturbances on aquatic and riparian resources.

State water quality standards (WQSs) establish threshold values for activities, that when exceeded may result in significant impacts. The location and magnitude of an impact influence whether water quality will be significantly affected (personal communication, Sue McConnell, California Regional Water Quality Control Board, Central Valley Region). The WQS for construction projects is the disturbance of five or more acres of soil. To reduce potentially significant impacts to less than significant, disturbance of five or more acres of soil requires an NPDES permit from the RWQCB.

#### Impact Mechanisms

Potential construction-related impact mechanisms for water quality include the following:

- Grading associated soil disturbance could cause increased erosion and sedimentation in drainages and wetlands. Construction equipment could compact soils, leading to accelerated runoff and concentration in localized areas prone to sheet erosion and gulying. Disturbing ditch lines, which function as extensions of the stream network, also could result in fine sediment deposition into natural stream courses.
- Hazardous materials associated with the proposed project will be limited to those substances associated

with construction equipment, such as gasoline and diesel fuels, engine oil, and hydraulic fluids. An accidental spill of these substances could contaminate drainages, soils, wetlands, and other environmentally sensitive areas.

Potential operation-related impact mechanisms for water quality include the following:

- Reduction of permeable surfaces resulting from development, including asphalt-paved areas, could cause increased urban run-off into the existing stormwater system.
- Hazardous materials, such as gasoline and diesel fuels, engine oil, and hydraulic fluids, could be contributed to the stormwater system.

### Environmental Setting

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

The Sacramento flood control system diminishes the extent of flood hazard areas, and no portions of the SGPU DEIR area beyond the leveed channels and floodplains of the Sacramento and American rivers are subject to flooding by a 100-year run-off event (SGPU DEIR, W-3). No portion of the proposed project occurs in a 100-year floodplain (personal communication, D. Schamber, City of Sacramento Department of Utilities).

The City of Sacramento Department of Utilities provides water to the project site. Approximately 75% of the potable water for the entire City is obtained from surface waters, the American and Sacramento Rivers and the remaining 25% is obtained from wells (personal communication, D. Schamber City of Sacramento Department of Utilities). The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities). The Natomas Mutual Water Company provides surface irrigation water (SGPU DEIR, H-1).

### Regulatory Setting

#### City of Sacramento General Plan

The City of Sacramento Department of Utilities provides water to the project site. City water is provided to areas in the City as they develop. Placement and sizing of water transmission and distribution lines are determined by City Staff. After the water distribution facilities have been installed, the City operates and maintains the system (SGPU DEIR, H-7).

#### North Natomas Community Plan

Prior to any development occurring, the City Department of Utilities must verify that adequate water supply system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 74).

#### Sacramento City Code

SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized.

SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan) is required for all projects to control surface runoff and erosion and retain sediment on a particular site after all planned final improvements and/or structures have been installed or erected. The PC plan shall be prepared and submitted concurrently with the final grading plan.

SCC Title 15.92 Landscaping Requirements for Water Conservation defines standards and procedures for the design, installation, and management of landscapes in order to utilize available natural and human resources.

### National Pollution Discharge Elimination System Permit

Point source discharge of pollutants into "navigable water" is regulated through the NPDES permit system. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the RWQCB. The preparation of a SWPPP is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant and minimizes potential impacts to water quality.

### Impact Assessment

- a) *Would the proposal result in changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects would increase the amount of impervious surface area on the project site, which would increase the amount of surface runoff. The impervious surfaces will require an on-site storm drain system to deliver runoff from the site to Detention Basin 7a, Detention Basin 8c, and the Natomas West Drainage Canal. The Gateway West Business Park Project north of Arena Boulevard drains to Basin 8c. The Gateway West Boulevard south of Arena Boulevard and Friedman Retail Development drain into Detention Basin 7a.

Storm water from building roofs will be routed either directly into the underground storm drainage system or will drain from roof down spouts across paved areas and be collected in parking lot drain inlets. The parking lots will sheet drain into on-site drain inlets. The on-site drainage system will discharge to a pipe system that is connected to Detention Basin 7a and 8c respectively. The Detention Basins provide water quality treatment and regulate the discharge of drainage to 0.1cfs/acre for storms up to the 100-year return storm.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in exposure of people or property to water-related hazards such as flooding?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects occur within a 100-year flood plain.

- c) *Would the proposal result in discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Grading activities could temporarily result in a minimal increase in siltation and sedimentation into the existing stormwater system. The Gateway West Business Park Project combined with the Friedman Retail Development Project will require grading of 77.85 acres for development of the project sites. Each project is subject to the Comprehensive Stormwater Management Plan and SCC Title 15.88 Grading, Erosion, and Sediment Controls, which provides standards and specifications that ensure that impacts to water quality are minimized during construction activities. Under SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC Plan), the project is required to prepare a PC Plan. The PC Plan controls surface runoff and erosion and retains sediment on a particular site after

construction. These standards and specifications conform to the Precautionary Measures for Construction outlined in the SGPU DEIR.

Both projects are regulated by the NPDES administered by RWQCB. Because each project proposes to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB.

**Level of Significance:** Adherence to SCC and the NPDES permit requirements will reduce potential impacts to less than significant.

**Mitigation Measures:** None required.

*d) Would the proposal result in changes in the amount of surface water in any water body?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Urban runoff from the commercial and employment center development would increase the amount of surface runoff to Natomas West Drainage Canal and then to the Sacramento River. However, the project is subject to the Comprehensive Stormwater Management Program and SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC Plan). Adherence to the City's regulations would be effective in reducing the volume of surface runoff from the site.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

*e) Would the proposal result in changes in currents, or the course, or direction of water movements?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will directly affect any watercourse.

*f) Would the proposal result in a change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will change the quantity of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

*g) Would the proposal result in altered direction or rate of flow of groundwater?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will alter the direction or rate of flow of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

*h) Would the proposal result in impacts on groundwater quality?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increase in pollutants from urban uses in the area. However, the projects will

reduce the area of permeable soil. Therefore, impacts of pollutants contributed by the project are likely to be concentrated as runoff and not as recharge of the groundwater supply. Detention Basins 7a and 8c provide water quality treatment of runoff resulting from the project.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- i) *Would the proposal result in substantial reduction in the amount of groundwater otherwise available for public water supplies?*

**Answer:** No. Surface water supplies are sufficient to serve the Gateway West Business Park and Friedman Retail Development projects.

## 5. Air Quality

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The "Air Quality Thresholds of Significance" manual (Manual; 1994 First Edition) published by the Sacramento Metropolitan Air Quality Management District (SMAQMD) provides the means to identify potentially significant adverse impacts of the proposed project. The Significance Criteria were revised on 28 March 2002. The Manual evaluates projects in three phases: Phase I (grading phase), Phase II (construction of roadways, structures, and facilities), and Operational Phase (long-term emissions). Significance thresholds for the three phases of a project are listed in Table 10.

Table 10. Air Quality Thresholds of Significance.

	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Phase I – Grading Activities	N/A	85 ppd	275 ppd
Phase II – Construction Activities	N/A	85 ppd	275 ppd
Operational Phase – Long Term Emissions	65 ppd	65 ppd	275 ppd

N/A = Not applicable  
ppd = pounds per day

### Ambient Air Quality – Emissions Concentrations

The California Ambient Air Quality Standards (CAAQS) are the criteria for emissions concentrations significance. A project (or project phase) is considered significant if:

- 1) The project's contribution violates CAAQS carbon monoxide (CO) threshold of 20.00 parts per million (ppm) in peak 1-hour or 9.00 ppm in 8-hour samples; or
- 2) The project's contribution plus the background level violates the CAAQS CO threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples; and
  - a) A sensitive receptor is located within a quarter-mile of the project, or
  - b) The project's contribution exceeds five percent of the CAAQS threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples.

### Qualitative Long-term Emission Thresholds

- Potential to create or be near an objectionable odor.
- Potential for accidental release of air toxic emissions or acutely hazardous materials.
- Potential to emit an air toxic contaminant regulated by SMAQMD or listed on a federal or state air toxic list.
- Burning of hazardous, medical, or municipal waste as waste-to-energy facility.
- Potential to produce a substantial amount of wastewater or potential for toxic discharge.
- Sensitive receptors located within a quarter mile of toxic emissions or near CO hot spots.

- o Carcinogenic or toxic contaminant emissions that exceed or contribute to an exceedance of SMAQMD action level for cancer (one in one million), chronic and acute risks.

On page A-3 of the Manual (SMAQMD), Table A-4 identifies the approximate size of some typical development types that may have emissions that exceed the quantitative thresholds listed above. The trigger levels are intended as a general indication of projects that are near the threshold and do not necessarily obviate the model for analysis provided in the Manual (SMAQMD). The SMAQMD recommends further analysis for projects within 10% of the trigger level.

#### Significance Criteria Trigger Levels

o Office Park	290,000 square feet
o Quality Restaurant	34,000 square feet
o Fast Food Restaurant	5,000 square feet
o Shopping Center	30,000 square feet
o Motel	375 rooms

#### Impact Mechanisms

Dust created during construction and emissions from Phase I and Phase II construction activities (including vehicle trips from construction employees) are sources of impacts on air quality. Long-term impacts on air quality arise from vehicle trips to and from commercial and employment center land uses during the Operational Phase.

#### Environmental Setting

The project site is located within the Sacramento Valley, which is bounded by the Coast Range to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range is located to the southwest and the intervening terrain is flat. The prevailing wind direction is from the southwest, resulting in marine breezes. During the winter, northerly winds occur more frequently, but southerly winds predominate.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) combine to form ozone.

The SGPU DEIR identified urban emission sources in the Sacramento Valley as the primary source of air quality problems (SGPU DEIR, Z-6). The NNCP area comprises 14.4% of the SGPU DEIR area (SGPU DEIR, Z-16). The SGPU DEIR found that, at the time of the SGPU DEIR's preparation, North Natomas was contributing approximately 0.21% of the region's ROG and 0.19% of the region's NO<sub>x</sub> emissions. The SGPU DEIR found that after plan build out traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO<sub>x</sub> traffic emissions (SGPU DEIR, Z-59). The SGPU DEIR states that (SGPU DEIR, Z-60), "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact."

The SGPU DEIR found that, at the time of the SGPU DEIR's preparation, roadways in North Natomas were generally uncongested and, as a result, no part of the NNCP area exceeded federal or state 1-hour and 8-hour standards for CO (SGPU DEIR, Z-52). The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, Z-69), "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area."

The Gateway West and Cambay West PUD Development Guidelines provide an Air Quality Mitigation Strategy that includes a Transportation Systems Management Strategy. The following design features would

lead to a reduction in ROG emissions generated by the project by reducing single-occupancy vehicles:

- 1) **Density Clusters:** Densities within the PUD have been clustered. Multi-family sites, which will have the highest concentration of residents, are located adjacent to neighborhood commercial and employment center uses. This allows easy and convenient access to shopping and employment.
- 2) **Street System Design:** The PUD is based on a system of interconnected streets that diffuse traffic throughout the community by providing a choice of routes. The result is to minimize traffic congestion during peak hours. Where cul-de-sacs are utilized, most open onto park, open space and trail amenity, or access corridor providing direct access for pedestrians and bicyclists to the circulation system.
- 3) **Pedestrian and Bicycle System:** The PUD provides on-street and off-street trails for bikes and pedestrians. As designed, bikes and pedestrians are able to access parks, open space areas, commercial, and employment centers from residential neighborhoods while remaining on a trail.
- 4) **Shade Trees:** The PUD design includes shade trees along all streets. The trees will provide an attractive shade canopy over pedestrians and cyclists using the sidewalks.

### Regulatory Setting

The Federal Clean Air Act of 1967, as amended, established air quality standards for several pollutants. These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. California has adopted its own, more stringent, standards. Table 11 compares the state air quality standards with the federal standards.

Table 11. Ambient Air Quality Standards.

Pollutant	Averaging Time	California	National
Ozone	1-hour	0.09 ppm	0.12 ppm
Carbon Monoxide	8-hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	1-hour	20.0 ppm	35.0 ppm
	Annual	N/A	0.05 ppm
Sulfur Dioxide	1-hour	0.25 ppm	N/A
	Annual	N/A	0.03 ppm
	24-hour	0.05 ppm	0.14 ppm
Suspended Particulates (PM <sub>10</sub> )	1-hour	0.25 ppm	N/A
	Annual Average <sup>1</sup>	30 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
	24-hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>
Sulfates	24-hour	25 µg/m <sup>3</sup>	N/A
Lead	30-day average	1.5 µg/m <sup>3</sup>	N/A
	Calendar quarter	N/A	1.5 µg/m <sup>3</sup>
Hydrogen Sulfide	1-hour	0.03 ppm	N/A
Vinyl Chloride	24-hour	0.010 ppm	N/A
Visibility Reducing Particles	1-observation	Visibility <10 miles	

<sup>1</sup> The state PM<sub>10</sub> standard is for the geometric mean of all measurements. The federal standard is based upon arithmetic mean of all measurements.

ppm = parts per million. µg/m<sup>3</sup> = micrograms per cubic meter. N/A = Not applicable.

Source: California Air Resources Board, California Air Quality Data, Annual Summary, Vol. XX, 1989.

In 1997, the U.S. Environmental Protection Agency (US EPA) designated the Sacramento Air Quality Maintenance Area as a non-attainment area for ozone and CO. The Sacramento Valley Air Basin was designated a non-attainment area for ozone, CO, and PM<sub>10</sub> under the provisions of the California Clean Air Act (ARB-T, 1990).

#### Sacramento Air Quality Management District

District Rule 403 – Fugitive Dust will apply during the construction phases of the project. District Rule 403 states that:

A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
- Other means approved by the Air Pollution Control Officer.

#### **City of Sacramento General Plan**

The SGPU DEIR includes the following goals and policies that pertain to air quality management (SGPU DEIR, C-43 – C-44):

#### Circulation Element

**Overall Goals – Goal C:** Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

**Transportation Planning – Goal A:** Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with plan growth and proposes new facilities.

**Goal A – Policy 6:** Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

#### **North Natomas Community Plan**

The NNCP Air Quality Mitigation Strategy focuses on reducing emissions of ozone precursor, especially ROG emissions (NNCP, 48). Emissions problems are amenable to solution through implementation of Transportation Systems Management Programs (TSM) and localized traffic flow improvement measures, design and arrangement of site, structures, parking, and landscaping (NNCP, 48). The NNCP includes the following goals and policies that pertain to air quality management (NNCP, 48 – 49):

#### Air Quality Mitigation Strategy

- A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.
- B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition,
- C. Structure the community and each development to minimize the number and length of vehicle trips.

#### Implementing Policies:

**Achieve 35 Percent Reduction in Emissions:** The City Planning and Public Works Departments with the SMAQMD will verify that a 35% community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Strategy.

**Non-Residential Development:** All new non-residential developments must reduce ROG emissions by a minimum of 50% compared to the single occupant vehicle baseline.

**Promote Electric, Other Zero-Emission, and Low-Emission Vehicle Use:** Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments.

#### **Sacramento City Code**

SCC Title 15 Buildings and Construction provides direction for dust abatement measures. These measures help ensure the limitation of PM<sub>10</sub> impacts to the Sacramento Valley Air Basin during Phase I and Phase II construction activities.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality.

Development Requirements

A. Minor Projects (25 – 99 employees). The property owner of every minor project shall provide the facilities to post information on alternative commute modes. Also, the property owner shall coordinate with the appropriate transit agency(s) and regional ridesharing agency to maintain and provide current information.

B. Major Projects (100 or more employees). The property owner of every major project shall be required to obtain a transportation management plan (TMP) permit subject to approval by the planning director and the traffic engineer.

The approval shall be conditioned upon compliance with the following provisions:

1. Comply with the regulations applicable to minor projects as specified in subsection A of this section.
2. Designate a transportation coordinator for the project.
3. Agree to provide an annual status report to the city in a format to be specified by the traffic engineer. At a minimum, this report shall document:
  - a. Commute modes of all employees currently occupying the project,
  - b. Progress toward attainment of the alternative commute mode goal of the city,
  - c. If alternative commute mode goal has not been attained, a plan for additional TSM measures shall be implemented;
4. Prepare an approved TMP to provide facilities and a framework for services conducive to attaining the alternative commute mode goal designated for the project.

The measures to be included in the TMP shall be selected by the applicant; however, the planning director and traffic engineer may deny the applicant the right to utilize a particular measure(s) if the standards specified for that measure(s) are not met. After approval by the planning director and traffic engineer, the plan shall be binding upon the property owner and any successors in interest.

The plan obligations shall either be included in the covenants, conditions and restrictions prepared for the development and recorded as part of that document, or separately recorded. The filing fee for this permit shall be in an amount specified by resolution of the city council. At any time after the original plan has been approved, the property owner may request modification of the plan by filing an application and processing fee, in the amount specified by resolution of the city council.

Implementation requirements and methods for compliance shall be contained in the developer TSM handbook. The City Transportation Engineer and City Planning Director shall perform the actual calculation of credits toward meeting the 35% trip reduction goal. These calculations shall take into account the package of measures.

**Impact Assessment**

- a) *Would the proposal violate any air quality standard or contribute to an existing or projected air quality violation?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The Sacramento Valley Air Basin is a non-attainment area for ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and CO. Both projects will contribute ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions into the non-attainment

area during Phase I, Phase II, and the Operational Phase of the project.

**Potential Impact: Phase I – Short-term Emissions**

Phase I (grading activities) will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. Table 12 compares the proposed projects with the SMAQMD Significance Criteria Trigger Levels.

Table 12. The Proposed Project and the SMAQMD Significance Criteria Trigger Levels

Land Use	Trigger Level	Proposed Project	Percent Over
Office Park	290,000 square feet	731,000 square feet	66%
Shopping Center	30,000 square feet	107,700 square feet	39%

The proposed projects exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions. The SMAQMD has also indicated that unless it is known what specific equipment the contractor will use (year, make, and model) and for what duration the contractor will use the equipment, estimating emissions for Phase I and Phase II is not accurate enough to be reliable (personal communication, P. Stafford).

The project is subject to SCC Title 15.40.050 Construction Site Regulations, Control Dust and Mud and SMAQMD District Rule 403.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:** The SMAQMD provided the following mitigation measures to reduce the emission of ROG, NO<sub>x</sub>, and PM<sub>10</sub> (personal communication, P. Stafford).

- MM 5-1 Prior to approval, all grading plans will show that the construction contractor shall enclose, cover, or water all soil piles twice daily.
- MM 5-2 Prior to approval, all grading plans will show that the construction contractor shall water all exposed soil twice daily.
- MM 5-3 Prior to approval, all grading plans will show that the construction contractor shall water all haul roads twice daily.
- MM 5-4 Prior to approval, all grading plans will show that the construction contractor shall maintain at least two feet of freeboard on trucks when hauling loads.
- MM 5-5 Prior to approval, all construction plans will show that the construction contractor shall maintain a fifteen-mile per hour speed limit on all dirt roads within the project site.
- MM 5-6 Prior to approval, all construction plans will show that the construction contractor shall stabilize all construction entrances to the site pursuant to the Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control to reduce or eliminate the tracking of sediment onto public rights-of-way or streets.
- MM 5-7 The construction contractor shall maintain construction equipment (stationary and mobile) in optimum running condition.
- MM 5-8 Prior to the issuance of a grading permit, the developer shall submit to the City of Sacramento Planning and Public Works Department an air quality mitigation strategy plan for review and approval that identifies current air quality measures that result in construction fleet emission reductions necessary to achieve ROG and NO<sub>x</sub>. These measures may include, but are not limited to, the following:
  - Use of heavy duty off road vehicle equipment that will achieve NO<sub>x</sub> and particulate matter reduction;
  - Exhaust from off-road diesel powered equipment will not exceed 40% opacity; and
  - Appropriate documentation and/or on-site monitoring as deemed acceptable to the City of Sacramento.

**Level of Significance after Mitigation:** Less than significant.

**Potential Impact: Phase II – Short-term Emissions**

Phase II (construction activities) will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the

Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:** Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potential impacts to less than significant.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact: Operational Phase – Long-term Emissions**

The Operational Phase will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

The SGPU DEIR found that after plan build out, traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO<sub>x</sub> traffic emissions (SGPU DEIR, Z-59). The SGPU DEIR states that, "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact (SGPU DEIR, Z-60)." Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that, "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area (SGPU DEIR, Z-69)."

Of the 77.85 combined acres of the Gateway West Business Park and Friedman Retail Development project sites, the SGPU DEIR designates 77.5 acres for Regional Commercial and Offices. The Friedman Retail Development Project proposes an amendment of the SGPU DEIR to designate 0.35 acre of Low Density Residential for Regional Commercial. The proposed project is consistent with the original SGPU DEIR land use designations. The SGPU DEIR planned for development of the site and found that air quality impacts are unavoidable.

The SGPU DEIR aims to reduce ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions through the implementation of the Circulation Element's Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50% reduction (an additional 15%) in each PUD. SCC Title 17.184 requires "major projects" to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every "major project" in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A "major project" is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

**Impact Significance:** Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

**Mitigation Measures:** None required.

**b) Would the proposal expose sensitive receptors to pollutants?**

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The U.S. EPA and the California Air Resources Board established ambient air quality standards. These projects will emit concentrations of CO that could expose sensitive receptors to pollutants.

**Potential Impact: Phase I and Phase II – Short-term Ambient Air Quality**

Phase I (grading activities) and Phase II (construction activities) will contribute temporary CO emissions to the ambient air quality. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential CO emissions.

**Level of Significance:** Less than significant with the incorporation of mitigation measures.

**Mitigation Measures:** Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potentially significant impacts to less than significant.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact: Operational Phase– Long-term Ambient Air Quality**

The Operational Phase of the proposed projects will contribute traffic volumes that will result in a likely violation of the state 1-hour standard and the federal and state 8-hour standards for CO. As shown in Table 9, the proposed project, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, Z-69), "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area."

The SGPU DEIR aims to reduce ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions through the implementation of the Circulation Element's Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50% reduction (an additional 15%) in each PUD. SCC Title 17.184 requires "major projects" to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every "major project" in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A "major project" is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

**Impact Significance:** Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

**Mitigation Measures:** None required.

c) *Would the proposal alter air movement, moisture, or temperature, or cause any change in climate?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects will increase the acreage of asphalt-paved surface on the project site. The increased area of paved surface could lead to a temperature increase. However, pursuant to the North Natomas Development Guidelines and the Gateway West and Cambay West PUD Development Guidelines, project design includes the planting of shade trees along all streets in the project area. The shade trees would help alleviate the potentially significant impact of rising temperatures.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

d) *Would the proposal create objectionable odors?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Phases I and II of construction will generate odors from diesel exhaust and asphalt paving.

**Level of Significance:** Less than significant. The odors will be temporary and would not affect a substantial number of people.

**Mitigation Measures:** None required.

### 6. Transportation/ Circulation

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrian or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne, or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The City of Sacramento has established a significance threshold for traffic impacts at a level of service (LOS) standard of worse than C. The City has established a five second threshold for determining significance of impacts to intersections that already exceed the LOS C standard. The NNCP designates streets to achieve the LOS C standard and a LOS D on freeway ramps and arterial-street intersections (NNCP, 38).

#### Impact Mechanisms

Projects that create a significant increase in traffic, exceed adopted traffic service standards, increase traffic hazards, result in inadequate emergency access, or exceed parking capacity could result in a significant impact.

#### Environmental Setting

Interstate 5 (I-5) and Interstate 80 (I-80) serve the project, but are not currently accessed from the project sites. The nearest I-5 freeway access from the project sites is Del Paso Road and the nearest I-80 freeway access from the project sites is West El Camino Avenue. Del Paso Road is an existing east-west arterial street (six lanes) that connects with and provides an overpass over Interstate 5 (I-5). Arena Boulevard is planned in the NNCP as an east-west arterial street (six lanes) that will provide an overpass over I-5. The planned Arena Boulevard bisects the Gateway West Business Park Project and provides the northern boundary for the Friedman Retail Development site. Duckhorn Boulevard is a planned north-south collector street (four lanes) that will border the Gateway West Business Park Project to the west and the Friedman Retail Development site to the east.

The Sacramento Regional Transit District (RT) is planned to serve the project study area. Bus routes on Arena Boulevard will provide bus transit service to the project study area.

## Regulatory Setting

### City of Sacramento General Plan

The following goals and policies in the Circulation Element of the SGPU DEIR direct transportation and circulation planning decisions in the City of Sacramento and are applicable to the proposed project:

#### Overall Goals (SGPU DEIR, C-43)

Goal A: Create a safe, efficient surface transportation network for the movement of people and goods.

Goal B: Provide all citizens in all the communities of the City with access to a transportation network, which serves both the City and region, either by personal vehicles or by transit.

Goal C: Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

#### Transportation Planning (SGPU DEIR, C-43 – C-44)

Goal A: Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.

Policy 5: Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.

Policy 6: Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

#### Streets and Roads (SGPU DEIR, C-44)

Goal A: Create a major street system, which will ensure the safe and efficient movement of people and goods within the and through communities and to other areas in the City and region.

Policy 1: Explore actions, which allow for the prioritization, planning, and construction of new facilities.

Goal B: Maintain the quality of the City's street system.

#### Transportation Systems Management (SGPU DEIR, C-44)

Goal A: Increase the commute vehicle occupancy rate by 50%.

Policy 1: Encourage and support programs that increase vehicle occupancy.

Policy 2: Support actions/ordinances/development agreements that reduce peak hour trips.

Goal B: Increase the capacity of the transportation system.

Policy 1: Support programs to improve traffic flow.

#### Transit (SGPU DEIR, C-46)

Goal A: Promote a well-designed heavily patronized light rail and transit system.

Policy 1: Provide transit service in newly developing areas at locations, which will support its highest usage.

Policy 2: Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Goal B: Encourage some level of transit service in all communities.

#### Parking (SGPU DEIR, C-46)

Goal A: Provide adequate off-street parking for new development and reduce the impact of on street parking in established areas.

Policy 1: Continue to use parking standards, which will provide adequate off-street parking.

Policy 4: Continue to use the preferential parking program in residential areas where traffic and on street parking generated from nonresidential projects would otherwise have a negative impact.

Goal B: Require the parking program to be financially self-supporting.

Pedestrian Ways (SGPU DEIR, C-47)

Goal A: Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1: Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2: Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3: Encourage new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4: Encourage mixed use developments to generate greater pedestrian activity.

Policy 5: Require developments to provide street-separated pedestrian access to shopping centers, business activity centers, and transit stations.

Bikeways (SGPU DEIR, C-47)

Goal A: Develop bicycling as a major transportation mode.

Policy 1: Develop bikeways to facilities commuting to and from major trip generators.

Policy 2: Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Policy 3: Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

**North Natomas Community Plan**

The following Guiding Policies direct City planning decisions in the North Natomas Community:

Circulation (NNCP, 38)

A. Link all land uses with all modes of transportation.

B. Connect, do not isolate, neighborhoods and activity centers within a well-designed circulation system.

C. Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system.

D. Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler.

E. Provide multiple routes and connections to adjacent developments.

Vehicular Street System (NNCP, 39)

A. Size and layout of the major street system should be based on traffic projections that assume successful implementation of trip and emission reduction programs.

- B. Street system capacity shall be based on no greater than the 2016 traffic projections for North Natomas.
- C. Develop street cross-sections that encourage all streets to be as pedestrian friendly as possible.

Transit System (NNCP. 41)

- A. Because of the interdependence of the transit and land use, transit service must be available for each development phase.
- B. Provide hierarchy of transit service including light rail, express buses, local buses, and shuttle buses. The light rail and express bus system serve the inter-community transit needs; the local bus system serves the inter-neighborhood needs; and the local shuttle serves the intra-neighborhood needs.
- C. Provide a concentration of density at each phase to support appropriate transit service.
- D. Design for phased implementation of transit corridors to accommodate intermediate stages of land use development.
- E. Maximize rider access to transit stops and stations.
- F. Minimize air quality impacts of transit service by providing a support network for zero-emission transit vehicles.

Pedestrian/ Bikeways (NNCP. 46)

- A. Provide a system of on-street bicycle routes and off-street bicycle paths that connect all residential neighborhoods with activity centers in order to increase the likelihood of a person choosing the bicycle as a commute mode.
- B. Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development.
- C. Provide attractive recreational opportunities for bicyclists and pedestrians.

Transportation Systems Management (NNCP. 47)

- A. Each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required.

Air Quality (NNCP. 48)

- A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.
- B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition,
- C. Structure the community and each development to minimize the number and length of vehicle trips.

Parking Management (NNCP. 49)

- A. Parking standards should be set to reasonably accommodate employees and clients for whom alternate mode commuting is not a realistic option.
- B. Parking standards must recognize the capacity of transit service and alternative mode commute options and the availability of off-site, on-street parking facilities.
- C. Parking standards must maintain the economic viability of the development and should not place any geographic area at a competitive disadvantage.
- D. Parking standards must protect residential neighborhoods.

E. Parking standards should include provisions for charging electric vehicles and electric shuttle buses, as well as appropriately sized parking spaces.

F. Sufficient electric service must be provided in parking areas to support the electric transportation needed to be consistent with the air quality requirement of each development.

#### Sacramento City Code

SCC Title 17.64.020 Parking Requirements By Land Use Type defines the minimum and maximum number of parking spaces that are required by land use type.

SCC Title 17.64.050 F. Handicap Parking Requirements requires parking facilities to comply with the requirements of Title 24 of the Uniform Building Code (SCC Title 15.20).

SCC Title 17.64.050 Bicycle Parking Requirements requires bicycle-parking facilities to be provided and maintained as specified below at a ratio of one bicycle parking facility for every 20 off-street vehicle parking spaces required. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality. Major projects (100 or more employees and Planned Unit Development projects) are required to prepare a Transportation Management Plan. (Please refer to the discussion of this Title under the Air Quality section above.)

#### Impact Assessment

a) *Would the proposal result in increased vehicle trips or traffic congestion?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact

**Potential Impacts:** Both the Gateway West Business Park and the Friedman Retail Development projects will increase traffic. The City of Sacramento Public Works Department determined that a traffic and circulation study would not be required for these projects because the "Transportation and Circulation Study for Gateway West Business Park" prepared by DKS Associates for the Gateway West Business Park PUD application adequately addressed potential impacts. The proposed project is consistent with the land use evaluated in the adopted Gateway West Business Park PUD IS/ND. The project is consistent with land use designated in the SGPU DEIR, NNCP, and the associated Traffic Impact Study.

The proposed projects will contribute to the traffic impacts (degradation of intersections to a sub-LOS C) anticipated in the NNCP EIR and could trigger the necessity to implement the mitigation measures identified in the EIR. These traffic mitigation measures include the installation of traffic signals at affected intersections (e.g., signalization of ramp intersections, ramp metering, and widening of on-ramps for HOV bypass lanes at the Del Paso Road interchange with I-5). Where signalization is constructed offsite, the Development Agreement between the project applicant and the City of Sacramento will stipulate fair-share fees for such improvements.

Because the proposed projects are consistent with the adopted planning documents and the funding mechanism to implement traffic mitigation measures is in place, the contribution of traffic from the proposed projects is considered less than significant.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?*

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project propose sharp curves, dangerous intersections, or incompatible uses.

- c) *Would the proposal result in inadequate emergency access or access to nearby uses?*

Answer: No. Existing road infrastructure provides adequate emergency access to both the Gateway West Business Park and Friedman Retail Development project sites. New driveways from Duckhorn Drive and Arena Boulevard to the project sites will be designed to the satisfaction of the Sacramento Fire Department.

- d) *Would the proposal result in insufficient parking capacity on-site or off-site?*

Answer: No. To obtain the Special Permit for the office buildings proposed for the Gateway West Business Park Project, the project must provide not less than one parking space per 400 square feet (540 spaces) and not more than one parking space per 275 square feet (785 spaces) for the office uses. The Gateway West Business Park Project will provide 785 parking spaces (1:275).

To obtain the Special Permit for the shopping center proposed for the Friedman Retail Development Project, the project must provide one parking space per 250 square feet (396 spaces). The Friedman Retail Development Project will provide 457 parking spaces (1:217).

The Planning and Building Department has determined that both projects comply with SCC Title 17.64.050 F. and are consistent with the handicap-parking requirement.

- e) *Would the proposal result in hazards or barriers for pedestrian or bicyclists?*

Answer: No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in hazards or barriers for pedestrian or bicyclists. Improvements, consistent with the Gateway West and Cambay West PUD Development Guidelines include sidewalks and bike lanes and trails. Bicycle parking is included with each project.

- f) *Would the proposal result in conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Answer: No. Both the Gateway West Business Park and the Friedman Retail Development projects are consistent with the plans identified in the SGPU DEIR and NNCP. The Planning and Building Department has determined that the project complies with SCC Title 17.64.050 and is consistent with the bicycle-parking requirement.

- g) *Would the proposal result in rail, waterborne, or air traffic impacts?*

Answer: No. Neither project is located near railways, navigable waterways, or within an airport overlay zone.

## 7. Biological

Would the proposal result in impacts to:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The following general criteria were considered in determining whether an impact on biological resources would be significant:

- federal or state legal protection of the resource or species;
- federal or state agency regulations and policies;
- local regulations and policies;
- documented resource scarcity and sensitivity both locally and regionally; and
- local and regional distribution and extent of biological resources.

Based on the State CEQA Guidelines and the general criteria identified above, impacts on biological resources were considered significant if the proposed project would result in any of the following:

- conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- long-term degradation of a sensitive plant community because of substantial alteration of land form or site conditions (e.g., alteration of wetland hydrology);
- substantial loss of a plant community and associated wildlife habitat;
- fragmentation or isolation of wildlife habitats, especially riparian and wetland communities;
- substantial disturbance of wildlife resulting from human activities;
- avoidance by fish of biologically important habitat for substantial periods, which may increase mortality or reduce reproductive success;
- disruption of natural wildlife movement corridors;
- substantial reduction in local population size attributable to direct mortality or habitat loss, lowered reproductive success, or habitat fragmentation of:
  - species qualifying as rare and endangered under CEQA,
  - species that are state-listed or federally listed as threatened or endangered, or
  - portions of local populations that are candidates for state or federal listing and federal and state species of concern;
- substantial reduction or elimination of species diversity or abundance.

### Impact Mechanisms

Direct and indirect disturbance from project construction could result in the loss or degradation of biological resources through the following ground-disturbing activities:

- grading and site preparation activities;
- temporary stockpiling of soil or construction materials and sidecasting of soil and other construction wastes;
- vegetation removal;
- soil compaction, dust, and water runoff;
- vehicle traffic and equipment and materials transport;
- noise disturbance to wildlife species from construction activities; and
- temporary parking of vehicles outside the construction zone on sites that support sensitive resources (sites not designated as equipment staging areas).

### Environmental Setting

Sycamore Environmental Consultants, Inc, (Sycamore Environmental) conducted a field survey of the project study area on 18 January 2002. Jones and Stokes Associates, Inc (Jones and Stokes) conducted biological studies for this project and prepared, *Biological Resources Assessment for Gateway West Business Park LLC* (Jones and Stokes 1997a) and *Additional Information Supporting Cultural and Biological Resource Assessment for Gateway West Business Park* (Jones and Stokes 1997b). Foothill Associates conducted a jurisdictional wetland delineation of the study area (Foothill Associates 1997). The project study area of all four surveys and assessments included both the Gateway West Business Park Project and the Friedman Retail Development Project sites.

Elevation of the project study area is approximately 15 ft above sea level and the topography is nearly level. The project site has been used for agricultural purposes. The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. Residential development occurs west and south of the project sites. Land north and south of the Gateway West Business Park Project site is currently vacant. Land south of the Friedman Retail Development is vacant and north is residential.

#### Plants

The majority of the study area consists of tilled fallow fields, comprised of nonnative ruderal vegetation. Plant species observed within the project study area include yellow star-thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), common groundsel (*Senecio vulgaris*), Bermuda grass (*Cynodon dactylon*), cocklebur (*Xanthium strumarium*), and prickly lettuce (*Lactuca serriola*). A list of plant species observed is provided in Table 13.

No trees that qualify for protection under the City of Sacramento Heritage Tree Ordinance (SCC Title 12, chapters 12.64.10 – 12.64.70) occur in the study area.

Table 13. Plant Species Observed.

FAMILY	SCIENTIFIC NAME	COMMON NAME	*
<b>DICOTS</b>			
Asteraceae	<i>Centaurea solstitialis</i>	Yellow star-thistle	I
	<i>Cichorium intybus</i>	Chicory	N
	<i>Helianthus annuus</i>	Sunflower	N
	<i>Lactuca serriola</i>	Prickly lettuce	I
	<i>Picris echioides</i>	Bristly ox-tongue	I
	<i>Senecio vulgaris</i>	Common groundsel	I
	<i>Silybum marianum</i>	Milk thistle	I
	<i>Xanthium strumarium</i>	Cocklebur	N
	Brassicaceae	<i>Brassica nigra</i>	Black mustard
<i>Raphanus sativus</i>		Radish	I
Fabaceae	<i>Medicago sativa</i>	Alfalfa	I
	<i>Trifolium hirtum</i>	Rose clover	I
	<i>Vicia sp.</i>		-
Geraniaceae	<i>Geranium molle</i>	Cranesbill	I
Malvaceae	<i>Malva sp.</i>	Mallow	I
Onagraceae	<i>Ludwigia peploides ssp. peploides</i>	Water primrose	N
Oxalidaceae	<i>Oxalis corniculata</i>		I
Polygonaceae	<i>Polygonum sp.</i>	Knotweed	I
	<i>Rumex crispus</i>	Curly dock	I
Portulacaceae	<i>Claytonia sp.</i>		N
Primulaceae	<i>Anagallis arvensis</i>	Scarlet pimpernel	I
Rosaceae	<i>Prunus sp.</i>		I
Salicaceae	<i>Salix gooddingii</i>	Goodding's black willow	N
<b>MONOCOTS</b>			
Cyperaceae	<i>Cyperus esculentus</i>	Nutsedge	N
	<i>Scirpus sp.</i>		-
Juncaceae	<i>Juncus balticus</i>	Rush	N
Poaceae	<i>Avena barbata</i>	Slender wild oat	I
	<i>Cynodon dactylon</i>	Bermuda grass	I
	<i>Lolium multiflorum</i>	Annual ryegrass	I
	<i>Phalaris sp.</i>		-
	<i>Sorghum halepense</i>	Johnsongrass	I
Typhaceae	<i>Typha latifolia</i>	Broad-leaved cattail	N

\* N = Native to CA; I = Introduced

#### Wildlife

Wildlife species observed in and near the study area include American kestrel (*Falco sparverius*), Northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), rock dove (*Columba livia*), California gull (*Larus californica*), great egret (*Casmerodius albus*), and black-tailed hare (*Lepus californicus*). No raptor nests were observed within or adjacent to the project study area. No amphibian or reptile species were observed. A list of wildlife species observed during biological surveys is presented in Table 14.

Table 14. Wildlife Species Observed.

COMMON NAME	SCIENTIFIC NAME
<b>BIRDS</b>	
American crow	<i>Corvus brachyrhynchos</i>
American kestrel	<i>Falco sparverius</i>
Black phoebe	<i>Sayornis nigricans</i>
Brewer's blackbird	<i>Euphagus cyanocephalus</i>
California gull	<i>Larus californicus</i>
Great egret	<i>Casmerodius albus</i>
Loggerhead shrike	<i>Lanius ludovicianus</i>
Mourning dove	<i>Zenaidura macroura</i>
Northern harrier	<i>Circus cyaneus</i>
Ring-necked pheasant	<i>Phasianus colchicus</i>
Rock dove	<i>Columba livia</i>
Tricolored blackbird	<i>Agelaius tricolor</i>
Turkey vulture	<i>Cathartes aura</i>
Western meadowlark	<i>Sturnella neglecta</i>
Western scrub-jay	<i>Aphelocoma californica</i>
White-tailed kite	<i>Elanus leucurus</i>
<b>MAMMALS</b>	
Black-tailed hare	<i>Lepus californicus</i>

**Special-Status Species**

A computerized search of the California Natural Diversity Data Base (CNDDB/ RareFind report, 4 April 2002) was conducted for the Taylor Monument quad. A RareFind Summary Report for this quad is presented in Appendix C. This search was conducted to determine if there are any known occurrences of state- or federal-listed species recorded within the vicinity of the project study area. A letter was sent to the U.S. Fish and Wildlife Service (USFWS) requesting file data on special-status species that could occur on the Taylor Monument USGS topographic quadrangle (quad). Their response is presented in Appendix D.

In addition to the CNDDB/ RareFind report, Sycamore Environmental reviewed the following current lists prepared by the California Department of Fish and Game (DFG):

- Special animals. July 2002. (DFG 2002a)
- Special vascular plants, bryophytes, and lichens list. July 2002. (DFG 2002b)
- State and federally listed endangered and threatened animals of California. July 2002. (DFG 2002c)
- State and federally listed endangered, threatened, and rare plants of California. July 2002. (DFG 2002d)

Table 15 lists special-status species identified in CNDDB/ RareFind records and the USFWS file data for which suitable habitat is present within the project study area. Other special-status species for which habitat is not present, or whose distributional limits preclude the possibility of their occurrence in the project study area, are not discussed further in this report.

Table 15. Special-status Species Evaluated.

Special-Status Species	Common Name	Federal/ State Status <sup>a</sup>	USFWS/ DFG/ Other Codes <sup>b</sup>	Source <sup>c</sup>	Observed?
<b>Birds</b>					
<i>Athene cucularia</i>	Western burrowing owl	--/—	SC/CSC/--	1,2	No
<i>Buteo swainsoni</i>	Swainson's hawk	--/T	--/—	1,2	No
<i>Charadrius montanus</i>	Mountain plover	PT/--	--/CSC/--	1	No
<i>Elanus leucurus</i>	White-tailed kite	--/—	--/FP	1,3	Yes
<i>Lanius ludovicianus</i>	Loggerhead shrike	SC/--	--/CSC/--	1,3	Yes

<sup>a</sup> Listing Status

Federal status determined from USFWS letter. State status determined from DFG (2002c,d). Codes used in table are as follows:

E = Endangered; T = Threatened; P = Proposed; C = Candidate; R = California Rare; \* = Possibly extinct.

<sup>b</sup> USFWS/DFG/Other Codes

Other codes determined from USFWS letter; DFG (2002a,b); and CNPS (2001). Codes used in table are as follows:

SC = USFWS Species of Concern; CSC = DFG Species of Special Concern; FP = DFG Fully Protected; Prot = DFG Protected  
CNPS List (plants only): 1A = Presumed Extinct in CA; 1B = Rare or Endangered (R/E) in CA and elsewhere; 2 = R/E in CA and more common elsewhere; 3 = Need more information; 4 = Plants of limited distribution.

<sup>c</sup> Sources

1 = From the USFWS letter. 2 = From CNDDDB/ RareFind. 3 = Observed by Sycamore Environmental.

**Wetlands and Waters of the United States**

A jurisdictional wetland delineation of the project study area was conducted in 1997 (Foothill Associates 1997). No wetlands were delineated within the Gateway West Business Park and Friedman Retail Development sites.

**Sensitive Natural Communities**

Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base. There are no sensitive communities in the project study area.

**Regulatory Setting**

The following state and federal statutes regulate the proposed project:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- California Environmental Quality Act (P.R.C. 21000 et seq.).
- California Endangered Species Act (California Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).
- City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)

**Federal Endangered Species Act**

The Federal Endangered Species Act defines "take" (Section 9) and prohibits "taking" of a listed endangered or threatened species (16 U.S.C. 1532, 50 CFR 17.3). If a federally listed species could be harmed by a project, a Section 7 or 10 consultation must be initiated, and an Incidental Take Permit must be obtained (16 U.S.C. 1539, 50 CFR 13).

**Federal Migratory Bird Treaty Act**

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

#### **National Pollution Discharge Elimination System Permit**

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). All Corps facilities and activities that meet the definition of an "industrial activity" under 40 CFR 122.26 are subject to the requirement to obtain storm water permits. Ground disturbing activities, such as grading, in excess of five acres requires an NPDES permit from the Regional Water Quality Control Board.

#### **California Fish and Game Code**

The California Fish and Game Code defines "take" (Section 86) and prohibits "taking" of a species listed as threatened or endangered under the California Endangered Species Act (California Fish and Game Code Section 2080) or otherwise fully protected (as defined in California Fish and Game Code Sections 3511, 4700, and 5050).

#### **Other Special-Status Species Classifications**

California species of special concern (CSC), species listed on California Native Plant Society lists 1B and 2 (CNPS 2001), and active raptor nests are included in this classification.

#### **City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)**

Heritage trees are:

1. Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native *Quercus* species, *Aesculus californica* or *Platanus racemosa*, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk.
3. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the watercourse to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

#### **Natomas Basin Habitat Conservation Plan**

The Natomas Basin Habitat Conservation Plan (NBHCP) was prepared to satisfy a mitigation requirement of the 1994 North Natomas Community Plan, which planned to develop North Natomas. The NBHCP is a conservation plan supporting an application for a federal Incidental Take Permit (ITP) under Section 10 (a)(1)(B) of FESA and a California State ITP under Section 2081 of the California Fish and Game Code. Developers in the Natomas Basin would participate in the NBHCP for their development activities and be protected by its permits through development agreements, with enforceable conditions of approval, issued by the City of Sacramento. The City of Sacramento would also issue a Certificate to any recipient of an urban development permit stating that appropriate mitigation had been received and that such a developer is therefore covered by the City's ITP. USFWS and DFG approved the NBHCP and issued an ITP to the City of Sacramento in 1997.

The NBHCP and ITP were subsequently challenged on NEPA and CEQA compliance, and on 15 August 2000, the U.S. District Court, Eastern District ruled that the ITP was invalid. Based on this ruling, the City of Sacramento, Sutter County, Reclamation District Number 1000, and Natomas Central Mutual Water Company are jointly preparing a revised Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS). The City of Sacramento and Sutter County are preparing and will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and DFG for development within the Natomas Basin.

On 15 May 2001, the same court granted a motion modifying the Order of 15 August 2000 to allow incidental take protection for limited development within the City with the provision of mitigation land in specific areas

of the Natomas Basin. The new order was based upon a settlement agreement entered into by all parties to the litigation.

The Settlement Agreement allows a maximum of 1,668 acres of development in North and South Natomas. Under the agreement the City can issue grading permits for up to 1,068 acres (Phase 1) with these requirements in place: 1) HCP mitigation fees have been paid; 2) A biological pre-construction survey has been completed; and 3) grading must be accomplished during the grading season of May 1 to Sept 30th; 4) the developer must comply with all applicable mitigation measures; and, 5) the developer must sign a Grading Agreement that identifies requirements of the Settlement Agreement to which the project must comply. After grading permits have been issued for up to 1,068, the remaining 600 acres (phase 2) require: 1) ½ acre of mitigation land shall have been acquired for each acre authorized for disturbance under Phase 2, 2) City will replace the 200 acre "cushion"; and 3) development under the settlement agreement shall not exceed 1,360 acres until at least 250 acres of mitigation land have been acquired within Zone 1.

No part of the Gateway West Business Park or Friedman Retail Development projects are included in the 1,668 acres identified in Exhibit A of the Agreement to Settle Litigation. Therefore, the project may not proceed until such time that the City obtains a revised ITP or the applicant has mitigated for the project individually.

### Impact Assessment

- a) *Would the proposal result in impacts to endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not anticipated to adversely affect the species or habitat of the species listed in Table 12 with the implementation of mitigation measures.

### Plants

No habitat for special-status plant species occurs within the project study area. No impact is anticipated and no mitigation is required.

### Wildlife

#### Swainson's hawk (*Buteo swainsoni*)

**HABITAT AND BIOLOGY:** An uncommon breeding resident and migrant in CA. Nests in open riparian habitat, in scattered trees or in small groves in sparsely vegetated flatlands. Nesting areas are usually located near water, but are occasionally found in arid regions. Typical habitat includes open desert, grassland, or cropland containing scattered, large trees or small groves (Zeiner et al. 1990a).

**RANGE:** The summer range of this species is the California Central Valley. California populations of this species are believed to overwinter in Mexico.

**CNDDB/ RAREFIND RECORDS:** There are 26 records of nesting Swainson's hawk on the Taylor Monument quad. There are 71 records for nesting Swainson's hawk within a ten-mile radius of the project study area.

**HABITAT PRESENT IN STUDY AREA?** Yes. The project site provides potential foraging habitat. This species was not observed during field surveys.

**POTENTIAL IMPACT:** Potential foraging habitat for Swainson's hawk occurs within the project study area. The combined Gateway West Business Park and Friedman Retail Development projects would convert approximately 77.85 acres of foraging habitat to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. The closest CNDDB/ RareFind record for nesting Swainson's hawk is 0.65 mile northeast of the project study area. If any active Swainson's hawk nests occur within 0.25 mile of the project area, and if construction activities cause nest abandonment or forced fledging during the breeding season (1 March to 15 September), the impact would be considered potentially significant. Implementation of mitigation measures will reduce impacts to Swainson's hawk to less than significant.

#### Western burrowing owl (*Athene cunicularia*)

**HABITAT AND BIOLOGY:** This species forages day and night in open dry grassland and desert habitats, and in

grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitats. Suitable nest sites include old burrows of ground squirrels or other small mammals. Eats mostly insects; also feeds on small mammals, reptiles, birds, and carrion (Zeiner et al. 1990a). It is a yearlong resident in CA. It breeds from March through August.

**RANGE:** Central Valley, Sierra Nevada, and coastal ranges (Zeiner et al. 1990a).

**CNDDB/ RAREFIND RECORDS:** There are two records for this species on the Taylor Monument quad. This record occurs adjacent to the southwest side of the project study area.

**HABITAT PRESENT IN STUDY AREA?** Yes. Foraging habitat for this species occurs within the study area. No potential burrowing owl burrows were observed within the study area during the 18 January 2002 survey. No burrowing owls were observed within the project study area.

**DISCUSSION/ POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate all foraging habitat for this species within the study area. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to western burrowing owl to less than significant.

#### **Loggerhead shrike (*Lanius ludovicianus*)**

**HABITAT AND BIOLOGY:** Resident in lowlands and foothills. Prefers open grasslands or scrub with shrubs or trees and low, sparse herbaceous cover with perches available (fences, posts, utility lines). Nests in densely foliated shrubs or trees. Critical nesting season in California is March-August. Eats mostly insects; also takes birds, mammals, fish, reptiles, amphibians, carrion, and small invertebrates (Zeiner et al. 1990a).

**RANGE:** Widespread throughout California except at higher elevations. Rarely found in the Coastal Range north of Mendocino (Zeiner et al. 1990a).

**CNDDB/ RAREFIND RECORDS:** There are no records for loggerhead shrike on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. The plowed grassland within the study area provides foraging habitat for this species. This species was observed foraging within the study area during the 18 January 2002 survey. No nesting habitat for this species occurs within the study area.

**POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of mitigation measures will reduce impacts to loggerhead shrike to less than significant.

#### **Mountain plover (*Charadrius montanus*)**

**HABITAT AND BIOLOGY:** Forages in short grasslands and plowed fields of the Central Valley during winter. The plover searches the ground for large insects, especially grasshoppers (Zeiner et al. 1990a). This species is not known to nest in California (Zeiner et al. 1990a).

**RANGE:** Central Valley from Sutter and Yuba cos. southward (Zeiner et al. 1990a).

**CNDDB/ RAREFIND RECORDS:** There are no records for mountain plover on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. The project study area is within the known range of the species. The plowed grassland within the project study area provides potential foraging habitat for this species during winter. This species was not observed during field surveys.

**POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of mitigation measures will reduce impacts to mountain plover to less than significant.

#### **White-tailed kite (*Elanus leucurus*)**

**HABITAT AND BIOLOGY:** This species feeds on small diurnal mammals, birds, insects, reptiles, and amphibians in open grasslands, wetlands, and farmlands. Nests in trees near foraging areas. Nests usually constructed 20-100 ft above ground. It is a yearlong resident of California. It breeds from February to October (Zeiner et al. 1990a).

**RANGE:** Inhabits most open habitats in coastal and valley lowlands in California (Zeiner et al. 1990a).

**CNDDB/ RAREFIND RECORDS:** There are no records for this species on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. Foraging habitat for this species occurs within the project study area. Fallow fields comprised of nonnative annual grassland vegetation provide foraging habitat for this species. No trees that could provide suitable nest sites occur within the project study area. This species was observed foraging within the study area during the 18 January 2002 survey.



### 8. Hazards

Would the proposal involve:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on hazards and hazardous materials is based on the following factors:

- Potential hazards and/or hazardous materials encountered during any subsurface excavation;
- Proper disposal of hazardous materials encountered during trenching or any subsurface excavation; and
- Potential discharge of hazardous materials or waste during operation of the proposed land uses.

### Impact Mechanisms

Potential Impacts associated with the proposed project could include:

- Potential exposure to existing contaminated soils, contaminated groundwater, abandoned underground storage tanks and piping and contaminated material from existing undocumented dumping and landfilling;
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal construction operations;
- Potential risk of upset to the public or the environment as a result of an unanticipated impact involving an underground object; and
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal operations of the proposed land uses.

### Environmental Setting

Wallace – Kuhl and Associates Inc. (Wallace – Kuhl) conducted a Phase I Environmental Site Assessment for the proposed project and prepared an “Environmental Site Assessment for Gateway West Business Park Partnership, Vicinity of Del Paso Road and El Centro Roads, Sacramento, California” in 1996. The report was prepared in accordance with the American Society of Testing and Materials (ASTM) *Standard E 1527-97 for Environmental Assessments*. The scope of the Site Assessment included (Wallace – Kuhl, 1 – 2):

- A field reconnaissance of the property to look for visual evidence of surface and potential subsurface sources of contamination;
- A “windshield survey” in the vicinity of the property to identify businesses that may use or produce hazardous materials;
- A review of Sacramento County Assessor’s office records to establish current property ownership;
- Interviews with representatives of various regulatory agencies and those familiar with the site history of the property, including discussion of past operational practices as well as review of a previous

- asbestos survey of the property;
- Examination of stereoscopic aerial photographs of the property taken over the last 37 years, as well as review of historic USGS topographic maps, archived building records and/or Sanborn Map coverage of the property, in order to develop a reasonably continuous site history over the past 50 years, as required by the ASTM standard;
  - Review of the U.S. Department of Agriculture, Soil Conservation Service *Soil Survey of Sacramento, California* for soils information and historic crop cultivation trends for the subject property and vicinity, as well as inquiry with the Sacramento County Agricultural Commissioner's Office;
  - An evaluation of local and regional ground water conditions, including historical depths and flow direction;
  - A discussion of proposed municipal infrastructure for the property and vicinity, including potable water, wastewater, and stormwater provisions, as required by the ASTM standard;
  - A review of federal, state, and county regulatory agency lists indicating any known instances of hazardous materials contamination and registered underground and aboveground storage tanks (USTs/ASTs) on or near the property; and
  - A literature-based discussion of the likelihood for radon to be problematic at the property.

Laboratory testing of the existing soils and ground water for hazardous materials was not conducted. Surveys for asbestos and lead-based paint were not necessary because the project site is vacant (Wallace – Kuhl, 3).

The Wallace – Kuhl Site Assessment concluded that there is no evidence of significant hazardous materials contamination on or within one-half mile of the property (Wallace – Kuhl, 20). Three irrigation water supply wells are located on the property. Wallace – Kuhl recommends that if the wells will not be used in the future, they be properly abandoned (Wallace – Kuhl, 21).

Wallace – Kuhl found no persistent residual organochlorine pesticide concentrations (DDT) in the surficial soils in the project sites. Wallace – Kuhl concludes on page 21 that additional soils sampling and testing is not necessary.

No known regional hazardous material impairment to groundwater quality in the area of the property was identified (Wallace – Kuhl, 21). Wallace – Kuhl determined that the Phase I Site Assessment revealed no evidence of Recognized Environmental Conditions in connection with the property (Wallace – Kuhl, 25).

## Regulatory Setting

### Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) enforces federal regulations pertaining to hazardous substances and wastes. The hazardous substances and waste laws are contained in the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation, and Recovery Act of 1980 (CERCLA). These laws require responsible parties to report any known hazardous waste contamination to the U.S. EPA. The U.S. EPA maintains standards for requiring the responsible parties to clean up the hazardous substances to minimize threat to the public health. Code of Federal Regulations Title 40 Section 372 (40 CFR 372) contains specific guidelines for determining whether a waste is hazardous and the acceptable levels of residual contaminants. The U.S. EPA delegated regulatory authority to the Department of Toxic Substances Control (DTSC) within the California Environmental Protection Agency (CEPA).

The Federal Occupational Safety and Health Administration (Fed/OSHA) enforces federal regulations assuring worker safety in the handling and use of chemicals. The Occupational Safety and Health Act of 1970 mandates Fed/OSHA to provide rules that protect worker safety. 29 CFR 1910 contains specific standards for handling hazardous materials in the work place. The Fed/OSHA delegated regulatory authority to the California Occupational Safety and Health Administration (Cal/OSHA).

### National Pollution Discharge Elimination System Permit

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in

excess of five acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB). The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant.

### State Regulations

The California Hazardous Waste Control Law (HWCL) contains definitions of hazardous substances and wastes and requires responsible parties to report of their occurrence. Hazardous materials must be reported to DTSC, RWQCB, and/or the City of Sacramento Public Health Department. The HWCL lists 791 hazardous substances and approximately 30 common materials that are potentially hazardous. It establishes criteria for managing these substances including labeling, treatment, permit requirements, and disposal restrictions. The California Hazardous Substances Account Act (CHSAA) provides standards for requiring the responsible parties to clean up the hazardous substances and allows for public funds to clean up hazards where private funds are not available.

The Central Valley Regional Water Quality Control Board (CVRWQCB) enforces regulations for the removal of existing septic tanks. The California Code of Regulations (CCR) Title 23, Division 3, Chapter 16, Article 7 § 2672 defines how septic tanks are to be removed in order to protect water quality. Owners or operators of underground storage tanks subject to permanent closure shall comply with applicable provisions of Chapter 6.5 of Division 20 of the Health and Safety Code.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace, as detailed in Title 8 of the California Code of Regulations (CCR) include requirements for safety training, availability of safety equipment, accident prevention programs, hazardous substances exposure warnings, and emergency action and fire prevention plan. Properties found to be contaminated with a hazardous substance are subject to special worker safety requirements to protect construction workers during demolition and excavation.

### Sacramento City Code

SCC Title 8.60 Hazardous Material Cleanup and 8.64 Hazardous Materials Disclosure provide guidelines that ensure that hazardous materials are handled safely, thus reducing the risk of exposure to the public.

SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies.

SCC Title 15.80 Personal Safety Code All projects shall be reviewed to determine the levels of public and personal safety provided.

### Impact Assessment

- a) *Would the proposal involve a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. Construction of the proposed projects could result in the accidental spill of hazardous materials, such as fuel. Grading and/or excavation activities could unearth previously unidentified hazardous material(s). Operation of the residential and employment centers land uses could result in an accidental spill of hazardous materials or waste.

**Potential Impact:** Construction will involve gas and diesel powered equipment. The project would also include asphalt paving. Roadways will be delineated by reflective paint. Fuel, cleaning solvents, paint, oil, or other hazardous materials could be accidentally spilled in the process of construction. Such a spill could put construction employees at risk of exposure to the hazardous materials.

The SCC and the NPDES permit program regulate both projects. The following standard practices

provided in SCC would be incorporated into construction plans to protect construction workers and the public from significant hazards:

- The construction contractor will ensure proper labeling, storage, handling, and use of hazardous materials in accordance with best management practices and the Occupational Safety and Health Administration's Hazardous Waste Operations and Emergency Response (HAZWOPER) standard requirements;
- The construction contractor will ensure that employees are properly trained in the use and handling of these materials and that each material is accompanied by a material safety data sheet;
- All reserve fuel supplies and hazardous materials will be stored on pallets within fenced and secured construction areas and protected from exposure to weather. Incompatible materials will be stored separately, as appropriate;
- Equipment refueling and maintenance will take place only within staging areas.

**Level of Significance:** Adherence to SCC 8.60 and 8.64 and to the conditions of the NPDES permit will reduce potential impacts to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project will require grading and excavation activities for site preparation and construction of roadways and utilities infrastructure. Grading and excavation activities could unearth previously unidentified hazardous material(s) or contaminated soils.

These projects are subject to the SCC. SCC Title 8.60 Hazardous Material Cleanup indicates that if a hazardous material is encountered, the Sacramento Fire Department is to be notified. The project plans will indicate that if a hazardous material is unearthed, then work in the immediate area will cease and the fire department will be notified.

**Level of Significance:** Adherence to SCC Title 8.60 reduces the potential impact to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** A gas station has been proposed for the Friedman Retail Development Project. An accidental spill of gasoline, in greater or lesser quantities, could expose people to significant health risks including increased risk of explosion and/or fire.

The City of Sacramento will condition the gas station to be designed and constructed in accordance with all applicable building, fire, and safety code requirements. Furthermore, operation of the gas station is regulated by 29 CFR 1910 Fed/OSHA and SCC Title 8.64 Hazardous Materials Disclosure guidelines. SCC Title 8.64 requires that a disclosure statement be filed with the Sacramento Fire Department that includes a list of all the potentially hazardous materials, the maximum amounts of the materials, and how and where the materials would be stored.

**Level of Significance:** Adherence to applicable building, fire, and safety codes and to 40 CFR 372, 29 CFR 1910, will reduce the potential impact to less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal involve possible interference with an emergency response plan or emergency evacuation plan?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will interfere with an emergency response or emergency evacuation plan. Driveways leading from Duckhorn Drive and Arena Boulevard to the project sites will be built to the satisfaction of the Sacramento Fire Department. Existing road infrastructure provides adequate emergency access to both sites.

- c) *Would the proposal involve the creation of any health hazard or potential health hazard?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project involves the creation of any health hazard or potential health hazard.

- d) *Would the proposal involve exposure of people to existing sources of potential health hazards?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The NNCP EIR identified the proliferation of mosquitoes as an impact of developing the North Natomas area. The EIR found that the period between rice field production and conversion to urban uses would result in a profusion of mosquitoes. To reduce the negative impact and to protect urban residents from mosquitoes, the EIR identified the following mitigation measure:

The Sacramento Yolo Mosquito Abatement District should implement a specific mosquito abatement program in order to provide urban standards of mosquito control in the project area. Additional revenues for the District would be necessary to pay for the increased control costs (NNCP EIR, B-37).

The NNCP identified the preparation of a mosquito abatement plan as a Community-Wide Design Standard under the Environmental Design Standards (NNCP, 83). If the Sacramento Yolo Mosquito Abatement and Vector Control District implements a mosquito abatement plan and an assessment district is delineated to defray the cost of the plan's implementation, the proposed projects would be required to participate.

**Level of Significance:** Participation in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement and Vector Control District reduces the potential impact from mosquito profusion to less than significant.

**Mitigation Measures:** None required.

- e) *Would the proposal involve increased fire hazard in areas with flammable brush, grass, or trees?*

**Answer:** No. Both the Gateway West Business Park and Friedman Retail Development projects will be maintained and will not create a fire hazard of flammable brush, grass, or trees.

### 9. Noise

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increases in existing noise levels?			
- Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels?			
- Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Criteria for Determining Significance

Title 24 of the California Government Code, the City of Sacramento Health and Safety Element, and the City Noise Ordinance establish the thresholds of significance.

Title 24 of the California Government Code establishes the Land Use Compatibility Guidelines for development. For office building land uses an exterior  $L_{dn}$  or CNEL of less than or equal to 65 dB is considered acceptable; an  $L_{dn}$  or CNEL between 65 and 80 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an  $L_{dn}$  or CNEL of 80 dB and greater is considered normally unacceptable (new development should be discouraged). The City of Sacramento considers only outdoor congregation areas of office buildings to be noise-sensitive. Parking lots, landscape areas, walkways, and other similar areas are not considered noise-sensitive.

For residential land uses an exterior Day/Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalent Level (CNEL) of less than or equal to 60 decibels (dB) is considered acceptable; an  $L_{dn}$  or CNEL between 60 and 70 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an  $L_{dn}$  or CNEL between 70 and 75 dB is considered normally unacceptable (new development should be discouraged); and an  $L_{dn}$  or CNEL of 76 dB or greater is clearly unacceptable.

The SGPU DEIR states that an increase of 3 dB or less is considered less than significant. Increases of 4 or 5 dB is considered a significant adverse impact if the total resulting noise would exceed that considered normally acceptable (60 dB for residential). Increases of 6 or more dB are considered a significant adverse impact due to the potential for adverse community response (SGPU DEIR, AA-48).

#### Impact Mechanisms

Noise impacts could occur to the proposed land uses from off-site sources, such as traffic and airport noise. Construction equipment could cause noise impacts to surrounding land uses. The project could generate noise that could impact surrounding land uses.

#### Environmental Setting

Brown-Buntin Associates, Inc. (BBA) prepared an "Acoustical Analysis for Gateway West Development, Sacramento, California" in 1997 (BBA 1997). The purpose of the analysis was to determine potential noise impacts to the proposed single-family residential areas from Interstate 5 (I-5). The results of the analysis were

used to support the Initial Study for the Gateway West PUD IS/ND. BBA determined that the office uses would occur within the 65 dB  $L_{dn}$  contour (BBA 1997 5).

BBA prepared an "Acoustical Analysis for Gateway West Lots A, B, K, L, and M in Sacramento, California" in 2002 (BBA 2002). The purpose of the second study was to evaluate the existing noise impacts on the office buildings on Lots A, B, L, and M of the Gateway West Business Park Project and noise resulting from the supermarket land use proposed for Lot K of the Friedman Retail Development Project. The acoustical analysis is provided as an attachment to this IS (Appendix E). Since the completion of the BBA 2002 report, the design of the Gateway West Business Park project changed. The City sent copies of the changed project design to BBA to determine if a revised acoustical analysis would need to be prepared. After comparing the original design with the current design, it was BBA's professional opinion that additional analysis is not required (personal communication, Bill Thiessen, BBA).

The major noise source affecting the proposed office building is traffic on I-5. The FHWA Highway Traffic Noise Prediction Model was used to calculate future (2015) traffic noise levels (BBA 2002 1). The traffic data used in BBA 1997 was used to calculate traffic noise levels. Figure 1 in BBA 2002 (Appendix D) shows the Year 2015 65 dB  $L_{dn}$  traffic noise contour on unimproved (without structures) Lots A, B, L, and M (BBA 2002 2).

The project site is within the 60 dB CNEL noise contour of the Sacramento International Airport as shown in Exhibit 4.6-3 of the 1994 NNCP SEIR. Based upon the distances to the predicted light rail  $L_{dn}$  contours shown in Table 4.6-6 of the 1994 NNCP SEIR, the project site would not be significantly effected by noise generated from light rail. According to Exhibit 4.6-5 of the 1994 NNCP SEIR, the project site occurs outside of the 65 dB for the PA system and outside of the 55 dB for outdoor concerts at Arco Arena.

### Regulatory Setting

#### City of Sacramento General Plan

The following goals and policies in the SGPU DEIR Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU DEIR, C-65):

Goal A: Future development should be compatible with the projected year 2015 noise environment.

Policy 1: Require an acoustical report for any project, which would be exposed to noise levels in excess of those shown as normally acceptable. The contents of the acoustical report shall be as described in Section IV. No acoustical report shall be required where City staff has an existing acoustical report on file, which is acceptable.

Policy 2: Require mitigation measures to reduce noise exposure to "Normally Acceptable Levels" except where such measures are not feasible.

Policy 3: Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

#### North Natomas Community Plan

The following Environmental Design Standards direct City planning decisions in the North Natomas Community (NNCP, 85):

Acoustical Study: A detailed acoustical study shall be required for any land use which potentially would be incompatible with outdoor noise limits specified by requirements of the Noise Element of the General Plan, or which is located within the Noise Impact Areas shown in the NNCP EIR.

Mitigate Surface Transportation Noise: Development exposed to surface transportation noise should be designed to be consistent with the goals of the City General Plan. Residential land uses should be developed such that there is some usable outdoor space associated with the development that provides an exterior noise level that does not exceed an  $L_{dn}$  of 45 dB. Indoor noise levels shall not exceed an  $L_{dn}$  of 45 dB.

**Sacramento City Code – Noise Ordinance**

SCC Title 8.68 Noise Control provides regulations controlling noise from sources other than traffic. SCC Title 8.68.080 provides an exemption for construction related noise sources. Construction may occur between 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday. Internal combustion engines must be equipped with suitable exhaust and intake silencers in good working order.

**Impact Assessment**

**a) Would the proposal result in increases in existing noise levels?**

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The proposed projects will contribute short-term and long-term noise to the existing Community Noise Environment.

**Potential Impact:** Construction of both projects will generate noise greater than the current ambient noise levels. Construction noise will be temporary and is regulated by SCC Title 8.68 Noise Control. The ordinance provides regulations controlling noise from sources other than traffic. Construction related noise sources would be permitted Monday – Saturday 7 a.m. – 6 p.m. and Sunday 9 a.m. – 6 p.m. Table 16 shows the noise standards that apply during the construction phase of the project. Internal combustion engines will be equipped with suitable exhaust and intake silencers in good working order.

**Table 16. Construction Related Noise Standards**

Cumulative Duration of the Intrusive Sound	Allowable Decibels
Cumulative period of 30 minutes per hour	+0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

**Level of Significance:** Adherence to the City noise ordinance reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** The supermarket proposed for the Friedman Retail Development Project will generate noise that could impact the single-family residential units adjacent to the southern boundary of the project study area. No specific data about the type of supermarket, truck delivery information, and data concerning the type and number of mechanical equipment noise sources were available to BBA for the preparation of its acoustical analysis. BBA assumed that the proposed supermarket would be similar to a SaveMart Supermarket in Clovis, CA that it had previously analyzed (BBA 2002 5). The location of the proposed supermarket in relation to the adjacent residential area is shown on Figure 3 in BBA 2002 (Appendix E.)

Truck deliveries could result in noise impacts to the residential dwelling units adjacent to the project site. The truck loading dock will be located on the south side of the market. About 11 truck deliveries were assumed for a typical day. BBA estimated that six tractor/trailers (including one refrigeration truck) and five light trucks would make deliveries to the supermarket at any hour per day (BBA 2002 5). Each truck would travel to the loading dock area, turn around, and then return the same way. Each truck would therefore pass the single-family homes. Table 17 shows reference noise levels for typical passbys of trucks in terms of the Sound Exposure Level (SEL) at a reference distance of 100 feet (BBA 2002 5). The approximate distance from trucks to the nearest homes is approximately 40 feet (BBA 2002 5).

Table 17. Reference Noise Levels for Slowly Moving Trucks

Truck Type	SEL, dB at 100 feet
Heavy Truck	80.0
Heavy Truck w/Refrigeration Unit	81.0
Light Truck	67.4

Source: Measurements conducted by BBA at locations in Ceres, Fresno, and Visalia, CA (BBA 2002 5)

To determine truck noise levels in terms of the  $L_{dn}$ , BBA used the following standard formula:  $L_{dn} = \text{mean SEL} + 10 \log N_{eq} - 49.4$  where the mean SEL's are shown on Table 10 at 100 feet.  $N_{eq}$  is the equivalent number of truck trips during a typical busy day determined by adding 10 times the number of nighttime trips (10 P.M. - 7 A.M.), and the number 49.4 is a time constant equal to 10 log the number of seconds in the day.

The noise level in terms of  $L_{dn}$  at 100 feet is approximately 48 dB (BBA 2002 7). BBA assumed that noise from slowly moving trucks would diminish at the standard rate of 6 dB/doubling of distance. At 40 feet, which represents the nearest homes, the  $L_{dn}$  would be about 56 dB (BBA 2002 7). This level is less than the City's 60 dB  $L_{dn}$  compatibility standard.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** The loading dock of the supermarket proposed for the Friedman Retail Development Project could result in noise impacts on the single-family residential units adjacent to the southern boundary of the project study area. The loading dock will be located near the southeast corner of the store, approximately 70 feet from the nearest residences. Noise sources at the loading dock could include banging and clanging of metal doors and other equipment, heavy trucks and step vans coming and going, refuse trucks passing by, talking and joking employees, and P.A. systems (BBA 2002 7). For a typical day that assumes two heavy trucks arriving, unloading and then departing, the hourly average ( $L_{eq}$ ) noise level is approximately 64 dBA at 90 feet (BBA 2002 7).

To determine loading dock noise in terms of the  $L_{dn}$ , BBA assumed one truck delivery per hour for six hours per day (BBA 2002 7). BBA assumed further that the loading docks would be used for three hours during the daytime (7:00 A.M. - 10:00 P.M.) and three hours at night (10:00 P.M. - 7:00 A.M.) (BBA 2002 7). For one of the nighttime deliveries it was assumed that one of the trucks would be a refrigerated truck. BBA determined that the loading dock  $L_{dn}$  is approximately 61 dB (BBA 2002 8). At 70 feet, the  $L_{dn}$  is about 63 dB (BBA 2002 8). This level exceeds the City's 60 dB  $L_{dn}$  compatibility standard.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:**

MM 9-1 The project applicant shall provide for the design and construction of an eight-foot-high sound wall along the south perimeter of the project site.

**Level of Significance After Mitigation:** Less than significant. Implementation of an eight-foot-high sound wall would reduce truck and loading dock noise levels to approximately 59 dB (BBA 2002 8).

**Potential Impact:** Air conditioning units and other rooftop mechanical equipment planned for the supermarket proposed for the Friedman Retail Development Project is not expected to result in noise impacts to the residential units adjacent to the project site (BBA 2002 8). Rooftop mechanical equipment will be shielded from view at the nearest residences.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**b) Would the proposal result in exposure of people to severe noise levels?**

**Answer:** Neither project would expose people to severe noise levels in the short term. However, the Gateway West Business Park Project could expose people to severe noise levels in the long term.

**Potential Impact:** Noise generated by I-5 could impact outdoor congregation areas (plazas) of the three northern most office buildings seeking a Special Permit with the Gateway West Business Park Project. The plazas are identified as Plaza A, Plaza B, and Plaza C on Figure 2 of BBA 2002 (Appendix D). BBA determined that the location of the plazas between the office buildings would provide partial shielding of traffic noise (BBA 2002 2). The resulting future noise exposure at plazas A, B, and C will be 68, 69, and 69 dB  $L_{dn}$ , respectively (BBA 2002 2). These noise levels exceed the City's 65 dB  $L_{dn}$  compatibility standard.

**Level of Significance:** Incorporation of the following mitigation measure would reduce potentially significant impacts to less than significant.

**Mitigation Measures:**

**MM 9-2** The project applicant shall provide for the design and construction of six-foot-high sound walls located along the north, east, and west sides of plazas A, B, and C.

**Level of Significance After Mitigation:** Less than significant. Table 18 lists the resulting noise level in plazas A, B, and C from implementation of the minimum wall heights.

**Table 18. Resulting Noise Levels from Minimum Wall Heights**

Plaza	Location	Noise Level Without Wall	Required Wall Height – Resulting Noise Level
A	Between Buildings A and B	68 dB $L_{dn}$	6 feet – 62 dB $L_{dn}$
B	Between Buildings B and C	69 dB $L_{dn}$	6 feet – 64 dB $L_{dn}$
C	Between Buildings B and C	69 dB $L_{dn}$	6 feet – 64 dB $L_{dn}$

Source: (BBA 2002 2)

### 10. Public Services

Would the proposal have an effect upon, or result in a need for new or altered government service in any of the following areas:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on public services is based on question 10. (a)-(e) in the environmental checklist.

### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The proposed project does not change the land use designated by the City approved Gateway West Business Park and Cambay West PUD.

#### Fire Protection Service

The Sacramento Fire Department Engine Company 15 serves the project study area (SGPU DEIR, M-3). Engine Company 15 is comprised of 4 personnel. The nearest Hazardous Material Unit is located on Challenge Way, off of Exposition Boulevard (SGPU DEIR, M-2). The service radius for Engine Company 15 is 2 miles and its average response time is 4 minutes (SGPU DEIR, M-1).

#### Police Protection Services

The Sacramento City Police Department serves the project study area. The average response time to first priority calls is 7.5 – 8 minutes. Response times for priority two and three calls averages between 12 minutes and can take as long as 35 minutes (SGPU DEIR, L-1). Police Department recommended standards for officers per capita is two per 1,000 residents (SGPU DEIR, L-5). The proposed project would not be considered a special generator (land uses requiring additional security).

### Regulatory Setting

#### City of Sacramento General Plan

The goals and policies in the SGPU DEIR Public Facilities and Services Element direct City planning decisions for fire and police protection and schools (SGPU DEIR, C-56 – C-60).

#### North Natomas Community Plan

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90). The Private sector provides necessary capital improvements, which provide benefit to (or mitigate the development impact of) the North Natomas Community Plan. All property owners

in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of improvements provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

#### Fire Protection Services

Prior to development, the City Fire Department must verify that adequate fire protection services, including equipment and personnel, exists to serve the project, or will be provided, to achieve and maintain a fire insurance rating of 2.0, either through a funded program or as a condition of approval for the project.

#### Police Protection Service

Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.6 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.6 police officers added either through a funded program, or as a condition of approval for the project.

#### Sacramento City Code

SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies. Likewise, SCC Title 15.80 Personal Safety Code states that all projects shall be reviewed to determine that levels of public and personal safety are provided.

### **Impact Mechanisms**

Proposed projects that create a demand for public services may necessitate the construction of public facilities.

### **Impact Assessment**

- a) *Would the proposal have an effect upon, or result in a need for new or altered government service in fire protection?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not expected to significantly impact fire services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal have an effect upon, or result in a need for new or altered government service in police protection?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not expected to significantly impact police services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal have an effect upon, or result in a need for new or altered government service in schools?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project provides housing.

- d) *Would the proposal have an effect upon, or result in a need for new or altered government service in maintenance of public facilities, including roads, or*  
e) *other governmental services?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** As discussed above under questions (a) and (b), both projects are subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of public services.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None Required.

### 11. Utilities/ Service Systems

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The evaluation of significance on utilities/ service systems is based on questions 11. (a)-(g) in the environmental checklist.

#### Impact Mechanisms

Projects that create a demand for public utilities and service systems may necessitate the construction or expansion of public facilities such as storm drainage systems and wastewater treatment facilities.

#### Environmental Setting

##### Water

The City of Sacramento Department of Utilities, provides water to the project site. The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities).

##### Sewer

The County Sanitation District Number 1 (CSD - 1) and Sacramento Regional County Sanitation District provides sewer service to North Natomas (SGPU DEIR, I-1). The County of Sacramento has indicated that that sanitary sewer service is available to the project site after payment of applicable connection fees. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer (SGPU DEIR, I-7).

##### Drainage

The Friedman Retail Development Project study area occurs within the Detention Basin #7a watershed and the Gateway West Business Park Project study area occurs within the Detention Basin #8c watershed of the North Natomas drainage system. The applicant is required to provide adequate storm water drainage to the satisfaction of the City Utilities Director.

#### Regulatory Setting

##### City of Sacramento General Plan

##### Water

The capital costs of the distribution system are borne by the developer. Developers must directly pay for 12-inch and smaller lines. Financing of new transmission lines and water treatment and storage facilities is



program. A curbside recycling program shall be required as part of the collection service (NNCP, 74).

**Sacramento City Code**

SCC Title 13.04 Water Services provides that the Department of Utilities will furnish safe and potable water meeting the standards of the California Management and Safety Code. The Department of Utilities is entitled to design plan review.

SCC Title 13.08 Sewer Service System provides that the City of Sacramento will provide a public sewer system. The Department of Utilities is entitled to design plan review.

SCC Title 13.10 Garbage Collection and Disposal provides that it shall be the duty of the Division of Solid Waste of the Public Works Department to gather, collect, recycle, reconstitute, recover and dispose of by landfilling or sale all garbage, rubbish and waste matter within the city. The Public Works Department is entitled to design plan review.

SCC Title 17.72 Zoning Recycling and Solid Waste Disposal Regulations regulates the location, size, and design features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increases recycling of used materials; and reduces litter. This chapter requires that all non-residential (commercial, office, industrial, and public/quasi-public) and residential (multifamily of five or more units) development prepare and submit a recycling program with the planning application before issuance of a building permit.

**California Integrated Waste Management Act of 1989 (AB 939)**

AB 939 mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 25% of the waste stream from going to landfills by 1996 and to divert 50% of the waste stream from going to landfills by the year 2000. The SCC Zoning Ordinance has provisions pertaining to solid waste recycling that satisfy the requirements of AB 939.

**Impact Assessment**

- a) *Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water treatment or distribution facilities?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impacts:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in a need for new systems or supplies, or substantial alterations to sewer or septic tanks?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development

Project would result in an increased demand for sewer service. The Sacramento Regional County Sanitation District, CSD – 1, and the City Department of Utilities determined that adequate sewer system capacity exists to serve the project sites. If the capacity of the sewer service infrastructure requires improvement, such capital improvements would be made through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of sewer systems.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal result in a need for new systems or supplies, or substantial alterations to storm water drainage?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in increased stormwater runoff and greater demand on existing drainage capacity. A drainage agreement (proportional funding program) between all property owners within the Detention Basin #7a and #8c watersheds has been executed to coordinate design and construction of improvements to obtain capacity required by the Comprehensive Drainage Plan. The project applicant will provide adequate stormwater drainage to the satisfaction of the City of Sacramento Department of Utilities.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- d) *Would the proposal result in a need for new systems or supplies, or substantial alterations to solid waste disposal?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would lead to an increase in solid waste production that needs to be handled by the City solid waste system. The applicant has prepared a recycling program for the three office buildings and four retail buildings. The City of Sacramento has determined, pursuant to SCC 17.72, that the proposed project complies with City standards. The project is not anticipated to result in a significant impact on solid waste disposal.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- e) *Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water supplies?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impacts:** Both the Gateway West Business Park and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project

sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

## 12. Aesthetics, Light and Glare

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light and glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

Projects that result in substantial changes to landforms, remove or add significant structures, result in visual clutter or disorder, or substantially disrupt the visual context with their surroundings would be considered to have a significant visual impact.

### Impact Mechanisms

Structures and changes in landforms have an impact on the visual environment. The extent of the impact is based on several factors, such as the existing visual character of the area, the expectations of individuals viewing the area, and the location of the impact (foreground, middle ground, and background).

### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The Gateway West and Cambay West PUD Development Guidelines set design standards for the commercial and employment centers development and established a design review committee to review potential development.

### Regulatory Setting

#### City of Sacramento General Plan

The SGPU DEIR describes the primary aesthetic review mechanism for residential and mixed-use development in the City of Sacramento is the zoning ordinance (SGPU DEIR, S-3). The PUD concept is one subsection of the zoning ordinance that encourages the design of well-planned facilities through creative and imaginative planning (SGPU DEIR, S-3). The PUD designation is utilized for large acreage developments capable of achieving distinct characteristics.

#### North Natomas Community Plan

The Environmental Design Standards in the NNCP sets three basic levels of standards (NNCP, 82): 1) Community-Wide Design Standards, 2) System Design Standards, and 3) Project Design Standards. The Project Design Standards apply to specific PUDs and projects (NNCP, 87). The Gateway West and Cambay West PUD Development Guidelines follow the framework of the North Natomas Model Development Guidelines (City of Sacramento 1994). The following Project Design Standards apply to the proposed project (NNCP, 87 - 89):

#### PUD Requirement

PUD Requirement: All development in North Natomas will be developed within a PUD.

**Subject to Section 8 of the Zoning Ordinance:** The PUD designation appearing on the official zoning map indicates that the property so classified is subject to the requirements and restrictions of Section 8 of the Zoning Ordinance in addition to the underlying zone.

**Special Permit Required:** A special Permit shall be required for any development in a PUD.

#### Site Design

**Design Review Process:** The City's Design Review process shall apply to all residential and non-residential projects within all PUDs in North Natomas.

**Open Space:** Encourage developers to incorporate private open space/ recreational uses in medium and high density residential projects and employment centers.

#### Building Design

**Building Heights:** All building heights in North Natomas should be regulated. Primarily low scale development should be done to maintain the visibility and identifiability of the Downtown when seen from within North Natomas or long major transportation corridors.

**Mitigate Light and Glare Impacts:** Buildings will need to mitigate light and glare impacts project by project, depending on building materials, orientation, and proximity to sensitive light receptors.

#### Landscape Guidelines

**Landscape Plan:** Landscape plans shall be required for all projects at the special permit stage and the phasing of the landscape and irrigation installation should be described.

**Early Phasing Landscaping:** Where proposed projects abut major thoroughfares and transportation corridors, applicants should be required as a condition of project approval to plant landscaping around the periphery of their sites as an initial or early phase of project implementation.

**Choose Appropriate Tree Species for Building Areas:** Provide appropriate tree species in appropriate locations around buildings to reduce summer cooling loads and allow solar gain during winter.

**Landscaped Berms within Parking Lots:** Use of landscaped berms should be encouraged in and around parking lots. Care should be taken not to create barriers to pedestrian travel or to waste water due to sprinkler water.

**Choose Appropriate Shade Trees for Parking Lots:** Landscape guidelines should emphasize the planting of trees with large spreads to help shade parking lots and with branches which grow or are pruned well up trunks so that there is an ample canopy of vegetation while maintaining visibility and safety for pedestrians, bicyclists, and drivers.

#### Sacramento City Code

**SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps:** The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

SCC Title 17.212 Special Permits: A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

- A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.
- B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
- C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

SCC Title 17.68.010 Landscaping Requirements, Part A.3 requires that all minimum front and street side set backs shall be landscaped, irrigated and maintained with primarily low ground cover or turf. Only living vegetation may be used as ground cover. Part C of the same chapter requires that trees shall be planted and maintained throughout any surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking lot will be shaded.

SCC Title 17.68.030 Other Site Requirements, Part B states that exterior lighting shall reflect away from residential area and public streets.

### Impact Assessment

- a) *Would the proposal affect a scenic vista or scenic highway?*

Answer: No. No scenic vistas or scenic highways occur in the vicinity of the project study area.

- b) *Would the proposal have a demonstrable negative aesthetic effect?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects combined would develop 77.85 acres of currently vacant land with commercial and employment center land uses. The development would be a significant change in the existing landscape. Initial phases of the project would involve site preparation, road construction, installation of utility lines, and construction of houses, office buildings and institutional uses. However, construction of the project would not have a demonstrable negative effect because the surrounding land uses are planned for similar development. Urban development is a common and accepted part of the landscape in the City of Sacramento.

The three office buildings and commercial buildings proposed with this application comply with the design criteria in the approved Gateway West and Cambay West PUD Development Guidelines, which is consistent with the North Natomas Model Development Guidelines (City of Sacramento 1994).

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal create light and glare?*

Answer: Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Implementation of the Gateway West Business Park and Friedman Retail Development projects could result in the creation of new sources of light and/or glare. However, compliance with SCC Titles 17.24 and 17.68.030 Part B will ensure that exterior lighting is appropriate and will be reflected away neighboring land uses.

The three office buildings and commercial buildings proposed with this application have been designed to comply with the design criteria in the Gateway West and Cambay West PUD Development Guidelines.

The proposed construction will not cause significant light and glare impacts to sensitive light receptors.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

### 13. Cultural

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

According to CEQA, an impact is considered significant if it would disrupt or adversely affect a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic or social group. A project may have an adverse effect on a historic property if the effect diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. A project has an adverse effect on a historic property if it alters the characteristics of the property that may qualify the property for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), including alteration of location, setting, or use.

#### Environmental Setting

The Gateway West Business Park and Friedman Retail Development sites are located in an area identified as a Primary Impact Area in the SGPU DEIR (V-5). The project sites are indicated to be within a high sensitivity area on the Archeological Sensitivity Map prepared by David Chavez and Associates (NNCP EIR O-3)

In 1997, Jones and Stokes Associates, Inc. (Jones and Stokes) prepared a Cultural and Biological Resource Assessment for the Gateway West Business Park PUD entitlements phase of the project. Jones and Stokes conducted the cultural resources in accordance with the North Natomas Processing Protocols for Developers/Property Owners of October 20, 1994 and in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. The adopted IS/ND identified the one Cultural Resource within the project site: the Reclamation District 1000 Rural Historic Landscape District. The project study area of the Jones and Stokes study included both the Gateway West Business Park and Friedman Retail Development sites.

#### Regulatory Setting

Cultural resources are treated under two areas of code: CEQA Section 21083.2 and Section 21084.1 and California Public Resources Code (PRC) Section 5024.1a-i and Section 5097.5a. CEQA Section 21083.2 defines a "unique archeological resource" as:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its types.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Section 21084.1 defines a significant historical resource as a resource listed or eligible for listing in the CRHR. Any resource that is eligible for inclusion in the NRHP will be considered eligible for the CRHR. Any resource included in a local register of historical resources, or that has been identified in a historical resources survey that meets the requirements of PRC Section 5024.1(g) is considered a historical resource.

The PRC Section 5097.5a protects prehistoric and historical resources, geologic, and paleontological resources. PRC Section 5097.5a reads, in part, "No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature."

#### City of Sacramento General Plan

The SGPU DEIR determined that the following mitigation measures would reduce potential impacts to cultural resources to level of less than significant (SGPU DEIR, V-7 – V-8):

1. Required consultation with the North Central Information Center to identify known cultural resources and potential cultural resources that could be found on land proposed for development.
2. Require an archeological field survey if development area is sensitive.
3. Implement specific preservation measures recommended by the survey archeologist.
4. Cease construction activities and consult qualified archeologists upon discovery of potential cultural resources.
5. Maintain confidentiality of significant prehistoric resource locations.
6. Adopt cultural resource policies as part of the SGPU DEIR.

#### North Natomas Community Plan

The NNCP provides community-wide design standards for the protection of archeological and historical resources (NNCP, 85):

1. **Field Reconnaissance Required:** A comprehensive field survey should be completed for any development planned in the vicinity of a recorded archeological site in full consultation with the Native American community and the State Historic Preservation Office.
2. **Halt Work if Artifacts Found:** If artifacts are found, work will stop and a qualified archeologist shall be consulted.
3. **In-Place Preservation Preferred:** In-place preservation if archeological sites would likely require the redesign of the development to incorporate the site into an open space area.

### Impact Assessment

#### a) *Would the proposal disturb paleontological resources?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Although no paleontological indicators were identified within the APE, grading activities could reveal paleontological resources not previously identified. Pursuant to PRC 5097.5a (knowingly and willfully excavate upon historic, prehistoric, or paleontological resources), the project may not affect such resources.

No cemeteries were identified in the APE in the historical archival record search. The soil on the project sites has been disturbed and no human remains have been previously identified. Pursuant to State Health and Safety Code Section 7050.5, if human remains are unearthed during construction, the construction contractor will cease work within 100 feet of the discovery and notify the City of Sacramento of the find. The City shall notify the County Coroner and no further disturbance shall occur until the Coroner has

made the necessary findings as to the origins and disposition of the body pursuant to Public Resource Code Section 5097.98.

**Level of Significance:** Less than significant with the implementation of mitigation measures.

**Mitigation Measures:**

**MM 13-1** If subsurface paleontological resources are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified paleontologist shall be consulted to develop, if necessary, further mitigation measures to reduce any impact to a less than significant level before construction continues.

**Level of Significance after Mitigation:** Less than significant.

**b) *Would the proposal disturb archeological resources?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Although no archeological indicators were identified within the APE, grading activities could reveal archeological resources not previously identified. Pursuant to PRC 5097.5a, the project may not affect such resources.

**Level of Significance:** Less than significant with the implementation of mitigation measures.

**Mitigation Measures:**

**MM 13-2** If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

**Level of Significance After Mitigation:** Less than significant.

**c) *Would the proposal affect historical resources?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Construction and development will directly affect the integrity of property included within the Reclamation District 1000 Rural Historic Landscape. However, the North Natomas Comprehensive Drainage Plan EIR (CDP; City of Sacramento 1996) identified that construction activities within the North Natomas Community Plan area would cause significant and unavoidable impacts to the Historic Landscape. The Sacramento Area Flood Control Agency is conducting mitigation (photographic and written documentation) for the loss of the resource.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**d) *Would the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?***

**Answer:** No. No unique ethnic cultural values were identified in the project study area.

e) ***Would the proposal restrict existing religious or sacred uses within the potential impact area?***

**Answer:** No. No known religious or sacred uses have occurred within the project study area.

### 14. Recreation

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

An impact on recreation would be considered significant if it would:

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- include the loss or degradation of existing recreational facilities.

#### Impact Mechanisms

Projects that create a demand for recreation may necessitate the construction or expansion of recreational facilities. Projects that change land use designated for park to another land use causes a loss of recreational facilities.

#### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The City of Sacramento determined that the Gateway West and Cambay West PUD satisfied the parks, recreation, and open space requirements during the PUD approval phase. The proposed project does not change the acres designated for the approved land uses, merely identifies what specific land uses will be developed within the commercial and employment center portions of the PUD.

#### Regulatory Setting

##### City of Sacramento General Plan

In the Public Facilities and Services Element of the SGPU DEIR, the City set the goal of providing adequate parks and recreational services by achieving the park acreage standards in the Parks and Recreation Master Plan (SGPU DEIR, C-61). The park acreage standard in the Parks and Recreation Master Plan is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and 2.5 acres for Community Parks per 1,000 residents.

##### North Natomas Community Plan

The NNCP sets the following Guiding Policies for parks in North Natomas (NNCP, 56):

- Every resident and worker shall have convenient access to active and passive recreational opportunities.
- Parks should be evenly distributed throughout residential neighborhoods based on population.
- Develop parks with a joint use agreement with other compatible users where possible to provide financial savings.

##### Sacramento City Code

SCC 16.64 Parks and Recreational Facilities requires a developer to dedicate land, pay a fee in lieu, or both as a condition of approval of a final subdivision map or parcel map. The City found that the public interest, convenience, health, welfare and safety require that five acres of property for each 1,000 persons residing

within the City be devoted to local recreation and park purposes. According to the standards and formula in this chapter, the City determines the amount of real property to be dedicated or amount of the in lieu fee.

### Impact Assessment

- a) *Would the proposal increase the demand for neighborhood or regional parks or other recreational facilities?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project creates any new demand for parks and recreational facilities beyond the demand identified in the Gateway West and Cambay West PUD. By approving the PUD, the City of Sacramento determined that the PUD satisfies the City's recreation goals and policies.

- b) *Would the proposal affect existing recreation opportunities?*

**Answer:** No. Neither project changes the 23.4 acres of park designated for the Gateway West Business Park and Cambay West PUD.

### 15. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Does the proposed 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 major periods of California history or prehistory?*

**Answer:** Yes. However, all potential project impacts will either be avoided or reduced to less than significant through project design, compliance with applicable regulations, or by the implementation of mitigation measures as described in this document.

b) *Does the proposed project have impacts that are individually limited, but cumulatively considerable?*

**Answer:** No cumulative impacts were identified.

c) *Does the proposed project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Answer:** No.

## VI. LITERATURE CITED AND PERSONAL COMMUNICATIONS

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### A. Literature Cited

- Acoustical Analysis Gateway West Development, Brown-Buntin Associates, Inc., 1997.
- Acoustical Analysis for Gateway West Lots A, B, K, L, and M in Sacramento, California, Brown-Buntin Associates, Inc., 2002.
- Additional Information Supporting Cultural and Biological Resource Assessment for Gateway West (JSA 96-324), Jones and Stokes Associates, Inc., 1997a.
- Biological Resources Assessment for Gateway West LLC, Jones and Stokes Associates, Inc., 1997b.
- California Department of Fish and Game Code, 2002.
- California Health and Safety Code, 2002.
- California Public Resources Code, 2002.
- Environmental Site Assessment Gateway West Partnership, Wallace – Kuhl and Associates, Inc., 1996.
- Gateway West and Cambay West PUD Guidelines, City of Sacramento, 2001.
- Initial Study and Negative Declaration for Gateway West PUD (P96-106), City of Sacramento, 1997.
- North Natomas Community Plan, City of Sacramento, 1994.
- North Natomas Comprehensive Drainage Plan EIR, City of Sacramento, 1996.
- North Natomas Development Guidelines, City of Sacramento, 1994.
- North Natomas Nexus Study, City of Sacramento, 1999.
- Preliminary Geotechnical Engineering Report for Gateway West Business Park, Wallace – Kuhl and Associates, Inc., 1997.
- Sacramento City Code, 2002.
- Sacramento General Plan Update Environmental Impact Report, 1988.
- Sacramento Metropolitan Air Quality Management District, Air Quality Thresholds of Significance, 1994 (updated 28 March 2002).
- Stormwater Quality Task Force. March 1993. California storm water best management practice handbooks: Construction activity. Prepared by Camp, Dresser & McKee, Walker & Associates, Uribe & Associates, and Resource Planning Associates for the Stormwater Quality Task Force.
- Transportation and Circulation Study Gateway West Business Park, DKS Associates, 1997.
- Uniform Building Code, 1998.

### B. Personal Communications

- Greg Bitter, Associate Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Jeanne Corcoran, Senior Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Sue McConnell, California Regional Water Quality Control Board, Central Valley Region, Sacramento, CA
- David Schamber, City of Sacramento Department of Utilities, Sacramento, CA
- Phil Stafford, Associate Air Quality Planner, Sacramento Metropolitan Air Quality Management District, Sacramento, CA
- Bill Thiessen, Senior Consultant, Brown-Buntin Associates, Visalia, CA

## **VII. LIST OF PREPARERS**

---

### **Sycamore Environmental Consultants, Inc.**

**R. John Little, Ph.D., Senior Technical Lead, Biologist**

**Jeffery Little, Project Manager**

**Andrew Bayne, Assistant Project Manager, Associate Environmental Planner**

**David M. Osborne, B.S., Associate Biologist**

**Mathew Tozzi, B.S., Assistant Biologist**

**Cynthia Little, Principal, Senior Editor**

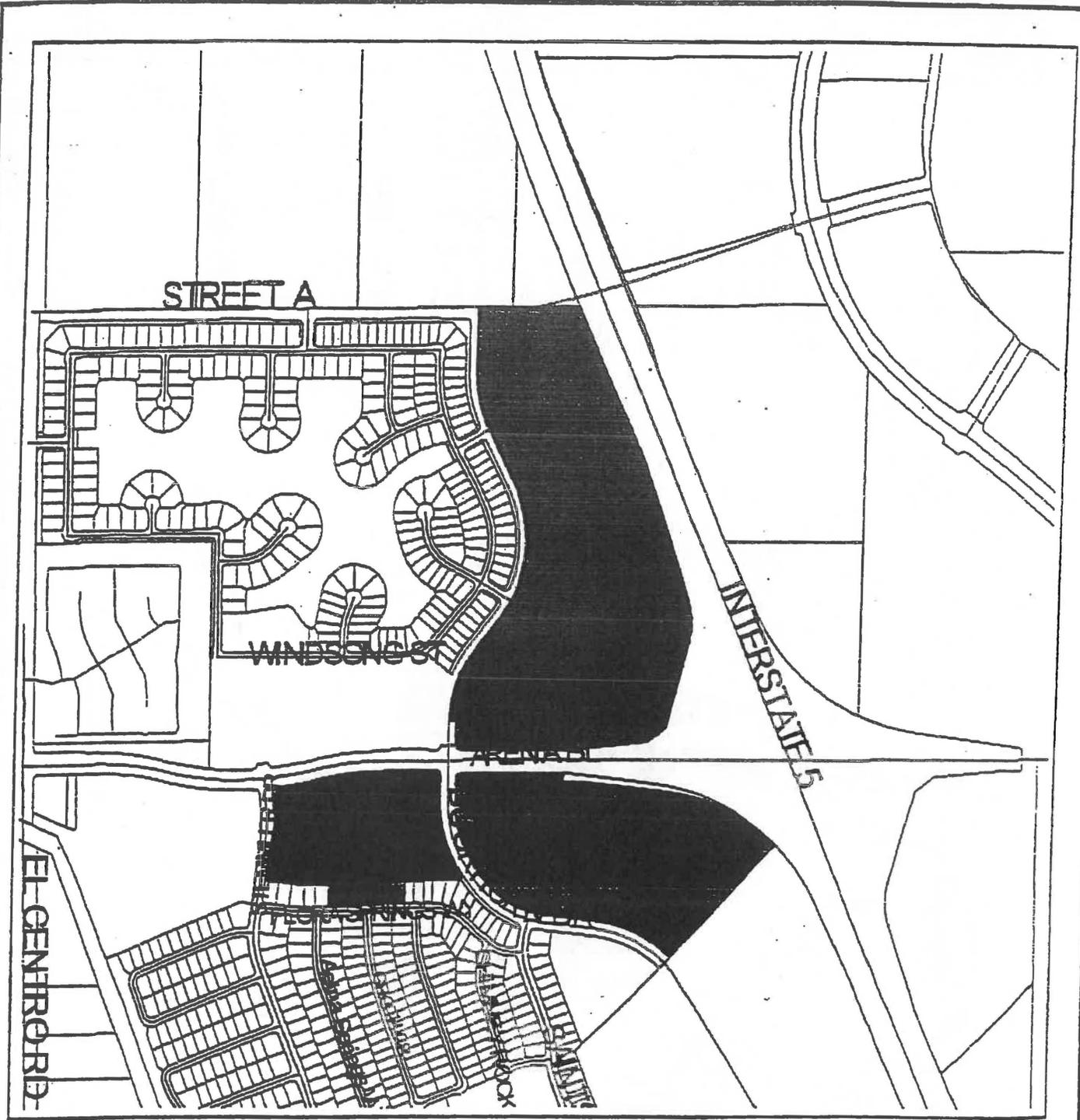
## APPENDIX A.

### Gateway West Business Park Figures: A-1 through A-10

Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA

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- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan

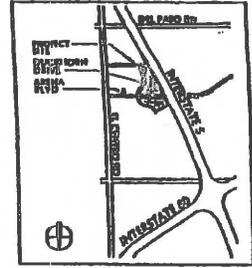
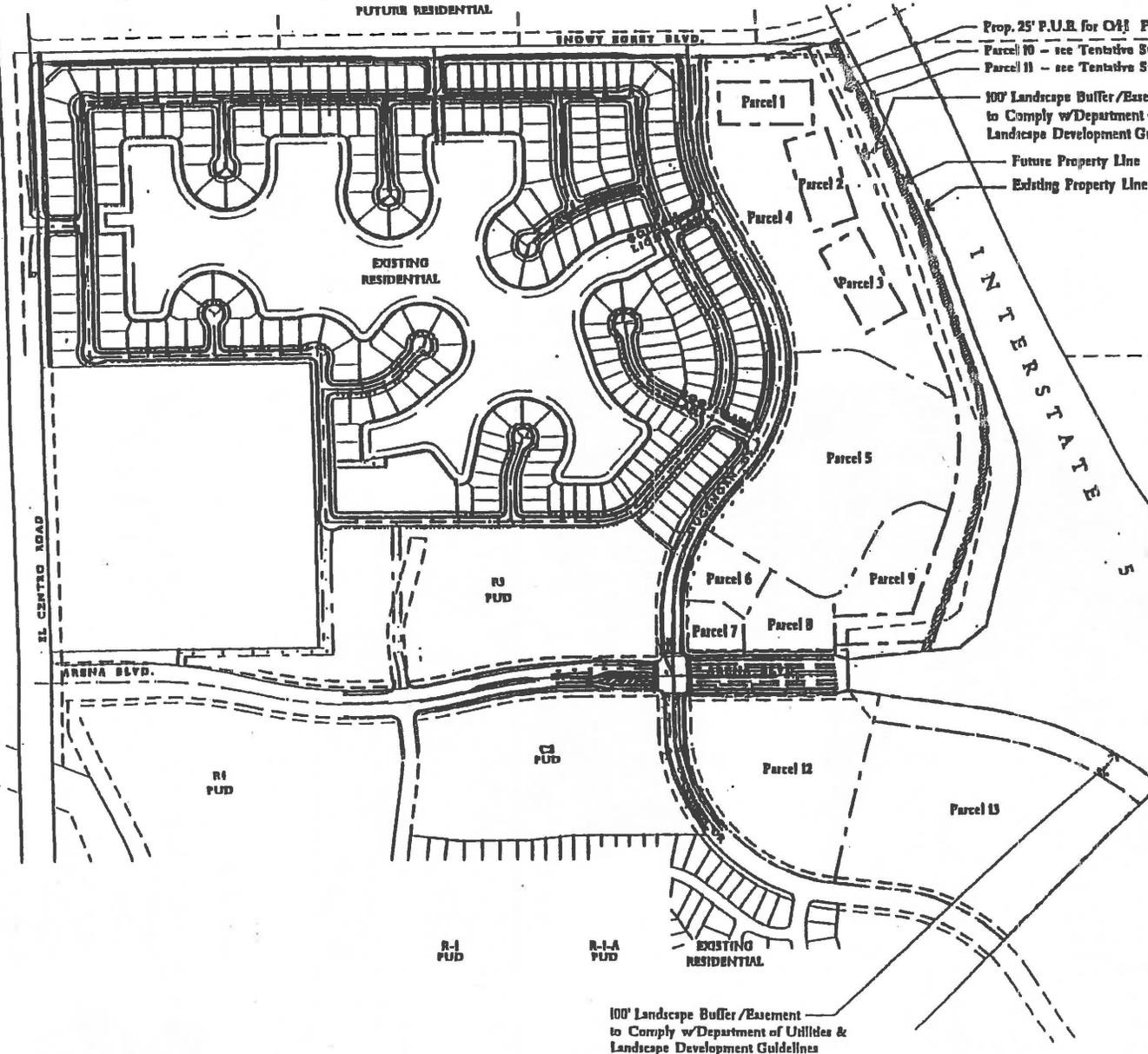


Planning & Building  
Department

Geographic  
Information  
Systems

### Vicinity Map





**SITE DATA**

Zoning: EC-20

**NORTH AREA OF THE P.U.D.\***

Parcel 1 - 9: 31.78 AC. Gross  
 28.65 AC. Net

Proposed Employees: 28.65 x 50 = 1,432

**SOUTH AREA OF THE P.U.D.\***

Parcel 12 - 15: 23.9 AC. Gross  
 21.6 AC. Net

PAR 1: 58.5 % Gross  
 31.3 % Net

Proposed Employees: 21.6 x 50 = 1,080

\* NORTH AND SOUTH Refer to the Area Relative to Arena Boulevard

**PARKING DATA**

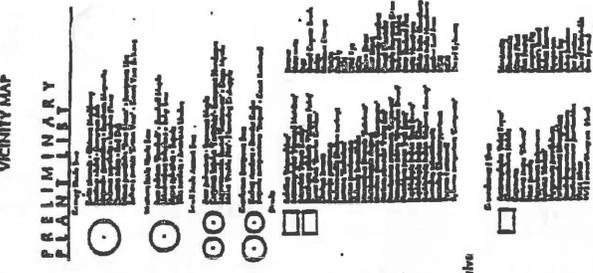
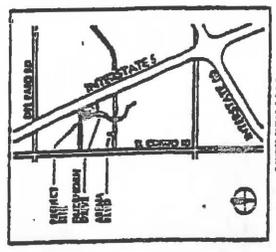
	Parcel 1 - 9 EC - 20	Parcel 12 - 15 EC - 20	Parcel 6 EC - 20 Auxiliary Use	Parcel 7 EC - 20 Auxiliary Use	Parcel 8 EC - 20 Auxiliary Use	Parcel 10 EC - 20	Parcel 11 EC - 20
Proposed Building Gross SF	240,000 SF	228,000 SF	6,900 SF	3,300 SF	11,000 SF	10,000 SF	201,000 SF
Required Parking Spots	288 - 372	244 - 320	24	13	80	77	179 - 272

**Auxiliary Use Table**

Parcel	Use	Acres
Parcel 6	Hotel	1.23 AC.
Parcel 7	Hotel	.843 AC.
Parcel 8	Restaurant	1.643 AC. (51-Down)
Parcel 10	Hotel	.814 AC.
Parcel 11	Restaurant	1.404 AC. (51-Down)
<b>Total AC. Provided</b>		<b>6.96 AC.</b>
<b>Total AC. Allowed</b>		<b>6.80 AC.</b>

Hotel & Motel uses are not calculated in the square footage allowances for auxiliary uses. The Hotel & Motel uses are allowed in EC Zones per the Gateway West P.U.D. Guidelines.





**L.A.M.P.I.C.A.L.L. N.P.L.L.**

1. This plan is prepared for the purpose of illustrating the proposed landscape plan for the project. It is not intended to be a contract document and shall not be used as such. The contractor shall be responsible for the final construction of the landscape plan.

2. The contractor shall be responsible for the final construction of the landscape plan. The contractor shall be responsible for the final construction of the landscape plan.

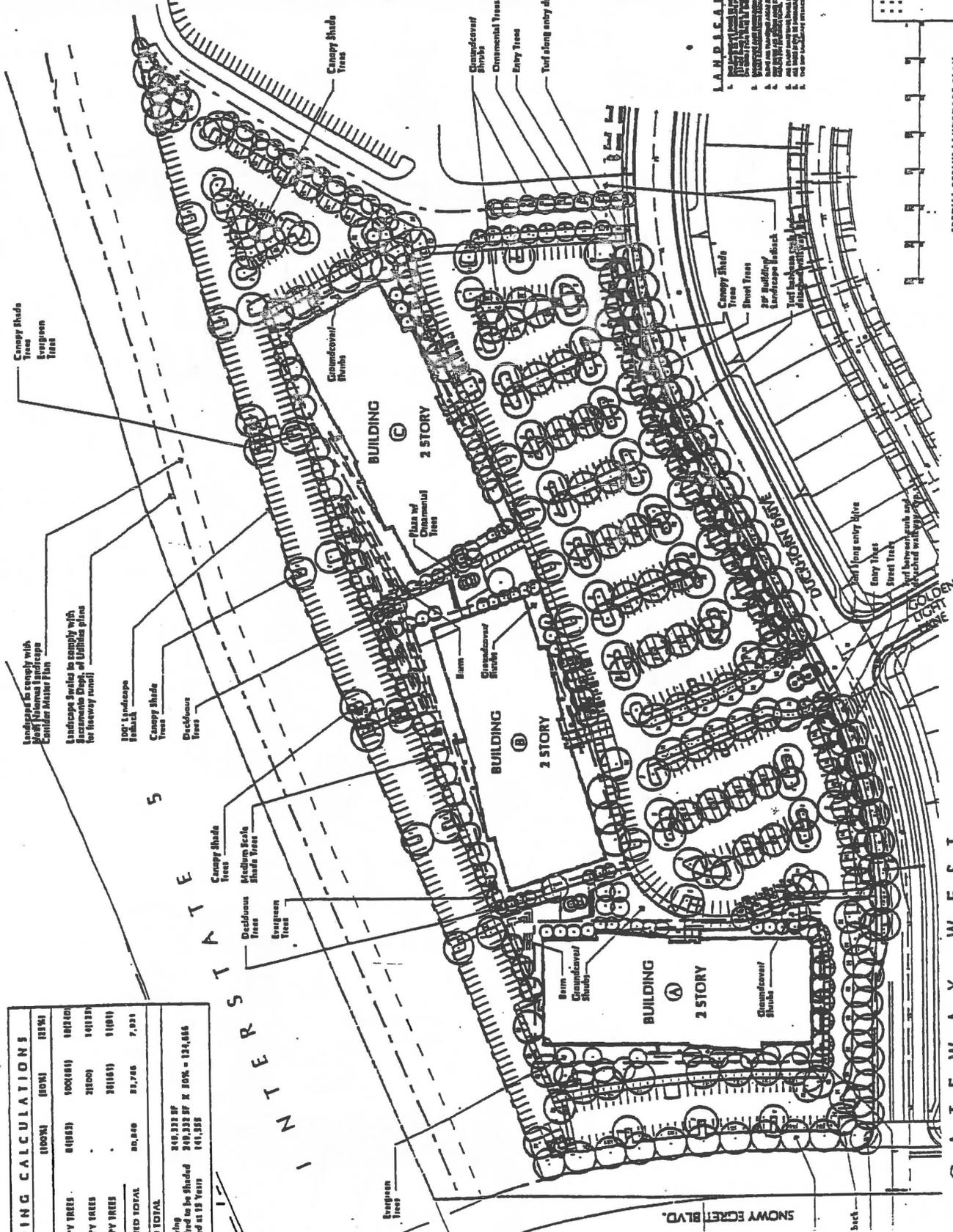
3. The contractor shall be responsible for the final construction of the landscape plan. The contractor shall be responsible for the final construction of the landscape plan.

4. The contractor shall be responsible for the final construction of the landscape plan. The contractor shall be responsible for the final construction of the landscape plan.

5. The contractor shall be responsible for the final construction of the landscape plan. The contractor shall be responsible for the final construction of the landscape plan.

6. The contractor shall be responsible for the final construction of the landscape plan. The contractor shall be responsible for the final construction of the landscape plan.

**L.P.A.**  
LANDSCAPE ARCHITECTS, INC.  
1000 J Street, Suite 100  
Sacramento, CA 95811  
916.442.1111



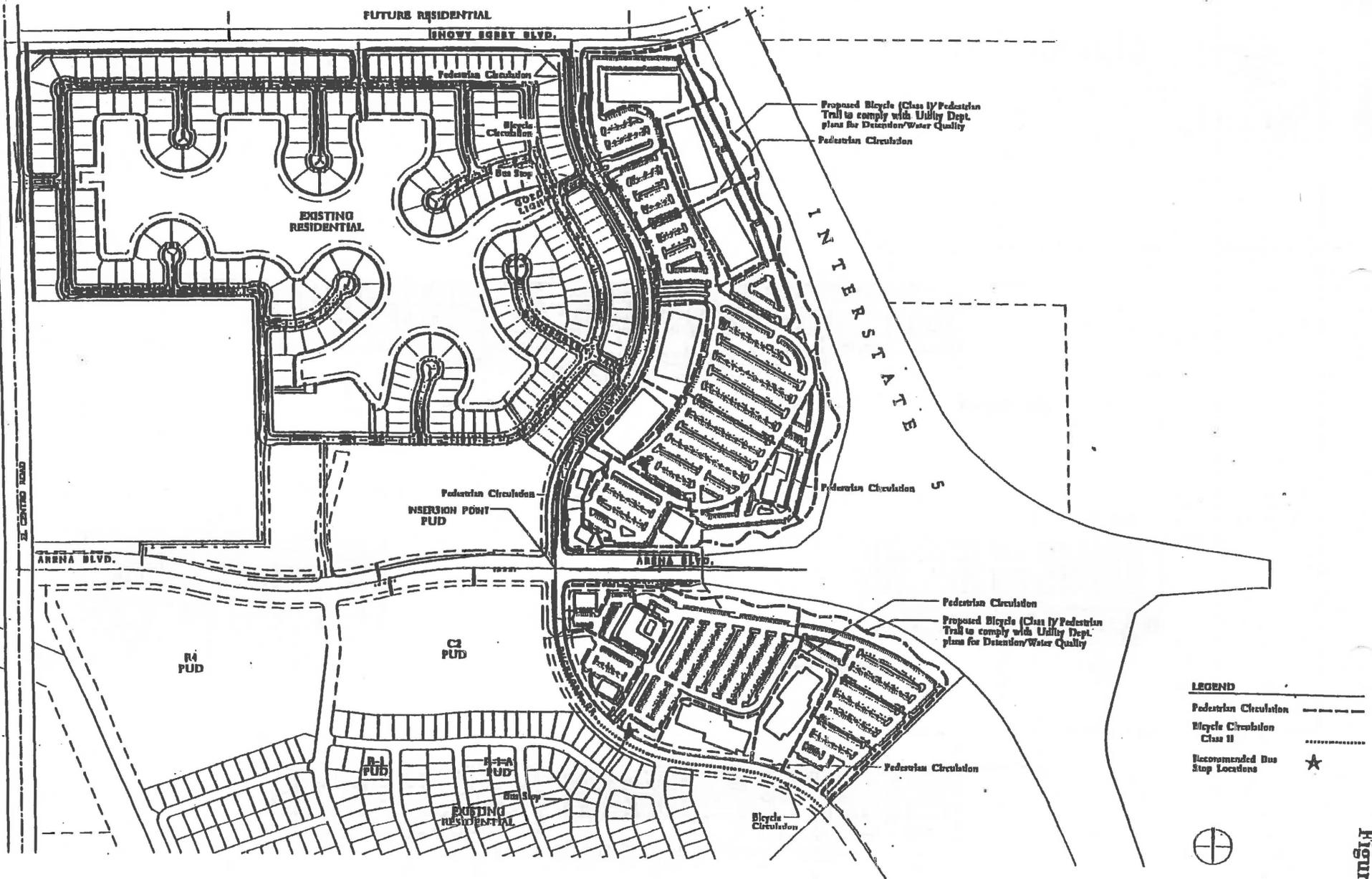
Landscape to comply with  
New Minimum Landscape  
Consider Master Plan

Landscape to comply with  
Sacramento Dept. of Utilities plan  
for freeway runoff

SHADING CALCULATIONS			
(100%)	(50%)	(25%)	
IPY TREES	8 (1853)	1004 (815)	1812 (40)
IPY SHRUBS	31000	15500	7750 (133)
IPY TREES	301 (65)	150 (65)	75 (10)
TOTAL	81,240	41,120	20,565
TOTAL	816,332 SF	408,166 SF	204,083 SF
Area to be shaded	408,166 SF	204,083 SF	102,041 SF
at 15 Years	408,166 SF	204,083 SF	102,041 SF

SPECIAL PERMIT LANDSCAPE PLAN  
06.12.02

GATEWAY WEST  
SACRAMENTO, CA



GATEWAY WEST  
SACRAMENTO, CALIFORNIA

PEDESTRIAN CIRCULATION DIAGRAM

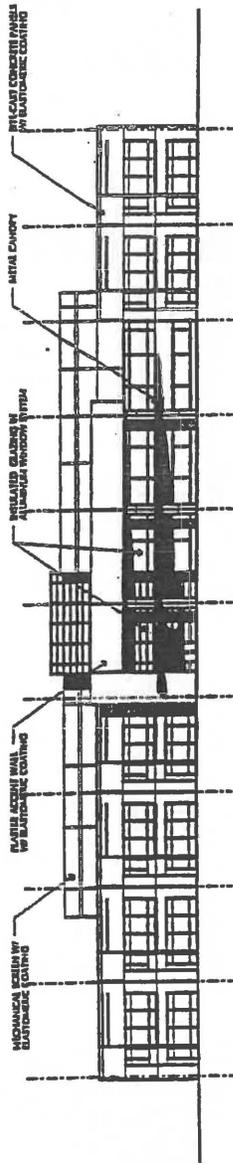
06.06.02

**LEGEND**

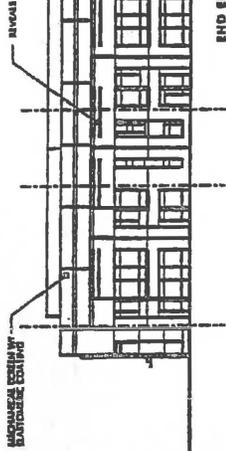
- Pedestrian Circulation
- Bicycle Circulation Class II
- Recommended Bus Stop Locations

**LPA**  
SACRAMENTO, INC.  
Address:  
1000 J Street  
Sacramento, CA 95811  
Tel: 916.441.1111  
www.lpa.com

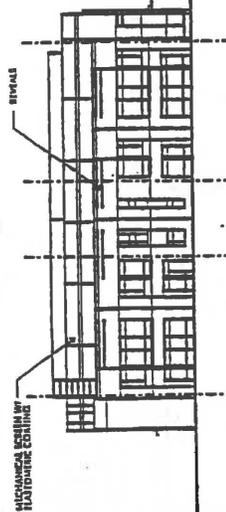
Figure A-8  
ITEM PAGE



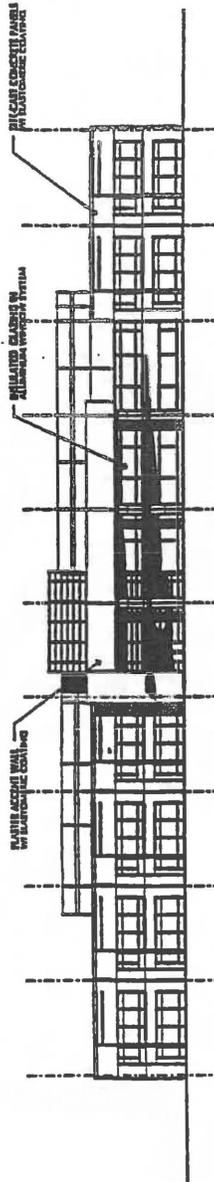
FRONT ELEVATION



RIGHT END ELEVATION



LEFT END ELEVATION



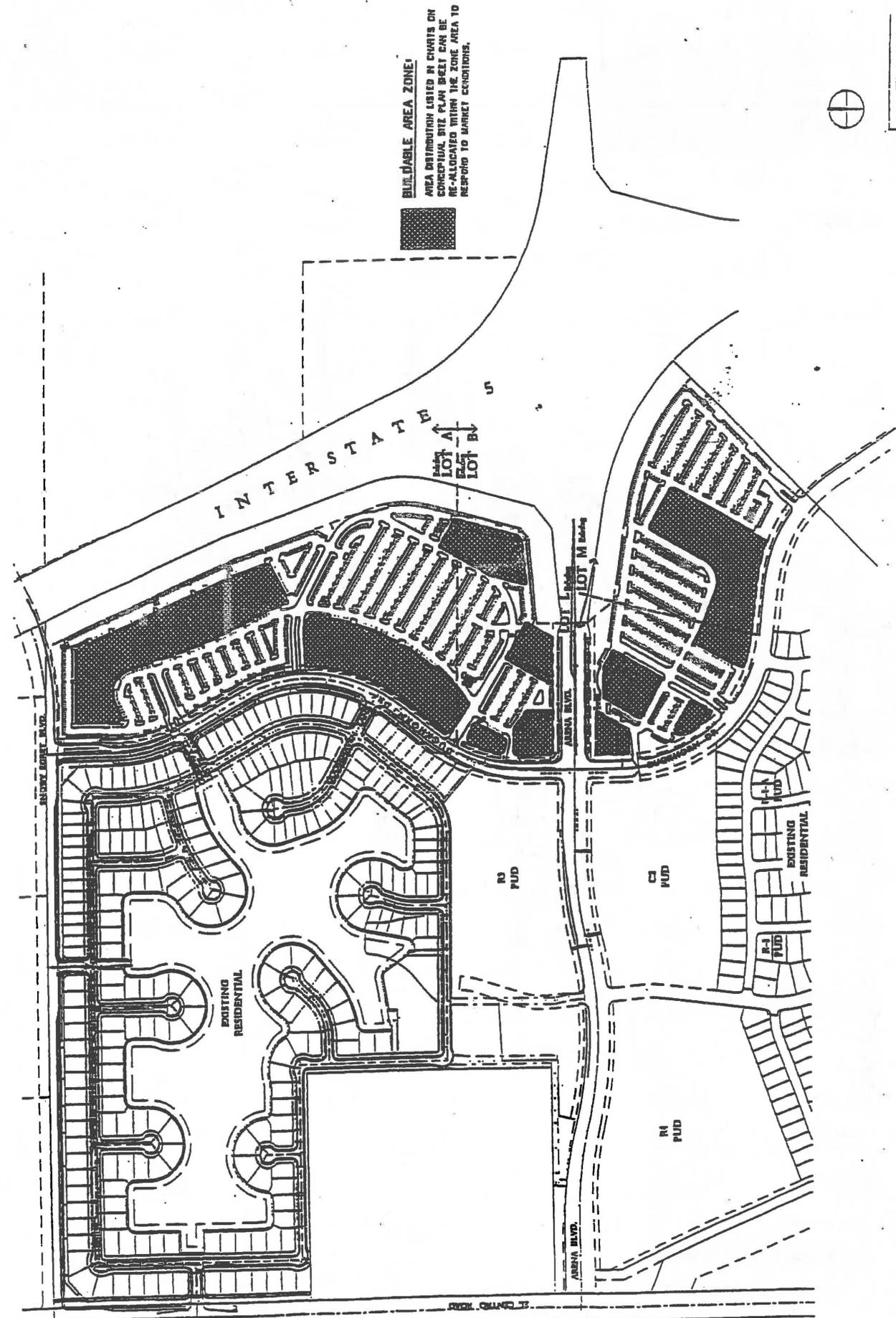
REAR ELEVATION



EXTERIOR ELEVATIONS - 2 STORY BUILDING  
04.03.01

G A T E W A Y W E S T  
SACRAMENTO, CALIFORNIA





BUILDABLE AREA ZONE PLAN

GATEWAY WEST

SACRAMENTO, CALIFORNIA

06 DEC 07

**ATTACHMENT D**  
**UNIVERSAL TECHNICAL INSTITUTE ADDENDUM**



**CITY OF SACRAMENTO**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

Environmental  
Planning Services  
916-808-5842  
FAX 916-264-7185

**ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION**

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

**P04-246 - Universal Technical Institute** consists the necessary entitlements to allow for the development of a vocational school on 22.4± acres in the Gateway West Planned Unit Development (PUD). Entitlements include: a request to revoke (void) a PUD Special Permit to develop 216,000 square feet of office in three building with 785 parking spaces on four lots totaling 13.75± gross acres in the EC-50-PUD zone; a PUD Schematic Plan Amendment to amend the Gateway West PUD to depict a 169,504± square foot building on 22.4± acres; and PUD Special Permit to allow the development of a vocation school in two phases (Phase I – 117,043± square feet and Phase II – 52,461± square feet) on 22.4± acres in the Employment Center Planned Unit Development (EC-50-PUD) zone.

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

This Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

By: LE Buford

**CONCLUSION TO PREPARE AN ADDENDUM TO AN  
ADOPTED NEGATIVE DECLARATION**

An Addendum to an Adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary (CEQA Guidelines Section 15164). The City has decided to prepare an Addendum in that none of the following findings necessary to prepare a Subsequent Negative Declaration have been made pursuant to CEQA Guidelines Section 15162:

1. No substantial changes are proposed to the project which will require major revisions of the previous Negative Declaration.

*The original Negative Declaration for the Gateway West Business Park (P00-064), approved March 25, 2003 by the City Council, evaluated the entitlements for the Gateway West Business Park within the Gateway West Planned Unit Development (PUD). The specific entitlements evaluated included: a **PUD Schematic Plan Amendment** to allocate office support retail square footage on the Gateway West Schematic Plan; **Tentative Map** to subdivide 41± gross acres into 11 parcels; and a **Special Permit** to develop 216,000 square feet of office space in three buildings with 785 parking spaces on four lots totaling 13.75± gross acres in the EC-50 PUD zone. The original negative declaration (P00-064) identified potentially significant impacts regarding air quality, biological resources, noise, and cultural resources. Mitigation measures were provided to reduce these impacts to less-than-significant levels.*

*The proposed project consisting of developing a 169,504± square feet vocational school on 22.4± gross acres is consistent with the previously approved entitlements, land use designations, and zoning. Changes from the previously approved project include the specific configuration of building footprints and a detailed site plan for the site. Therefore, an addendum is being prepared for the development of the proposed project. Although the addendum provides additional information and evaluation, none of the new information and evaluations will trigger a need for a Subsequent Negative Declaration. The new entitlements for the proposed project are within the scope of analysis of the previously approved entitlements and evaluation and will not result in any new potential environmental impacts or any more severe impacts than those previously evaluated and identified and proposed to be mitigated in the original Gateway West Business Park Negative Declaration (P00-064).*

2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Negative Declaration.

*Some changes have occurred since the time the Negative Declaration was written. These changes include the latest ruling and language for the Natomas Basin Habitat Conservation Plan (NBHCP), a lowering of air quality thresholds of significance and the Sacramento Metropolitan Air Quality Management District's approval of the Guide to Air Quality Assessment in Sacramento County, 2004. These changes do not require major revisions of the original Negative Declaration. Additionally, the new information of the proposed project, merely clarifies the specific project information for the site. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Negative*

*Declaration.*

3. No new information of substantial importance has been found that shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous Negative Declaration and EIRs;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration and EIRs;
  - c) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; or
  - d) Mitigation measures which are considerably different from those analyzed in the previous Negative Declaration and EIRs would substantially reduce one or more significant effects on the environment.

*There are three sections in the Initial Study checklist that require revisions to the answers due to minor technical changes. However the proposed change in the project description will not result in any environmental impacts that were not previously identified in the original Initial Study/Negative Declaration. Since the time of the approval of the original negative declaration, the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved updated guidelines for estimating and evaluating air quality impacts for projects within Sacramento County. A revised Air Quality section will provide updated information following the current SMAQMD guidelines. Additionally, updated mitigation measures provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD) are included in the amended Air Quality section. With implementation of these mitigation measures impacts to air quality will remain less-than-significant despite the change in the thresholds.*

*Since the approval of the original negative declaration, a revised Natomas Basin Habitat Conservation Plan (NBHCP) and supporting Environmental Impact Report / Environmental Impact Statement were approved followed by the issuance of an Incidental Take Permit (ITP) by the U.S. Fish and Wildlife Service. Additionally, the California Department of Fish and Game reissued the State ITP. Additionally, the NBHCP fees were paid for the proposed project area and rough grading has occurred. As a result the Biological Resources section of the Initial Study Checklist is being revised to provide updated information and requirements of the proposed project.*

*In the Noise section of the original Negative Declaration, impacts from traffic noise from I-5 were identified. Mitigation measures were implemented to reduce those impacts on "plaza areas" of the office buildings to a less-than-significant level. The proposed project provides for a potential plaza area to be located on the western side of the proposed building, shielded from the I-5 noise source. The revised discussions are attached.*

*The proposed project description will not result in effects any more severe than what was evaluated in the previous Initial Study/Negative Declaration. This addendum is being prepared to address minor technical changes and additions to the original negative declaration. Mitigation measures originally adopted are still effective and applicable to the proposed project, except as revised in this addendum.*

## **Universal Technical Institute (P04-246) Addendum to an Adopted Negative Declaration**

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The following information is provided as a minor revision in the language of the original Initial Study/Negative Declaration for Gateway West Business Park (P00-064). All responses to the California Environmental Quality Act (CEQA) Guidelines checklist questions, project impact analysis, and mitigation measures contained in the original Initial Study/Negative Declaration remain the same unless modified or replaced by the addendum information provided below.

### **PROJECT INFORMATION**

**File Number/Project Name:**

P04-246 / Universal Technical Institute

**Project Location:**

The subject property consists of 22.4± vacant acres located at the northeast corner of Arena Boulevard and Duckhorn Drive in the Gateway West Planned Unit Development (PUD) in the North Natomas Community Plan area of the City of Sacramento (APN: 225-0310-020).

**Existing Plan Designations and Zoning:**

The proposed project is located within the North Natomas Community Plan (NNCP) area. The 1986-2006 Sacramento General Plan Update designation for the site is Mixed Use, the NNCP designation is Employment Center 50 (50 employees per acre). The project site is zoned as Employment Center 50 PUD (EC-50-PUD) Zone.

**Other Project Studies/Reports/References:**

All documents are available at the City of Sacramento, Planning and Building Department, 1231 I Street, Suite 300, Sacramento, CA 95814.

- City of Sacramento General Plan Update EIR, 1988
- 1986 North Natomas Community Plan SEIR, 1993
- City of Sacramento Zoning Ordinance
- Gateway West Business Park (P00-064) Negative Declaration, 2002.

**Project Background:**

On August 26, 1997, the City Council approved multiple entitlements to allow the development of 368± acres of undeveloped land for residential, commercial, park, public facility and employment center known as the Gateway West Planned Unit Development (P96-106). At buildout the Gateway West PUD proposed to include: 1,728 dwelling units, consisting of 692 low density units on 151.8 gross acres; 342 medium density units on 40.6 gross acres; and 646 high density units on 28.3± acres gross acres. The proposal would also include 19.3 gross acres of commercial uses, 65.1 gross acres of Employment Center-50 uses, and 16.9 gross acres of parks, 3.5 gross acres of open space, a 10.9 gross acre elementary school

site, and 32.2 gross acres for detention basins. Subsequently, on August 18, 1998 the City Council amended the PUD Guidelines and Schematic Plan (P98-046) with the Gateway West-North project, which effectively reduced the low density residential and commercial acreage and increased the medium density residential and park acreage.

On February 13, 2001, the City Council approved multiple entitlements for the development of the Cambay West Planned Unit Development. One entitlement amended the Gateway West PUD Guidelines to include the Cambay West PUD. The Gateway West and Cambay West PUD Guidelines now cover both the Gateway West PUD and the Cambay West PUD.

On March 25, 2003, the City Council approved multiple entitlements for the development of the Gateway West Business Park (P00-064). Specific entitlements approved included: a PUD Schematic Plan Amendment to allocate office and support retail square footage on the Gateway West Schematic Plan; a Tentative Map to subdivide 41± gross acres into 11 parcels; a Special Permit to develop 216,000 square feet of office space in three buildings with 785 parking spaces on four lots totaling 13.75± gross acres in the EC-50 PUD zone.

**Project Purpose:**

The purpose of the proposed project is to obtain the necessary entitlements to vocational school consistent with the existing zoning and land use designations for the site and consistent with the Planned Unit Development Guidelines

**Project Components:**

The proposed project consists of the necessary entitlements to allow for the development of a 169,504± square feet vocational school in two phases (Phase I – 117,043± square feet and Phase II – 52,461± square feet) on 22.4± acres in the Employment Center Planned Unit Development (EC-50-PUD) zone. Entitlements include a PUD Schematic Plan Amendment and a PUD Special Permit.

**Environmental Effects:**

This proposal has been evaluated under the City of Sacramento's Gateway West Business Park Negative Declaration (P00-064). The purpose of the following analysis is to provide documentation for the environmental checklist, as well as to provide a factual basis for determining whether the proposed project will have a significant effect on the environment beyond what has already been evaluated. The prior Negative Declaration evaluated the entitlements for the development of 216,000± square feet Gateway West Business Park in which the project site is situated. The current proposal will not create significant impacts or impacts over and above those previously evaluated with the original Gateway West Business Park Negative Declaration (P00-064). The Negative Declaration is available at the Development Services Department, 1231 I Street, Room 300, Sacramento, CA 95814.

- Attachment A:** Vicinity Map / Location Map
- Attachment B:** Site Plans
- Attachment C:** Gateway West Business Park (P00-064).

## Environmental Checklist Discussion

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>5. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

### Environmental Setting

The project site lies in the urbanized area of Sacramento County within the Sacramento Valley Air Basin (SVAB) and is subject to federal, state, and local air quality regulations. The project area lies within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state air quality laws. Both the federal Environmental Protection Agency and the California Air Resources Board classifies the SVAB as non-attainment for ozone and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Carbon monoxide (CO) is designated as unclassified/attainment (California Air Resources Board, 1998). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 1994). Ozone problems and localized CO increases in the Sacramento region resulting from traffic associated with SGPU buildout represent unavoidable significant adverse impacts (SPGU DEIR, Z-60 and Z-67). For the 1986-2006 SGPU, a Statement of Finding and Overriding Considerations was adopted by the City Council to address unavoidable significant adverse impacts to air quality.

The 1994 North Natomas Community Plan (NNCP) includes an Air Quality Mitigation Strategy (AQMS), the focus of which is on reducing emissions of ozone precursors and CO. The 1996 NNCP Final EIR describes the net increase in regional emissions of CO and reactive organic gases (ROG), which contribute to ozone, as being significant environmental impacts. The City Council found that these emissions are significant environmental impacts that would arise from the cumulative development of North Natomas in the absence of appropriate and feasible mitigation measures.

The 1986 NNCP EIR, certified in 1986, identified three mitigation measures related to air quality: 1) Implement requirements for the Air Quality Plan (Air Quality Mitigation Strategy) for

new developments; 2) Implement transportation control measures such as incentives for ride-sharing, transit, and bicycle use; and 3) Implement land use measures which would reduce the number of vehicle trips. Such measures include mixed land uses, which provide housing within walking distance of employment centers and development of housing with prices compatible with the salary structure of major local employers. Prior to approval of on-site development, the project will be required to submit an Air Quality Mitigation Strategy (AQMS) and Transportation Systems Management (TSM) Plan in compliance with those measures.

The 1994 NNCP sets forth additional air quality mitigation measures. The requirement of implementing an AQMS and a TSM Plan was restated as well as the following guiding policies that serve as mitigation measures:

- Development in North Natomas shall comply with the Federal and the California Clean Air Acts. (NNCP pg.48)
- Structure the community and each development to minimize the number and length of vehicle trips. (NNCP pg. 48)
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler. (NNCP pg. 38)
- Provide commercial sites at transit stations/stops to make it easier for transit riders to shop on their commute rather than making a separate trip. (NNCP pg. 25)

The TSM Element and the required detailed AQMS of the NNCP were found to substantially reduce all the significant and potentially significant air quality impacts resulting from development of the NNCP area. The TSM element establishes a goal of 35 percent reduction in peak hour vehicle trips to assist in achieving an adequate level of service on North Natomas arterials. The AQMS establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG to assist in achieving and maintaining federal ozone standards.

Roadways in the North Natomas area are projected to be moderately congested based on General Plan buildout. The highest predicted worst case eight-hour and one-hour CO concentrations are at the interchange of I-5 and I-80. Violations of CO air quality standards are expected in a few other areas within the North Natomas area. Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, the above discussed Statement of Finding and Overriding Considerations would address unavoidable significant cumulative adverse impacts to air quality within the project area.

### **Standards of Significance**

*Ozone and Particulate Matter* An increase in short-term effects (construction) of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day and an increase in long-term effects (operation) of either ozone precursor, nitrogen oxides (NO<sub>x</sub>) and/or organic gases (ROG), above 65 pounds per day would result in a significant impact.

*Carbon Monoxide.* The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 1994). For purposes of environmental analysis, sensitive receptor locations generally include

parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

## **Answers to Checklist Questions**

### **Question A and B**

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO<sub>x</sub> and ROG), PM<sub>10</sub> and CO are likely to exceed the standards of significance due to operation of the project once completed, an initial project screening was performed using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004). This table provides project sizes for land use types which, based on default assumptions for modeling inputs using the URBEMIS2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for these pollutants. For projects approaching or exceeding the thresholds indicated in the table, a more detailed analysis is required. Those projects which do not approach or exceed the threshold levels in the table can be conservatively assumed not to be associated with significant emissions of NO<sub>x</sub>, ROG, PM<sub>10</sub> and CO.

Projects categorized as "General Office" land use development types, which is similar to the proposed vocational school are considered potentially significant at the NO<sub>x</sub> Screening Level for operational impacts at 841,000 square feet or more. The size of the proposed project is 169,504± square feet, which is well below the Table 4.2 criteria for general offices. The closest sensitive receptors are the residential uses to the west. Based upon the estimated emissions of the proposed project and the characteristics of the activities to be contained within the proposed facility, impacts to sensitive receptors are anticipated to be less-than-significant. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

Project-Related Construction Impacts: The project was also screened for potential impacts to air quality due to construction of the proposed project, also using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004) as described above. For projects categorized as "General Office" land use development types, which is similar to the proposed vocational school, 77,000 square feet or more are considered potentially significant at the NO<sub>x</sub> Screening Level for construction impacts. The size of the proposed vocational school project is 169,504± square feet, which is higher than the Table 4.2 criteria for general offices. As a result, URBEMIS 2002 for Windows, Version 7.4.2 was used to calculate construction of the proposed project.

Construction-related emissions would result from site preparation and grading activities (rough grading has already occurred), construction worker commute trips, mobile and stationary construction equipment exhaust, and asphalt paving. Unmitigated emissions from both site grading and construction activities were estimated using URBEMIS 2002 for Windows, Version 7.4.2. The project assumed construction would occur over a twelve month period. Table 3.1 in the SMAQMD *Guide to Air Quality Assessment* (July 2004) was used for the construction equipment assumptions, which include a grader, off highway trucks, tractors/loaders/backhoes, other equipment, a paver, and a roller. The maximum emissions

per day were calculated based on a 12-month construction schedule, assuming 22.4± acres of total land area to be graded and developed, with approximately 5.6± acres disturbed per day.

Unmitigated Construction NOx emissions:

64.83 lbs/day in 2005

78.52 lbs/day in 2006

The calculated unmitigated NOx emissions do not exceed the construction-related threshold of 85 lbs/day. Therefore, air quality impacts associated with the proposed project are anticipated to be less-than-significant.

Additionally, construction would be required to comply with Sacramento City Code (Title 15.40.050 Construction Site Regulations, Control Dist and Mud), SMAQMD's Rule 403 on Fugitive Dust and Rule 435 on using compliant asphalt paving materials. Compliance with these codes and rules will further ensure impacts from construction activities will remain less-than-significant.

### **Questions C and D**

The project would not result in the alteration of air movement, moisture, temperature, or in any change in climate, either locally or regionally. The proposed project includes a one story building, which is consistent in height with the surrounding developments. A vast majority of the site will be covered with buildings or pavement (both concrete and asphalt). No increases in local temperatures are expected to result from the project. Landscaping will be provided on the perimeter and within the parking area of the project to comply with the City's Parking Lot Ordinance for 50% shading (Chapter 17.64.030 (H)), which will help shade the paved areas. A less-than-significant impact on climate is therefore expected.

The proposed project is not anticipated to create objectionable odors as functions of the site will be contained within the facility. Once constructed all work areas will be contained within the building structure. The construction process could create objectionable odors, however, these odors would be temporary. The proposed project would not create objectionable odors over the long-term. Therefore, the proposed project is anticipated to have a less-than-significant impact.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

The proposed project would result in a less-than-significant impact to air quality.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>7. BIOLOGICAL RESOURCES</b> <i>Would the proposal result in impacts to:</i>  A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

**Question A**

The proposed project is located in the eastern area of the Gateway West PUD, which is located in the Natomas Basin Habitat Conservation Plan (NBHCP) area. The southern portion of this parcel has been graded and HCP fees were paid in 2000. Since that time, in 2003, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

On May 13, 2003, the City of Sacramento approved the NBHCP and EIR/EIS. Then on June 27, 2003, the USFWS issued an ITP on the approved NBHCP and EIR/EIS. The City has an existing CDFG 2081 permit that was amended July 10, 2003 based upon the recently approved NBHCP. Additionally, the middle portion of this parcel, which encompasses the limits of the proposed project, paid the required HCP fees in 2004. As part of the HCP fee payment process and requirements for grading, a biological survey was prepared for the site in September of 2004. However, all development within North Natomas is required to comply with the provisions of the NBHCP.

The proposed project is located within an area of North Natomas that would be required to comply with all provisions of the NBHCP. HCP fees have been paid and the site has been graded. Therefore, the project may proceed subject to compliance with the applicable provisions of the NBHCP.

**Mitigation Measures**

BR-1. The project applicant/developer shall complete pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biological, botanical, or related expert.

BR-2. The project applicant/developer shall further: (i) comply with all requirements of the

2003 NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions in the ITP's issued by the USFWS and CDFG.

**Question B and C**

The proposed project site is on vacant land that has been graded. There are no trees located on the site that would meet the requirements of a Heritage sized tree. Since the approval of the original Negative Declaration and the previous entitlements, master grading has occurred on the subject site and there is not wetland habitat onsite. As a result, development of the proposed project will not create any additional impacts to locally designated species or wetland habitat over and above what was evaluated in the original Gateway West Business Park (P00-064) Negative Declaration. Therefore, a less-than-significant impact is anticipated.

**Findings**

With the implementation of the NBHCP mitigation measures impacts to biological resources will be less-than-significant.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>10. <u>NOISE</u></p> <p><i>Would the proposal result in:</i></p> <p>A) Increases in existing noise levels?  Short-term  Long Term</p>			<p>✓  ✓</p>
<p>B) Exposure of people to severe noise levels?  Short-term  Long Term</p>			<p>✓  ✓</p>

**Answers to Checklist Questions**

**Questions A and B**

The SGPU EIR indicates 50-65 dB Ldn are normally acceptable and 65-80 dB Ldn are conditionally acceptable exterior noise levels for office uses (SGPU EIR, AA-27). The subject site is located in an area where future noise levels are estimated to be above 65 dB Ldn as identified in the Acoustical Analysis for Gateway West Lots A, B, K, L & M prepared in April 2002. This noise study provides two mitigation options for the previously approved office

project. The mitigation options are to provide a sound wall between the proposed buildings to shield the plaza areas from the traffic noise exposure from I-5 or move the plaza areas to the western side of the buildings, providing adequate shielding from the I-5 noise source. The proposed project does not show specific outdoor plaza areas. However, there is an open landscaped area on the western side of the proposed building near the southern entrance area, which could be used as a plaza area. This area is on the opposite side of the building, shielded from the I-5 noise source. Therefore, no mitigation is required, and a less-than-significant impact is anticipated. Additionally, conditions will be placed on the proposed project to shield adjacent uses from any mechanical HVAC systems that may be located on the roof. Therefore, noise impacts are anticipated to be less-than-significant.

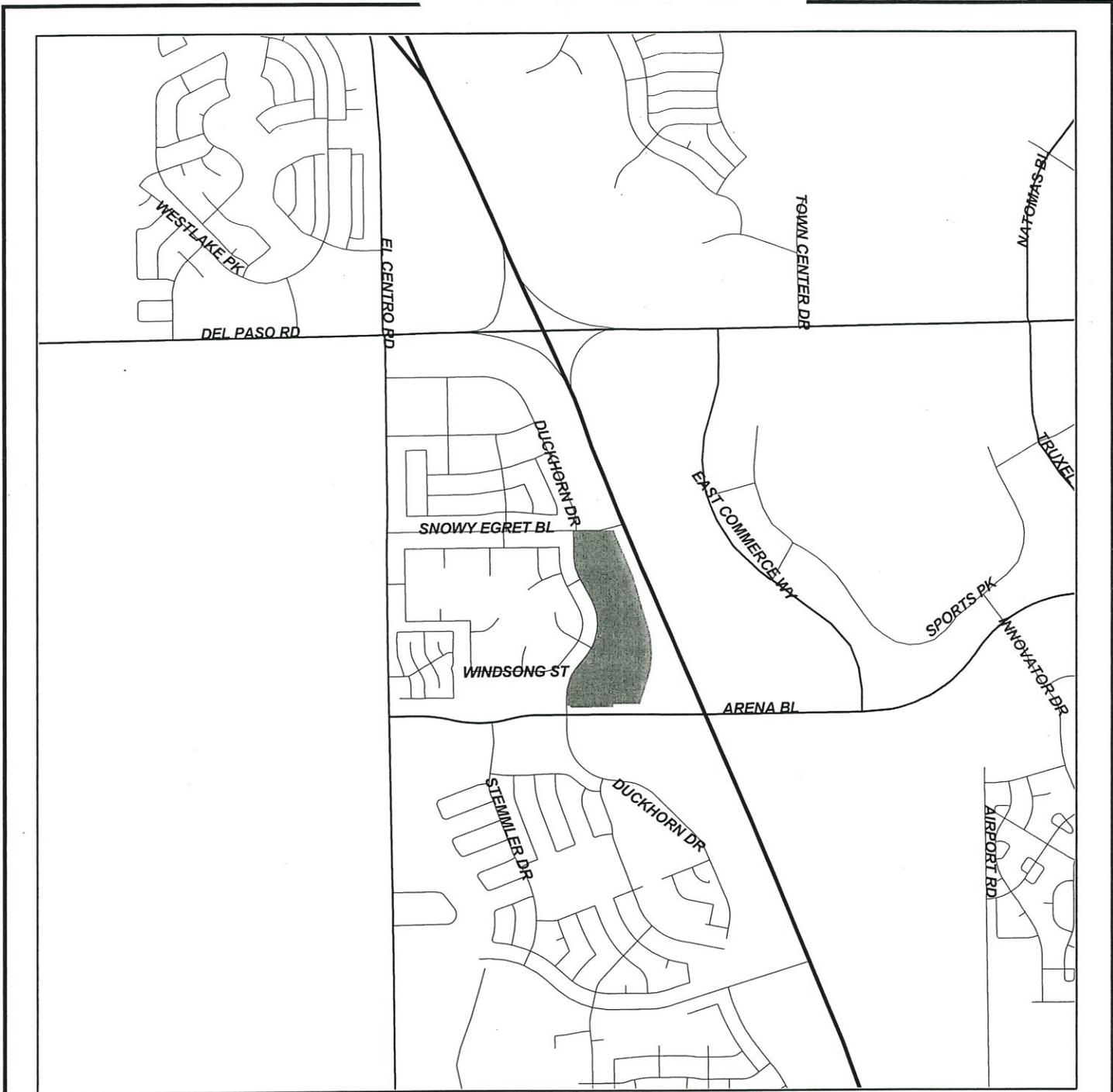
### **Mitigation Measures**

No mitigation required.

### **Findings**

The proposed project would result in less-than-significant impacts regarding noise.

ATTACHMENT A



Planning & Building  
Department

Geographic  
Information  
Systems

December 15, 2004

Vicinity Map  
P04-246



**SITE DATA**

**EXISTING ZONING**

PARCEL	EXISTING ZONING
PARCEL 1	UNDEVELOPED
PARCEL 2	UNDEVELOPED
PARCEL 3	UNDEVELOPED
PARCEL 4	UNDEVELOPED
PARCEL 5	UNDEVELOPED
PARCEL 6	UNDEVELOPED
PARCEL 7	UNDEVELOPED
PARCEL 8	UNDEVELOPED
PARCEL 9	UNDEVELOPED
PARCEL 10	UNDEVELOPED
PARCEL 11	UNDEVELOPED
PARCEL 12	UNDEVELOPED
PARCEL 13	UNDEVELOPED

**PROPOSED ZONING**

PARCEL	PROPOSED ZONING
PARCEL 1	UNDEVELOPED
PARCEL 2	UNDEVELOPED
PARCEL 3	UNDEVELOPED
PARCEL 4	UNDEVELOPED
PARCEL 5	UNDEVELOPED
PARCEL 6	UNDEVELOPED
PARCEL 7	UNDEVELOPED
PARCEL 8	UNDEVELOPED
PARCEL 9	UNDEVELOPED
PARCEL 10	UNDEVELOPED
PARCEL 11	UNDEVELOPED
PARCEL 12	UNDEVELOPED
PARCEL 13	UNDEVELOPED

**PROPOSED PARCEL DESIGNATION**

PARCEL	PROPOSED PARCEL DESIGNATION
PARCEL 1	UNDEVELOPED
PARCEL 2	UNDEVELOPED
PARCEL 3	UNDEVELOPED
PARCEL 4	UNDEVELOPED
PARCEL 5	UNDEVELOPED
PARCEL 6	UNDEVELOPED
PARCEL 7	UNDEVELOPED
PARCEL 8	UNDEVELOPED
PARCEL 9	UNDEVELOPED
PARCEL 10	UNDEVELOPED
PARCEL 11	UNDEVELOPED
PARCEL 12	UNDEVELOPED
PARCEL 13	UNDEVELOPED

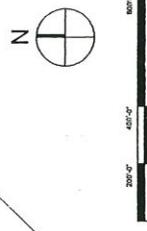
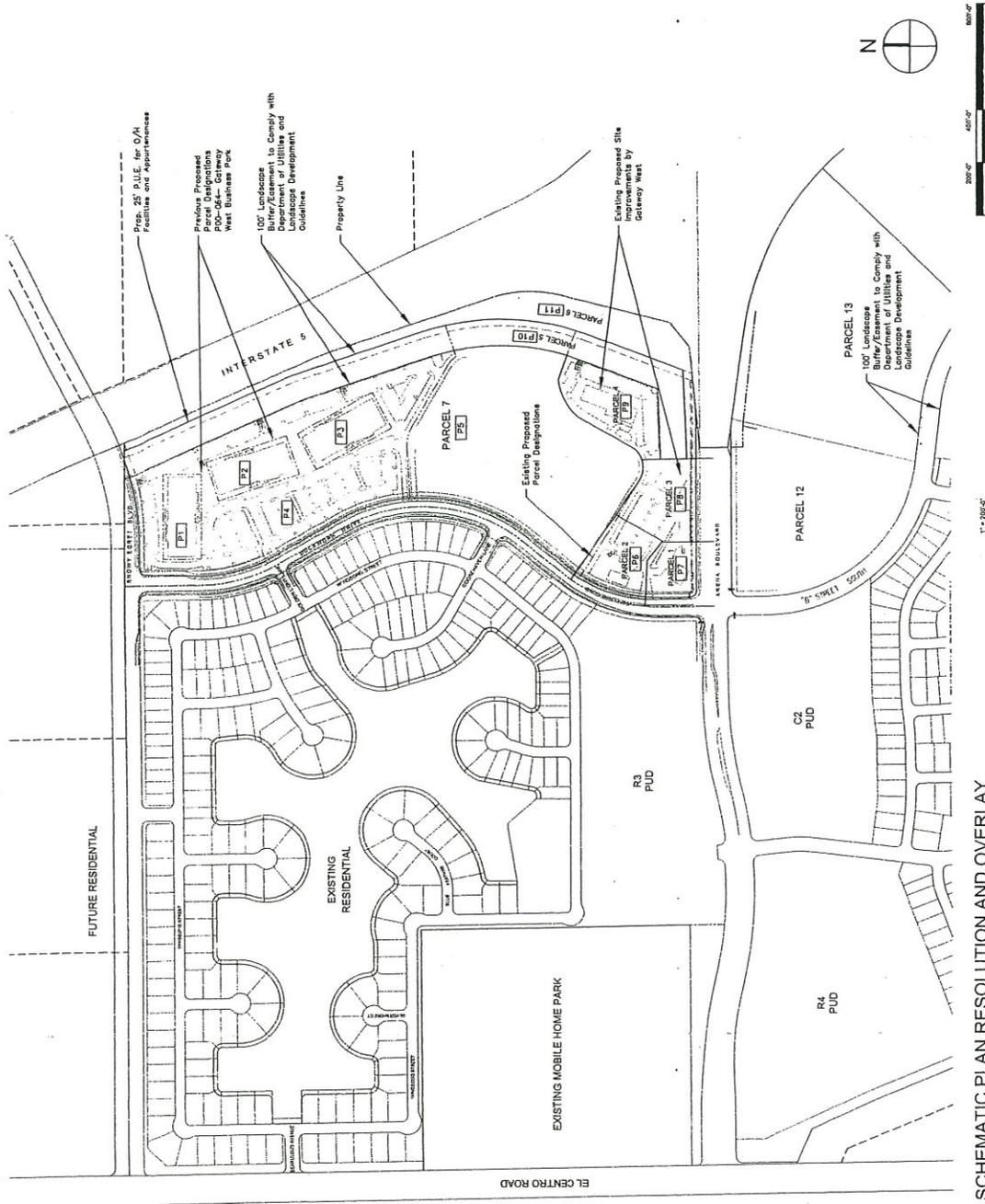
**PROPOSED PARCEL DESIGNATION**

PARCEL	PROPOSED PARCEL DESIGNATION
PARCEL 1	UNDEVELOPED
PARCEL 2	UNDEVELOPED
PARCEL 3	UNDEVELOPED
PARCEL 4	UNDEVELOPED
PARCEL 5	UNDEVELOPED
PARCEL 6	UNDEVELOPED
PARCEL 7	UNDEVELOPED
PARCEL 8	UNDEVELOPED
PARCEL 9	UNDEVELOPED
PARCEL 10	UNDEVELOPED
PARCEL 11	UNDEVELOPED
PARCEL 12	UNDEVELOPED
PARCEL 13	UNDEVELOPED

**LEGEND**

- PROPOSED PARCEL DESIGNATION
- PROPOSED PARCEL 1
- PROPOSED PARCEL 2
- PROPOSED PARCEL 3
- PROPOSED PARCEL 4
- PROPOSED PARCEL 5
- PROPOSED PARCEL 6
- PROPOSED PARCEL 7
- PROPOSED PARCEL 8
- PROPOSED PARCEL 9
- PROPOSED PARCEL 10
- PROPOSED PARCEL 11
- PROPOSED PARCEL 12
- PROPOSED PARCEL 13

**VICINITY MAP**



PUD SCHEMATIC PLAN RESOLUTION AND OVERLAY

**WILLIAMS + PADDOON**  
 Architects + Planners / Inc.  
 3950 EAST CAMELBACK ROAD  
 SUITE 200  
 PHOENIX, ARIZONA 85016  
 602.224.1102 602.224.1127 FAX

**PUD Schematic Plan Amendment**

November 18, 2004

**P04-246**

RECEIVED 12/01/04



Universal Technical Institute  
 Arma Boulevard / Duckhorn Drive  
 Sacramento, CA

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**GENERAL NOTES:**

GENERALIST: WEST LLC  
 ATTY: DONALD TROBRIDGE  
 2130 PROFESSIONAL DR.  
 ROCKLIN, CA 95752  
 PHONE: (916) 624-6200 EXT 203

APPLICANT: PARSON  
 ATTY: DAVE VAGO  
 2030 EAST CAMELBACK RD STE 250  
 SACRAMENTO, CA 95834  
 PHONE: (916) 422-1102

ENGINEER:  
 WIG DESIGN INC.  
 2130 PROFESSIONAL DR.  
 ROCKLIN, CA 95751  
 PHONE: (916) 877-8800

ASSESSOR'S PARCEL NUMBER:  
 2335-030-020

PRESENT LAND USE:  
 VACANT

EXISTING UTILITIES:  
 50 EMPLOYEES/ACRE

PROPOSED IMPROVEMENTS:  
 CITY OF SACRAMENTO STANDARDS

SEWERAGE JUNCTION:  
 SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

WATER SUPPLY:  
 CITY OF SACRAMENTO

PACIFIC GAS AND ELECTRIC

ELECTRIC:  
 SACRAMENTO MUNICIPAL UTILITY DISTRICT

TELEPHONE:  
 SBC

CITY OF SACRAMENTO

SCHOOL DISTRICT:  
 NATIONALS UNITED SCHOOL DISTRICT

RECREATION AND PARKS DISTRICT:  
 CITY OF SACRAMENTO

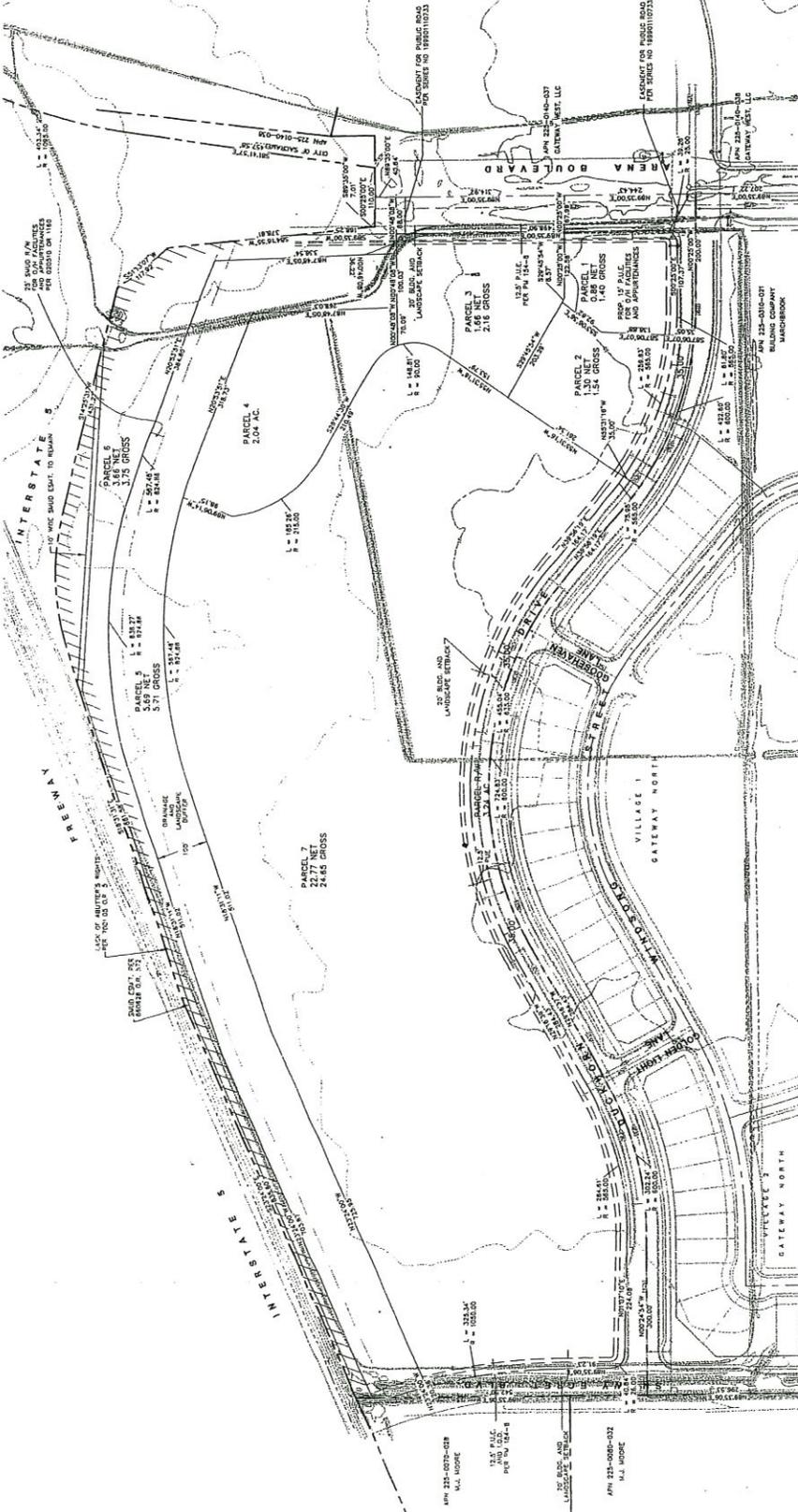
LEGAL DESCRIPTION:  
 SECTION 10, T 8N, R 4E,  
 M.D.B. 18-14



SCALE: 1"=100'  
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Universal Technical Institute  
 Anna Boulevard • Dockhem Drive  
 Sacramento, CA



**TENTATIVE MAP LEGEND**

- EXISTING CURB LINE
- EXISTING SIDEWALK LINE
- EXISTING STORM DRAIN
- EXISTING 1 FT CONTOUR
- EXISTING LIGHT CONTOUR
- EXISTING FIRE HYDRANT
- EXISTING EASEMENT LINE
- EXISTING STORM LINE
- EXISTING WATER MAIN LINE
- EXISTING WATER
- EXISTING JOINT TRENCH
- EXISTING SHAD LINE

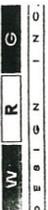
PROPOSED PARCEL SIZE:	NET:	GROSS:
PARCEL 1: 1.40 AC / 60,884 SF	0.86 AC / 37,481 SF	1.40 AC / 60,884 SF
PARCEL 2: 1.30 AC / 56,708 SF	1.30 AC / 56,708 SF	1.30 AC / 56,708 SF
PARCEL 3: 2.04 AC / 88,882 SF	1.84 AC / 80,710 SF	2.04 AC / 88,882 SF
PARCEL 4: 3.75 AC / 163,520 SF	3.69 AC / 160,810 SF	3.75 AC / 163,520 SF
PARCEL 5: 24.65 AC / 1,073,754 SF	22.79 AC / 991,261 SF	24.65 AC / 1,073,754 SF
PARCEL 6: 41.75 AC / 1,792,855 SF	32.4 AC / 1,411,314 SF	41.75 AC / 1,792,855 SF
PARCEL 7: 57.97 AC / 2,503,973 SF	41.75 AC / 1,792,855 SF	57.97 AC / 2,503,973 SF

NET PARCELS HAVE BEEN DETERMINED BY THE REDUCTION DUE TO THE IRRECOGNIZABLE RIGHT OF WAY DEDICATION.  
 NOTE:  
 TOPOGRAPHIC INFORMATION HAS BEEN PROVIDED BY OTHERS.  
 THE FINAL MAP WILL NOT BE PHASED

**Tentative Subdivision Map**

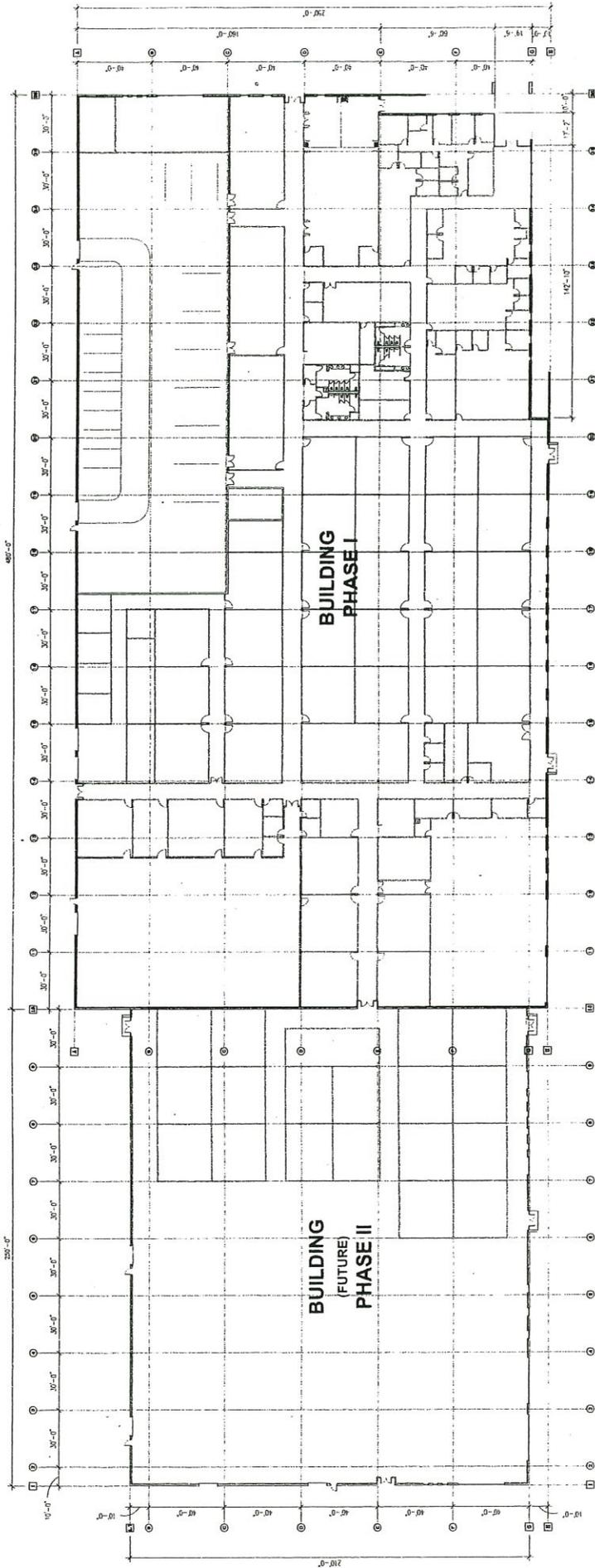
November 18, 2004

**P04-246**  
 RECEIVED 12/01/04



200 Professional Dr., Ste 120 Roseville, CA 95668  
 (916) 867-7800 Fax: 916-877-2820





FLOOR PLAN  
 PHASE I: 117,043 SF PHASE II: 92,461 SF

1" = 300'-0"

**WILLIAMS + PADDOON**  
 Architects + Planners / Inc.  
 2070 EAST CAMELBACK ROAD  
 SUITE 250  
 PHOENIX, ARIZONA 85016  
 602.224.1102 602.224.1127 FAX

PUD Schematic Plan Amendment

November 18, 2004

**UNIVERSAL TECHNICAL INSTITUTE**  
 Universal Technical Institute  
 Arena Boulevard / Duchon Drive  
 Sacramento, CA

**P04-246**  
 RECEIVED 12/01/04

10/01/04 11:58:38 AM 10/01/04 11:58:38 AM 10/01/04 11:58:38 AM







PLANNING AND BUILDING  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

PLANNING DIVISION

PLANNING  
916-264-5381  
FAX 916-264-5328

**OCTOBER 4, 2002**

**MITIGATED NEGATIVE DECLARATION**

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

**P00-064:** The Gateway West Business Park project is seeking entitlements to develop 835,200± gross sq ft of office, retail and commercial development on 65.1± gross acres within the Gateway West and Cambay West PUD in the EC50 PUD zones. Entitlements include: Schematic Plan Amendment for the employment center sites of the Gateway West portion of the PUD; Tentative Map to subdivide 41± gross acres into 11 parcels; Special permit to develop 216,000 square feet of office space in three buildings with 785 parking spaces on four lots totaling 13.75 gross acres in the EC 50-PUD zone.

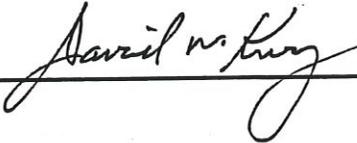
**P01-104:** The Friedman Retail project is seeking entitlements to develop 108,400 square feet of shopping center on 12.75 vacant gross acres within the Gateway West PUD in North Natomas. Entitlements include: GENERAL PLAN AMENDMENT amending 0.35 acres from Low Density Residential to Community Neighborhood Commercial & Offices; COMMUNITY PLAN AMENDMENT amending 0.15 net acres from Low Density Residential and 0.2 net acres Medium Residential to Village Commercial and 0.34 net acres from Low Density Residential to Medium Density Residential; REZONE of 0.15 net acres of R-1 PUD and 0.2 net acres of R-1A PUD to C2 PUD and 0.34 net acres of R-1 PUD to R-1A PUD. PUD GUIDELINE AMENDMENT modifying the Neighborhood Commercial building Section for parking from a ratio of 1:500 to 1:250 consistent with the Zoning Ordinance; SCHEMATIC PLAN AMENDMENT for the Gateway West Planned Unit Development establishing a schematic plan for the Northwest corner of Arena Bl and Duckhorn Dr consisting of four retail buildings totaling 99,000 gross square feet and one building pad totaling 6,500 gross square feet and one gas station pad of 2,900 gross square feet on 12.75± gross acres; TENTATIVE MAP to move the parcel line on nine (9) parcels; SPECIAL PERMIT too construct four retail buildings totaling 99,000 gross square feet.

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

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Planning and Building Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

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

## ATTACHMENT C

### ERRATA TO MITIGATED NEGATIVE DECLARATION

Prepared: March 10, 2003

---

#### Purpose

This errata sheet has been prepared to differentiate two projects analyzed in the same CEQA document. The Gateway West Business Park (P00-064) project and the Friedman Retail Development (P01-104) were originally analyzed in a common Initial Study and Mitigated Negative Declaration. The Friedman Retail Development (P01-104) is being redesigned and the City Council has remanded this project back to the City Planning Commission. The City Council is now being asked to act upon the Gateway West Business Park (P00-064) project and this CEQA document.

#### Project and Analysis

The Gateway West Business Park (P00-064) project and the Friedman Retail Development (P01-104) were independently analyzed in a common Initial Study and Mitigated Negative Declaration (IS/MND). The IS/MND evaluates the two projects separately and individually.

The Project Information Form on page 1 of the IS/MND identifies the two projects separately, noting their different City project numbers, and different applicants. The project location description on page 4 locates the two projects on different sites. The project description for the Gateway West project is under section IV.C.1 on pages 4 and 5. The Friedman project is described separately under section IV.C.2 on pages 6 – 8. The map figures for the Gateway West project are in Appendix A and the map figures for the Friedman project are in Appendix B.

Each question in the Environmental Significance Checklist was asked for each project separately. Potential impacts resulting from the Gateway West project were identified along with mitigation measures to minimize the impact. The applicant has agreed to these mitigations measures in a signed Mitigation Agreement. Impacts and mitigation measures were separately identified for the Friedman project.

#### Conclusion

Approval of the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring Plan for the Gateway West Business Park (P00-064) project does not grant any form of approval for the CEQA document associated with the Friedman Retail Development (P01-104) project. All references to the Friedman Retail Development (P01-104) project are to be disregarded and will be deleted in the final Mitigated Negative Declaration.



L.E. Buford, Manager  
City of Sacramento  
Environmental Planning Services

---

DRAFT

---

**Initial Study and  
Mitigated Negative Declaration  
for  
Gateway West Business Park(P00-064)  
and  
Friedman Retail Development (P01-104)**

**City of Sacramento**



2 October 2002

**SYCAMORE**

**ENVIRONMENTAL CONSULTANTS, INC.**

6355 Riverside Blvd., Suite C, Sacramento, CA 95831  
916/ 427-0703 FAX 916/ 427-2175

---

Initial Study and  
Mitigated Negative Declaration  
for  
Gateway West Business Park(P00-064)  
and  
Friedman Retail Development (P01-104)

City of Sacramento

---

Prepared by:

*Sycamore Environmental Consultants, Inc.*

6355 Riverside Blvd., Suite C

Sacramento, CA 95831

916/ 427-0703

Contact: R. John Little, Ph.D.

Prepared for:

*City of Sacramento*

1231 I Street, Room 300

Sacramento, CA 95814

916/ 264-7816

Contact: Mr. Gregory Bitter, AICP, Associate Planner

2 October 2002

Initial Study and Mitigated Negative Declaration  
for  
Gateway West Business Park(P00-064)  
and  
Friedman Retail Development (P01-104)

City of Sacramento

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# I. PROJECT INFORMATION FORM

1. Project Title: Gateway West Business Park (P00-064) and Friedman Retail Development (P01-104)
2. Lead Agency Name and Address: City of Sacramento, 1231 I Street, Room 300, Sacramento, CA 95814
3. Lead Agency Contact Person and Phone Number: Mr. Gregory Bitter, AICP, Associate Planner, 916/ 264-7816
4. Property Owner's Name: Gateway West Business Park, LLC (P00-064); Fulcrum Capital Corporation (P01-104)
5. Applicant's Name and Address: LPA Sacramento, Inc. 1215 G Street, Sacramento, CA 95816
6. Applicant's Contact Person and Phone Number: Mr. Philip Harvey, AIA 916/ 443-0335
7. Project Location: Both projects are located in the City of Sacramento, Sacramento County, California. Gateway West Business Park is located west of Interstate 5 between the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5.  
 The Friedman Retail Development Project is located south of Arena Boulevard and west of Duckhorn Drive and east of Stemmler Drive.
8. Property Assessor Parcel Numbers: Gateway West Business Park – 225-0310-020, 225-0140-037, 038 and 039  
 Friedman Retail Development – 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020
9. Property Area: Gateway West Business Park – 65.1 gross acres, 59.6 net acres  
 Friedman Retail Development – 12.75 gross acres, 11.69 net acres
10. General plan designation: Gateway West Business Park – 65.1 gross acres Regional Commercial and Offices  
 Friedman Retail Development – 0.96 net acre Low Density Residential; 10.73 net acres Community Neighborhood Commercial and Offices.
11. Community plan designation: Gateway West Business Park – 65.1 gross acres Employment Center – 50  
 Friedman Retail Development – 0.96 net acre Low Density Residential and 10.73 gross acres Village Commercial
12. Zoning: Gateway West Business Park – 65.1 gross acres EC-50 PUD;  
 Friedman Retail Development – 0.96 net acre R-1 PUD and 10.73 net acres C-2 PUD
13. Description of Projects: Gateway West Business Park – Entitlements to develop 65.1 gross acres of employment center uses in the North Natomas Community Plan Area;  
 Friedman Retail Development – Entitlements to develop 12.75 gross acres with commercial uses in North Natomas.
14. Describe any site alterations that would result from the proposed project: The Gateway West Business Park Project would construct 216,000 square feet of office space on 13.75 net acres. Infrastructure and frontage to support an additional 616,200 square feet of employment center uses would also be constructed.  
 The Friedman Retail Development Project would construct four retail buildings totaling 99,000 square feet. Infrastructure and frontage to support a 2,900 square-foot gas station and 6,500 additional square feet of retail would also be constructed.
15. Surrounding Land Use: North – Residential and Employment Center PUD; south – Residential and Employment Center PUD; east – Interstate 5; and west – Residential PUD
16. Other public agencies whose approval is required:  
 Regional Water Quality Control Board; Department of Fish and Game; and U.S. Fish and Wildlife Service
17. The topics checked below require mitigation measures to reduce the significance of potential impacts.

<input type="checkbox"/> Land Use/ Planning	<input type="checkbox"/> Hazards
<input type="checkbox"/> Population/ Housing	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Geology/ Soils	<input type="checkbox"/> Public Services
<input type="checkbox"/> Water	<input type="checkbox"/> Utilities/ Service Systems
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Aesthetics, Light and Glare
<input type="checkbox"/> Transportation/ Circulation	<input checked="" type="checkbox"/> Cultural
<input checked="" type="checkbox"/> Biological	<input type="checkbox"/> Recreation
	<input type="checkbox"/> Mandatory Findings of Significance

## **II. INTRODUCTION**

---

### **A. Purpose of this Initial Study**

The purpose of this Initial Study (IS) is to determine if approval and implementation of the Gateway West Business Park and Friedman Retail Development projects and related entitlements would have significant effects on the environment. This IS is an informational document that will provide the City of Sacramento with an analysis of the proposed projects to aid in the planning and decision-making process. Based on the analysis and recommendation presented herein, the City will determine whether a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is the appropriate environmental document to be prepared. It is not the purpose of this document to recommend either approval or denial of the proposed projects. This IS provides the City of Sacramento with an administrative record with which to make its determination. The City will submit this document to the State Clearinghouse for distribution to appropriate agencies.

### **B. Environmental Analysis**

This IS has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines, California Code of Regulations Sections 15000 et seq. The environmental analysis consists of the completion of the Environmental Significance Checklist provided by the City of Sacramento. This checklist shall be independently reviewed and authorized by the City of Sacramento pursuant to the State CEQA Guidelines, Section 15063.

The questions in the Environmental Significance Checklist are intended to provide a brief environmental evaluation of the proposed project in order to identify any potentially significant adverse environmental impacts that may be caused by the project or that may affect the project site. If, based on this analysis, the City of Sacramento determines that there is substantial evidence that any aspect of the proposed project may cause a significant effect on the environment, then the City will require the preparation of an EIR. If the City determines that there is no substantial evidence that the proposed project will cause a significant effect on the environment, then a Negative Declaration (ND) will be prepared. For the purpose of this analysis, it is assumed that any feasible mitigation measures identified in this Initial Study that have been agreed to pursuant to a "Mitigation Agreement" with the City of Sacramento will be incorporated into the project. If the City determines that the mitigation measures will reduce the potentially significant effects on the environment to a level of less than significant, then a Mitigated Negative Declaration (MND) will be prepared.

The Environmental Significance Checklist is comprised of three categories of assessment. The first assessment category, "Less Than Significant Impact," indicates that the project will either not have, or be subject to any effects on the environment or that the project may/will have an effect on the environment, either directly or indirectly, less than the criteria of regulatory policy. A "Less Than Significant Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to projects like the one involved or that the impacts fail to trigger regulatory thresholds of significance. Although not necessary, the City may require mitigation to further limit potential impacts.

The second assessment category, "Potentially Significant Impact" indicates that there is substantial evidence that an effect may be significant in context of regulatory policy.

The third assessment category, "Less Than Significant With Mitigation Incorporation," applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." This assessment is adequately supported if the mitigation measures are described and an explanation of how they reduce the effect to a less than significant level is provided.

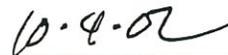
### III. ENVIRONMENTAL DETERMINATION

---

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

  
Date

David Kwong, AICP  
Printed Name

City of Sacramento  
For

## **IV. INITIAL STUDY**

---

### **A. Project Purpose**

The purpose of the Gateway West Business Park Project (P00-064) and the Friedman Retail Development Project (P01-104) is to enhance the North Natomas Community by developing 77.85 gross vacant acres with employment center and commercial uses consistent with the planning goals, policies, and objectives of the City of Sacramento.

### **B. Location**

The Gateway West Business Park Project is located between Interstate 5 (I-5) and the northeast corner of Arena Boulevard and Duckhorn Drive and the southeast corner of Snowy Egret Boulevard and Duckhorn Drive in the City of Sacramento, CA. A portion of Gateway West Business Park is located between the southeast corner of Arena Boulevard and Duckhorn Drive and Interstate 5. The Friedman Retail Development Project (Friedman Retail Development) is located west of the Gateway West Business Park site at the southwest corner of Arena Boulevard and Duckhorn Drive. The project study areas occur on the Taylor Monument USGS Topographic Quadrangle (T9N, R4E, Sections 10 and 15). The Gateway West Business Park Project study area consists of Sacramento County Assessor Parcels: 225-0310-020, 225-0140-037, 038, and 039. The Friedman Retail Development project study area consists of Sacramento County Assessor Parcel numbers 225-0140-36, 225-1180-006, and 225-1380-014 through 225-1380-020. These projects are located within the Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR 1987) area and within Neighborhoods 1 and 2 of the North Natomas Community Plan (NNCP 1994). A project location map is located in Appendix A (Figure A-1).

### **C. Project Description**

#### **1. Gateway West Business Park Project (P00-064)**

The Gateway West Business Park Project involves amending the employment center portion of the Gateway West and Cambay West PUD Guidelines Schematic Plan to designate one office building on each Parcel 1, 2, and 3, and employment center uses on Parcels 5 – 9. The Schematic Plan would show Parcel 10 as a landscape buffer easement to the City of Sacramento and Parcel 11 would be shown as Caltrans right of way (ROW). The project includes a tentative map to subdivide approximately 41.27 net acres into eleven parcels. The remaining  $\pm$  21.6 acres south of Arena Boulevard would not be subdivided. The project seeks a Special Permit to construct three two-story office buildings totaling 216,000 square feet and a parking lot with 785 parking spaces. The area to be covered under the Special Permit (Parcels 1 – 4) is approximately 13.751 net acres. Future phases will obtain Special Permits to construct employment center uses on the remaining 45.85 net acres.

The following Map Figures for Gateway West Business Park are provided in Appendix A:

- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan

The following sub-sections identify the requested entitlements.

### Planned Unit Development Schematic Plan Amendment

The Gateway West Business Park Project seeks an amendment to the Gateway West PUD Schematic Plan to reflect the following land uses (Figure A-2 in Appendix A is the Gateway West Business Park Conceptual Site Plan):

- EC – 50 on Parcels 1 – 5, 9; 12, and 13;
- EC – 50 ancillary uses on Parcels 6 – 8 and Parcels 11, 12, and 13;
- Landscape buffer easement to the City of Sacramento on Parcel 10; and
- Caltrans ROW on Parcel 11.

Ancillary uses include retail on Parcels 6, 7, and 12 and sit-down restaurant on Parcels 8 and 13. Table 1 summarizes parking data for the Gateway West PUD Schematic Plan amendment.

Table 1. Gateway West Schematic Plan Amendment Parking Data

	Parcels 1 – 4 EC – 50	Parcel 5 EC – 50	Parcel 6 EC – 50 Ancillary Use	Parcel 7 EC – 50 Ancillary Use	Parcel 8 EC – 50 Ancillary Use	Parcel 9 EC – 50	Parcels 12 & 13
Proposed Building Gross Square Footage	216,000	225,500	6,500	3,200	10,000	70,000	301,000
Required Parking Stalls	617 – 785	644 – 820	26	13	100	75	799 – 973

### Tentative Subdivision Map

The Gateway West Business Park Project seeks approval of a Tentative Subdivision Map to subdivide ± 41.27 net acres into 11 parcels. Table 2 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix A (Figure A-3). The ± 18.33-net-acre balance of the ± 59.6-net-acre Gateway West Business Park Project area south of Arena Boulevard (Parcels 12 and 13) is not proposed for subdivision.

Table 2. Gateway West Business Park Proposed Parcels

Parcel Number	Proposed Use	Parcel Size Square Feet/Acres
1	Two story office building	49,537/ 1.137
2	Two story office building	49,537/ 1.137
3	Three story office building	49,537/ 1.137
4	Parking/ Landscaping/ and Common areas for parcels 1, 2, and 3	392,944/ 9.021 net
5	Office building pad/ Parking	456,657/ 10.483 net
6	Restaurant pad	52,471/ 1.205 net
7	Gas station pad	37,572/ 0.863net
8	Restaurant pad	71,636/ 1.645 net
9	Four story motel	88,926/ 2.041
10	City owned landscape buffer	248,023/ 5.694 net
11	Caltrans ROW Road ROW	159,539/ 3.663 net 141,308/ 3.244
Total:		1,797,687/ 41.27

### Special Permit

The Gateway West Business Park Project has applied for a Special Permit to construct three two-story office buildings (totaling 216,000 square feet) with 785 parking spaces on Parcels 1 – 4. The Special Permit area is 13.75 net acres. The Special Permit area is shown on figures A-4 and A-5 in Appendix A. A Special Permit Landscape Plan is provided in Appendix A (A-6).

## 2. Friedman Retail Development Project (P01-104)

The Friedman Retail Development Project involves a General Plan amendment to change 0.35 net acre from Low Density Residential to Community Neighborhood Commercial & Offices. The project seeks a Community Plan amendment to change 0.35 net acre from Low Density Residential to Village Commercial and 0.33 net acre from Low Density Residential to Medium Density Residential. The project would rezone 0.35 net acre of R-1 PUD to C2 PUD and 0.33 net acre of R-1 PUD to R-1A PUD. The project includes a tentative map to subdivide approximately 11.69 net acres into eleven parcels. A PUD Guideline amendment would modify the parking ratio in the Neighborhood Commercial Building section from one parking space per 500 square feet one parking space per 250 square feet (1:500 to 1:250). The Friedman Retail Development Project involves amending the Gateway West and Cambay West PUD Guidelines Schematic Plan to establish a schematic plan for commercial development of the southwest corner of Arena Boulevard and Duckhorn Drive. The project seeks a Special Permit to construct four retail buildings totaling 99,000 square feet and a parking lot with 457 parking spaces. The area to be covered under the Special Permit (Parcel 2) is approximately 9.46 net acres.

The following Map Figures for Friedman Retail Development are provided in Appendix B:

- Figure B-1. Friedman Retail Development General Plan Amendment Exhibit
- Figure B-2. Friedman Retail Development Community Plan Amendment Exhibit
- Figure B-3. Friedman Retail Development PUD Rezone Exhibit
- Figure B-4. Friedman Retail Development Tentative Subdivision Map
- Figure B-5. Friedman Retail Development Conceptual Overall Site Plan
- Figure B-6. Friedman Retail Development Buildable Area Zone Plan
- Figure B-7. Friedman Retail Development Site Plan
- Figure B-8. Friedman Retail Development Ground Floor Plan
- Figure B-9. Friedman Retail Development Elevations.
- Figure B-10. Friedman Retail Development Landscape Plan
- Figure B-11. Friedman Pedestrian Development Circulation Diagram
- Figure B-12. Friedman Retail Development Trash and Recycling Plan

The following sub-sections identify the requested entitlements.

### General Plan Amendment

The Friedman Retail Development Project proposes to change the SGPU DEIR land use designation for a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Neighborhood Commercial and Offices. Table 3 shows the acres of the existing and proposed SGPU DEIR Land Use designations and calculates the number of acres the proposed project would change. A map showing the proposed General Plan amendment is provided in Appendix B (Figure B-1).

Table 3. Friedman Retail Development Proposed General Plan Land Use Designation Changes

SGPU DEIR Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.61	-0.35
Neighborhood Commercial and Offices	10.73	11.08	+0.35
<b>Total:</b>	11.69	11.69	--

## Community Plan Amendment

The Friedman Retail Development Project proposes to change the NNCP land use designations of a portion of the 11.69-net-acre project area. Portions of Parcels 4 – 11 would be changed from Low Density Residential to Village Commercial. Parcels 4 – 7 would be changed from Low Density Residential to Medium Density Residential. Table 4 shows the acres of the existing and proposed NNCP land use designations and calculates the number of acres the proposed project would change. A map showing the proposed Community Plan amendment is provided in Appendix B (Figure B-2).

Table 4. Friedman Retail Development Proposed Community Plan Land Use Designation Changes

NNCP Designation	Existing Net Acres	Proposed Net Acres	Net Acres Change
Low Density Residential	0.96	0.28	-0.68
Medium Density Residential	0.00	0.33	+0.33
Village Commercial	10.73	11.08	+0.35
Total:	11.69	11.69	--

## Rezone

The Friedman Retail Development Project would rezone 0.68 net acre within the project area. Portions of Parcels 4 – 9 would rezone Single Family Residential PUD (R-1-PUD) to Commercial PUD (C-2-PUD). Parcels 4 – 7 would be rezoned to Single Family Residential Alternative (R-1A-PUD). Table 5 shows the acres of the existing and proposed zoning, and calculates the number of acres the proposed project would change. A map showing the proposed zone changes is provided in Appendix A (Figure B-3).

Table 5. Friedman Retail Development Proposed Zone Changes

Zone	Existing Net Acres	Proposed Net Acres	Net Acres Change
R-1-PUD	0.96	0.28	-0.68
R-1A-PUD	0.00	0.33	+0.33
C-2-PUD	10.73	11.08	+0.35
Total:	11.69	11.69	--

## Planned Unit Development Schematic Plan Amendment

The Friedman Retail Development Project seeks an amendment to the Gateway West Business Park PUD Schematic Plan to reflect the following land uses (Figure B-6 in Appendix B is the Site Plan):

- Four retail buildings on Parcel 2 totaling 99,000 square feet;
- One building pad on Parcel 1 totaling 6,500 gross square feet; and
- One gas station pad on Parcel 3 totaling 2,900 gross square feet;

Table 6. Friedman Retail Development Schematic Plan Amendment Parking Data

	Parcel 1 Building Pad	Parcel 2 Retail	Parcel 3 Gas Station
Proposed Building Gross Square Footage	6,500	99,000	2,900
Required Parking Stalls	65	396	12

## Tentative Subdivision Map

The Friedman Retail Development Project seeks approval of a Tentative Subdivision Map to subdivide ± 11.69 net acres into 11 parcels. Table 7 lists the sizes of the proposed parcels and provides a description of the parcels' proposed uses. The proposed Tentative Subdivision Map is provided in Appendix B (Figure B-12).

**Table 7. Gateway West Business Park Proposed Parcels**

Parcel Number	Proposed Use	Parcel Size Square Feet/ Net Acres
1	Building pad	43,386/ 0.996
2	Retail buildings	411,907/ 9.46
3	Gas station pad	27,256/ 0.6257
4	Single family residential	3,373/ 0.0774
5	Single family residential	3,748/ 0.086
6	Single family residential	3,683/ 0.0846
7	Single family residential	3,474/ 0.0798
8	Single family residential	3,215/ 0.0738
9	Single family residential	3,040/ 0.0698
10	Single family residential	3,000/ 0.0689
11	Single family residential	3,000/ 0.0689
<b>Total:</b>		<b>509,062/ 11.687</b>

## Special Permit

The Friedman Retail Development Project has applied for a Special Permit to construct four retail buildings (99,000 square feet) and a 457-space parking lot. The locations of the areas that would be covered under the special permit are shown on Figure B-6 in Appendix B.

## D. Environmental Setting

These projects are situated in the City of Sacramento within the SGPU DEIR and the NNCP planning areas. Interstate 5 bounds the Gateway West Business Park Project area to the east. Duckhorn Drive bounds the project to the west. The east/west Arena Boulevard bisects the project site. The project is adjacent to residential development to the west and to Employment Center – 50 to the south.

Duckhorn Drive bounds the Friedman Retail Development Project site to the east. Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. Residential development occurs to the south of the project.

## V. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

### 1. Land Use/ Planning

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on land use and planning resources is based on the following factors:

- substantial changes to land uses within project area;
- incompatibility with long-term uses on adjacent properties; or
- conflict with applicable land use plans.

### Impact Mechanisms

All cities and counties within California are required to adopt a general plan establishing goals and policies for their future development. In order to implement their plans, local jurisdictions adopt zoning, subdivision, grading, and other ordinances. A proposed project could conflict with planning goals, objectives, and policies, could conflict with designated land uses in the vicinity of the project, or could disrupt land use patterns by physically dividing a community.

### Environmental Setting

The Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. Interstate 5 bounds the Gateway West Business Park project area to the east. Duckhorn Drive bounds the Gateway West Business Park project to the west. The east/west Arena Boulevard bisects the Gateway West Business Park project site. Duckhorn Drive bounds the Friedman Retail Development Project site to the east and Stemmler Drive bounds the project site to the west. Arena Boulevard fronts the proposed shopping center to the north. The Gateway West Business Park and Friedman Retail Development project areas are designated for Regional Commercial and Offices in the SGPU DEIR. A small portion of the Friedman Retail Development project area is also designated for Low Density Residential. The NNCP designates the Gateway West Business Park project area for EC-50. The Friedman Retail Development site is designated for Village Commercial, Low Density Residential, and Medium Density Residential. The Gateway West Business Park project study area is currently zoned EC-50 PUD. The Friedman Retail Development site is zoned for C-2-PUD, R-1-PUD, and R-1A-PUD.

## Regulatory Setting

These projects are located within the boundaries of the SGPU DEIR and NNCP areas.

### City of Sacramento General Plan

SGPU DEIR states that the NNCP area accounts for 38.9% of vacant acreage in the City of Sacramento (SGPU DEIR, D-37). According to the SGPU DEIR Land Use Map (12 December 2000), Regional Commercial and Offices and Low Density Residential would be developed on the project site. Low Density Residential allows 4 – 15 dwelling units per net acre (SGPU DEIR, B-14). SGPU DEIR asserts that wherever development of vacant land occurs, there is a potential for conflict between the new and the existing uses. Of primary concern are conflicts between agriculture and urbanization and residential and nonresidential. In the matter of residential-nonresidential conflicts, land use conflicts would constitute a significant adverse impact (SGPU DEIR, D-43). On page D-41, SGPU DEIR states that the conversion of vacant and rural lands to urban uses would bring about a significant change in the character of Sacramento. The conversion of vacant and rural lands and the resulting potential conflicts could be reduced to a less than significant level by the implementation of the following mitigation measures (SGPU DEIR, D-53):

- retaining designated open space, parks and recreational areas;
- enforcing setback requirements;
- requiring landscaping and beautification of industrial areas; and
- buffering transitional uses.

The SGPU DEIR set Overall Urban Growth Policies (SGPU DEIR, C-37) and Goals and Policies for the following elements: Residential Land Use and Housing, Commerce and Industry Land Use, Circulation, Conservation and Open Space, Public Facilities and Services, and Health and Safety (SGPU DEIR, C38 – C66). This Initial Study provides an assessment of the consistency of the proposed land use designation changes with the Overall Urban Growth Policies

### North Natomas Community Plan

The NNCP envisions a new urban form for North Natomas that includes a well integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service and a radial network of connections linking activity centers with streets, transit routes, and linear parkways with pedestrian and bike trails. The plan nurtures neighborhood bonds by providing community services and facilities and encouraging the formation of neighborhood associations (NNCP, 2).

The Land Use program for the NNCP designates the general location, size, relationship, and intensity of land uses. The NNCP is designed to encourage a balance of jobs and housing opportunities in the community. It establishes a minimum jobs/housing ratio of 58% for the Community Plan area and 66% for the City portion of the Community Plan area. Projects that propose to vary from the land use plan must improve the overall jobs/housing balance in the community, or otherwise mitigate any impact to the target ratio (NNCP, 6). The impact on the jobs/housing ratio of any proposed rezone should be analyzed and the community-wide jobs/housing ratio maintained prior to the approval of any rezone (NNCP, 15). The City of Sacramento considers projects that achieve the target densities for planned development to be consistent with the NNCP jobs/housing ratio (personal communication, Jeanne Corcoran, City of Sacramento Planning and Building Department). Table 8 shows the target density for residential development by land use designation and Table 9 shows the target density for Employment Centers. Residential target densities are found on page 6 of the NNCP and densities of employees per net acre in Employment Centers are found on page 20 of the NNCP.

Table 8. Target Density for Residential Development Within the NNCP Area

Land Use	Allowed Density	Target Density
Low Density Residential	3 to 10 units per acre	7 units per acre
Medium Density Residential	7 to 21 units per acre	12 units per acre
High Density Residential	11 – 29 Units per acre	22 units per acre
Rural Estates	1 unit per acre	1 unit per acre

**Table 9. Target Density for Employment Centers Development Within the NNCP Area**

Land Use	Minimum Employees Per Net Acre	Average Employees Per Net Acre
Employment Center – 30	20	30
Employment Center – 40	20	40
Employment Center – 45	20	45
Employment Center – 50	20	50
Employment Center – 65	50	65
Employment Center – 80	65	80

The NNCP set Guiding Policies for Employment Centers development (NNCP, 19) and Commercial (NNCP, 25) in North Natomas. This Initial Study provides an assessment of the consistency of the proposed project with the Guiding Policies of the NNCP.

**Sacramento City Code – Zoning Ordinance**

SCC Title 17.20 Zoning Districts: Establishes zones within the City of Sacramento that define minimum and maximum lot sizes and allowed development densities.

**R-1--Standard Single-Family Zone.** This is a low density residential zone composed of single-family detached residences on lots a minimum of 52 feet by 100 feet in size. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Minimum lot dimensions are 52 feet by 100 feet interior, 62 feet by 100 feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre.

**R-1A--Single-Family Alternative Zone.** This is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standard single-family. This zone is intended to accommodate alternative single-family designs which are determined to be compatible with standard single-family areas and which might include single-family attached or detached units, townhouses, cluster housing, condominiums, cooperatives or other similar projects. Approximate density for the R-1A zone is 10 dwelling units per acre. Maximum density in this zone is 15 dwelling units per net acre:

**EC--Employment Center Zone.** This zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential, and light industrial. The EC zone has several categories of permitted intensity ranging from 30 employees per net acre (EC30) to 80 employees per net acre (EC80). The designation of intensity will be determined by proximity to planned transit service, freeway/roadway access, maintaining or improving housing opportunities, and maintaining or improving the environmental qualities within the EC zoned area.

**C-2--General Commercial Zone.** This is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.

**SCC Title 17.56 Employment Center Zone:** Provides the allowable land uses within the EC PUD and defines the range of development. Within each PUD, acreage shall be designated for primary uses and to nonprimary uses. Within each PUD, a minimum of 65% and a maximum of 100% of PUD net acreage shall be designated for, and devoted to, primary uses. Within each PUD, a maximum of 10% of the PUD net acreage shall be designated for and devoted to support retail uses. EC PUDs that are two acres or greater in size will be required to provide support retail/services uses within a primary use structure or within a stand-alone building. Within each PUD, a maximum of 25% of the PUD net acreage shall be designated for and devoted to residential uses.

**SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps:** The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

A PUD designation constitutes an overlay zone. However, approval of a PUD designation or a schematic plan does not establish an underlying zone or enlarge the uses provided by a zoning classification, or establish the rights for a special permit.

An amendment to the PUD schematic plan and/or guidelines may be initiated by the city council, the planning commission, or by the owner of any parcel of property within the planned unit development. The planning commission may grant the amendment of a PUD schematic plan and/or guidelines provided that each of the following conditions are met:

- A. The proposed amendments to the PUD schematic plan and/or guidelines do not alter the height or setback requirements by more than five feet or 10%, whichever is greater, than that set forth in the PUD guidelines;
- B. The proposed amendments to the PUD schematic plan and/or guidelines do not change the types or intensity of land uses.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

SCC Title 17.212 Special Permits: A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

- A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.
- B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
- C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

### **Impact Assessment**

**a) *Would the proposal conflict with general plan designation or zoning?***

**Answer:** Gateway West Business Park Project – No Impact. Friedman Retail Development Project – Potential Impact.

**Potential Impacts:** The Friedman Retail Development Project proposes to change 0.35 acre of the SGPU DEIR land use designation; 0.68 acre of the NNCP land use designation; and rezone 0.68 acre of the project area.

The designation change results from a need to extend the project site to the south to allow truck passage behind the retail stores. The project has been designed so as not to necessitate the elimination of any residential dwelling units planned for the eight affected parcels. The project does not deviate from the project evaluated in the Gateway West PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West PUD IS/ND found the project consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance.

**Level of Significance:** Because the Friedman Retail Development Project is consistent with the SGPU DEIR, NNCP, and SCC Zoning Ordinance, the proposed land use designation changes, zone changes, and amendment of the Gateway West Business Park PUD to include the proposed land uses, are considered less than significant.

**Mitigation Measures:** None required.

- b) ***Would the proposal conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?***

**Answer:** No. Both the Gateway West Business Park Project and Friedman Retail Development Project will comply with laws, policies, and regulations of agencies that have jurisdiction over the project.

- c) ***Would the proposal be incompatible with existing land use in the vicinity?***

**Answer:** No. Both the Gateway West Business Park Project and the Friedman Retail Development Project are compatible with the adjacent, existing, and proposed land use. Adjacent land uses are either developed as mixed-use residential communities or are designated for development as mixed-use residential communities.

- d) ***Would the proposal affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?***

**Answer:** Gateway West Business Park Project – Potential Impact. Friedman Retail Development Project – Potential Impact.

**Potential Impacts:** The proposed projects would develop land identified as Prime Agricultural Soils – Not Irrigated in 1984 by the SGPU DEIR (SGPU DEIR, T-17). The determination is based on soil survey data and soil maps for the Soil Survey of Sacramento County, CA prepared by the U.S. Conservation Service in 1986 (now called Natural Resource Conservation Service – NRCS) and data obtained from the California Department of Water Resources.

The SGPU DEIR identified the conversion of Prime Agricultural Land in the North Natomas area as a significant impact, for which no mitigation was feasible. No part of the project area was designated for Agricultural use. Therefore, by adopting the General Plan, the City of Sacramento has planned for the significant impact on a program level.

**Level of Significance:** The final conversion of the Prime Agricultural Land is a significant unavoidable impact on a program level and a less than significant impact on a project level.

**Mitigation Measures:** None required.

- e) ***Would the proposal disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?***

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development Project will disrupt or divide the physical arrangement of an established community.

## 2. Population/ Housing

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on population housing is based on Questions 2. (a)-(c) in the environmental checklist.

### Impact Mechanisms

Proposed projects that would introduce substantial population growth or make it possible for such growth to occur would significantly affect population and housing. Projects that would displace substantial housing or necessitate the construction of replacement housing could also have a significant impact.

### Environmental Setting

The Gateway West Business Park and Friedman Retail Development projects are located within the NNCP area of the City of Sacramento. The SGPU DEIR projects the population of North Natomas to increase to 69,899 by 2016. North Natomas is projected to contain 13.3% of the SGPU DEIR's build out population and capture 31.6% of the City's growth between 1986 and 2016 (SGPU DEIR, E-25). The NNCP projects a population of 66,495 for the year 2016 (NNCP, 14).

### Impact Assessment

**a) *Would the proposal cumulatively exceed official regional or local population projections?***

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in a change to the population projections forecast in the NNCP. Neither project includes a residential development component in the proposal.

**b) *Would the proposal induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure?)***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. New job opportunities could lead to an indirect increase in population.

**Potential Impacts:** The proposed projects will involve the development of 77.85 acres with commercial and employment center uses. Development will not cause a direct increase in population. The project will not result in any change to the number or density of residential units planned in the Gateway West Business Park PUD. The indirect population increase caused by new job opportunities was address in the Gateway West Business Park PUD Initial Study and Negative Declaration (City of Sacramento, 1997). The Gateway West Business Park PUD IS/ND found the project to be consistent with the SGPU DEIR and NNCP including the jobs/housing balance ratios.

**Level of Significance:** The proposed project is consistent with the SGPU DEIR and NNCP. Therefore,

the indirect population growth is considered a less than significant impact.

**Mitigation Measures:** None required.

c) *Would the proposal displace existing housing, especially affordable housing?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will displace existing housing and/or deter the construction of other planned developments.

### 3. Geology/ Soils

Would the proposal result in or expose people to potential impacts involving:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) A geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The evaluation of significance on geology and soils is based on Questions 3 (a)-(g) in the environmental checklist.

#### Impact Mechanisms

Geology, seismicity, and soil impact mechanisms include constructing structures not capable of withstanding seismic events and/or accelerated erosion caused by soil disturbance.

#### Environmental Setting

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

Wallace-Kuhl & Associates (Wallace-Kuhl) conducted soil investigations and prepared a *Preliminary Geotechnical Engineering Report for Gateway West Business Park* (Wallace-Kuhl, 1997a). A Copy of this report is available at the City of Sacramento. The investigations included drilling 10 test borings to a maximum depth of 20 feet below site grade. The samples were then analyzed in the laboratory to determine earthwork, pavement design sections for public roads, parking and driveway pavements, foundation, and floor support recommendations. The results of the report were included in the geology and soils discussions in the Gateway West Business Park PUD IS/ND.

#### Geology

Surface sediments within the project study area derive from the Victor Formation. The Victor Formation is a complex mixture of consolidated, ancient river-borne sediments of all textures. Weathering has caused a

hardpan layer to develop near the surface, allowing moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1).

### Seismic Hazards

No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU DEIR, T-3).

However, thirteen major faults occur within a 62 mile radius of the City of Sacramento. SGPU DEIR reports that the City of Sacramento occurs in the California Department of Mines and Geology's (CDMG) "low" and "moderate" earthquake severity zones corresponding to the probable maximum intensity of VII-VIII (Modified Mercalli Scale). The Mercalli Scale quantifies the severity of an earthquake on a scale from I (Not felt) to XII (Damage total). An earthquake rated VI = felt by all; many are frightened and run out doors (damage slight); VII = everybody runs out doors (damage negligible in buildings of good design); and VIII = damage slight in specially designed buildings (considerable damage in ordinary substantial buildings). The highest earthquake severity experienced in Sacramento in recorded history is VI (SGPU DEIR, T-6 – T-11).

Liquefaction is the transformation of a granular material from a solid state to a liquid state as a consequence of increased pore-water pressures. Liquefaction can occur in low-lying areas that are comprised of unconsolidated, saturated, clay-free sands and silts. Saturated, sandy soils in loose-to-medium dense condition have been observed to liquefy during earthquakes ranging from an intensity of 5.5 – 8.5 on the Richter Scale. The SGPU DEIR reports that the City of Sacramento occurs within the liquefaction opportunity zone of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential can be estimated.

### Soils

Based on Natural Resource Conservation Service (NRCS) soil maps for the Soil Survey of Sacramento County, CA (NRCS April 1993), the project study area contains the soils listed and described below. The soil "115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes" is classified by NRCS as a hydric soil (NRCS March 1992). Loam is described as soils containing 7 – 27% clay, 28 – 50% silt, and less than 52% sand.

**115-Clear Lake clay, hardpan substratum, drained, 0 to 1 percent slopes.** This very deep and deep, artificially drained soil is in basins. Permeability is slow. Available water capacity is moderate. The depth to a seasonal high water table is mainly 60 to 72 inches in winter and early spring, but it can be at a depth of 48 to 60 inches for short periods. The shrink-swell potential is high. Runoff is very slow. Water erosion is a slight hazard or is not a hazard at all. The soil is subject to rare flooding.

The main limitations affecting urban uses are the high shrink-swell potential, low strength, the depth to a seasonal high water table, the slow permeability, the very slow runoff, the flooding, and the sloughing. Sloughing is a hazard in shallow excavations, such as trenches and holes. Proper design and grading specifications can minimize the limitations of the Clear Lake clay soils.

**213-San Joaquin silt loam, leveled, 0 to 1 percent slopes.** This soil is moderately well drained, permeability is very slow, runoff is very slow and erosion is a slight hazard or is not a hazard at all. The shrink-swell potential is high.

## Regulatory Setting

### Sacramento City Code

SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized. UBC also regulates development to assure that structural damage resulting from soil hazards, liquefaction, and ground shaking during an earthquake will be less than significant.

### National Pollution Discharge Elimination System Permit (NPDES)

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB).

## Impact Assessment

a) *Would the proposal result in or expose people to potential impacts involving fault rupture?*

**Answer:** No. No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento, therefore no known hazard of surface rupture exists (SGPU DEIR, T-3).

b) *Would the proposal result in or expose people to potential impacts involving strong seismic ground shaking?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) in a “moderate” earthquake severity zone. Thirteen major faults occur within a 62 mile radius of the City of Sacramento. The SGPU DEIR reports that the City of Sacramento occurs in the CDMG “low” and “moderate” earthquake severity zones corresponding to the probable maximum intensity of VII-VIII (Modified Mercalli Scale).

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from ground shaking during an earthquake will be less than significant.

**Level of Significance:** Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

c) *Would the proposal result in or expose people to potential impacts involving seismic-related ground failure, including liquefaction?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) within a liquefaction opportunity zone. The SGPU DEIR reports that the City of Sacramento is within the liquefaction opportunity zone (5.5 – 8.5 on the Richter Scale) of maximum credible earthquakes. Only through geologic mapping, based on deep subsoil borings, can liquefaction potential be estimated.

The SCC 15.20 UBC provides standards and specifications to assure that structural damage resulting from liquefaction during ground shaking earthquakes will be less than significant.

**Level of Significance:** Adherence to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

d) *Would the proposal result in or expose people to potential impacts involving landslides?*

**Answer:** No. The Gateway West Business Park and Friedman Retail Development project sites have very little topographical relief. The proposed projects do not occur in an area subject to landslides.

e) *Would the proposal result in substantial soil erosion or the loss of topsoil?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects will require grading of 77.85 acres. The grading of 77.85 acres could increase the potential for soil erosion. However, erosion hazards throughout the SGPU DEIR area are considered less than significant (SGPU DEIR, T-18). SCC Title 15 Chapter 15.88 Grading, Erosion, and Sediment Controls provides standards and specifications that ensure that soil erosion potential is minimized. These projects are subject to an NPDES permit program administered by RWQCB. Because the projects propose to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB prior to grading. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Adherence to the NPDES permit policy will minimize potential erosion impacts.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- f) *Would the proposal result in or expose people to potential impacts involving expansive soil, creating substantial risks to life or property?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects propose to develop 77.85 acres (including Special Permits to construct three office buildings and retail buildings) on soils identified by NRCS to have high shrink swell potential. Development on expansive soils could subject property to the hazard of structural damage (SGPU DEIR, T-18).

Test data indicated that the clays present within the near-surface soils have a high plasticity and have a high to very high potential for expansion (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Expansive clays can cause distress to floor slabs, foundations, and flatwork unless special measures are undertaken. Possible methods to reduce these effects could be to deepen the continuous perimeter foundations, supporting the structures on deep foundations, importation of granular fill for the top of building pads, chemical amendment to native soils, and/or post-tensioned foundations (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). The Wallace-Kuhl report provides specific design and procedure recommendations and specifications to reduce potential significant effects from soil expansion to less than significant. A copy of the Wallace-Kuhl report is available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage resulting from expansive soils will be less than significant.

**Level of Significance:** Adherence to the recommendations of the Wallace-Kuhl report and to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

- g) *Would the proposal result in or expose people to potential impacts involving a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development project study areas are located on level and stable terrain. No segment of the project is anticipated to be subject to on-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development within the SGPU DEIR area would not subject property to any known or inferred hazard of damage due to subsidence (SGPU DEIR, T-18).

The results of the Wallace-Kuhl field investigation indicate the near-surface soils to be disturbed and of variable density. The soils are capable of safely supporting the pavements and one and two story commercial and office buildings, provided the near-surface soils are recompacted as engineered fill (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). Larger commercial and office buildings will require excavation and recompaction to improve the support capacity of the soils, or founding the larger structures on deep foundations, such as drilled piers or driven piling (Wallace-Kuhl in Gateway West Business Park PUD IS/ND 1997). A copy of the Wallace-Kuhl report is available at the City of Sacramento.

The SCC 15.20 UBC also provides standards and specifications to assure that structural damage and risks to construction equipment resulting from high groundwater levels will be less than significant.

**Level of Significance:** Adherence to the recommendations of the Wallace-Kuhl report and to SCC 15.20 UBC reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

#### 4. Water

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people or property to water-related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course, or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

The potential for significant impacts on hydrologic conditions and water quality from construction activities was evaluated based on the intensity, duration, and timing of the various disturbances on aquatic and riparian resources.

State water quality standards (WQSs) establish threshold values for activities, that when exceeded may result in significant impacts. The location and magnitude of an impact influence whether water quality will be significantly affected (personal communication, Sue McConnell, California Regional Water Quality Control Board, Central Valley Region). The WQS for construction projects is the disturbance of five or more acres of soil. To reduce potentially significant impacts to less than significant, disturbance of five or more acres of soil requires an NPDES permit from the RWQCB.

#### Impact Mechanisms

Potential construction-related impact mechanisms for water quality include the following:

- Grading associated soil disturbance could cause increased erosion and sedimentation in drainages and wetlands. Construction equipment could compact soils, leading to accelerated runoff and concentration in localized areas prone to sheet erosion and gullyng. Disturbing ditch lines, which function as extensions of the stream network, also could result in fine sediment deposition into natural stream courses.
- Hazardous materials associated with the proposed project will be limited to those substances associated

with construction equipment, such as gasoline and diesel fuels, engine oil, and hydraulic fluids. An accidental spill of these substances could contaminate drainages, soils, wetlands, and other environmentally sensitive areas.

Potential operation-related impact mechanisms for water quality include the following:

- Reduction of permeable surfaces resulting from development, including asphalt-paved areas, could cause increased urban run-off into the existing stormwater system.
- Hazardous materials, such as gasoline and diesel fuels, engine oil, and hydraulic fluids, could be contributed to the stormwater system.

### **Environmental Setting**

Gateway West Business Park is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The proposed project occurs on the Taylor Monument USGS Topographic Quadrangle. Elevation of the project study area varies between 10 feet to 15 feet above sea level. Terrain in the project study area exhibits very little relief.

The Sacramento flood control system diminishes the extent of flood hazard areas, and no portions of the SGPU DEIR area beyond the leveed channels and floodplains of the Sacramento and American rivers are subject to flooding by a 100-year run-off event (SGPU DEIR, W-3). No portion of the proposed project occurs in a 100-year floodplain (personal communication, D. Schamber, City of Sacramento Department of Utilities).

The City of Sacramento Department of Utilities provides water to the project site. Approximately 75% of the potable water for the entire City is obtained from surface waters, the American and Sacramento Rivers and the remaining 25% is obtained from wells (personal communication, D. Schamber City of Sacramento Department of Utilities). The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities). The Natomas Mutual Water Company provides surface irrigation water (SGPU DEIR, H-1).

### **Regulatory Setting**

#### **City of Sacramento General Plan**

The City of Sacramento Department of Utilities provides water to the project site. City water is provided to areas in the City as they develop. Placement and sizing of water transmission and distribution lines are determined by City Staff. After the water distribution facilities have been installed, the City operates and maintains the system (SGPU DEIR, H-7).

#### **North Natomas Community Plan**

Prior to any development occurring, the City Department of Utilities must verify that adequate water supply system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 74).

#### **Sacramento City Code**

SCC Title 15.20 Uniform Building Code (UBC), 15.84 Official Grades, and 15.88 Grading, Erosion, and Sediment Controls provide standards and specifications that ensure that soil erosion potential is minimized.

SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC plan) is required for all projects to control surface runoff and erosion and retain sediment on a particular site after all planned final improvements and/or structures have been installed or erected. The PC plan shall be prepared and submitted concurrently with the final grading plan.

SCC Title 15.92 Landscaping Requirements for Water Conservation defines standards and procedures for the design, installation, and management of landscapes in order to utilize available natural and human resources.

### **National Pollution Discharge Elimination System Permit**

Point source discharge of pollutants into "navigable water" is regulated through the NPDES permit system. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in excess of 5 acres requires an NPDES permit from the RWQCB. The preparation of a SWPPP is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant and minimizes potential impacts to water quality.

### **Impact Assessment**

- a) *Would the proposal result in changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects would increase the amount of impervious surface area on the project site, which would increase the amount of surface runoff. The impervious surfaces will require an on-site storm drain system to deliver runoff from the site to Detention Basin 7a, Detention Basin 8c, and the Natomas West Drainage Canal. The Gateway West Business Park Project north of Arena Boulevard drains to Basin 8c. The Gateway West Boulevard south of Arena Boulevard and Friedman Retail Development drain into Detention Basin 7a.

Storm water from building roofs will be routed either directly into the underground storm drainage system or will drain from roof down spouts across paved areas and be collected in parking lot drain inlets. The parking lots will sheet drain into on-site drain inlets. The on-site drainage system will discharge to a pipe system that is connected to Detention Basin 7a and 8c respectively. The Detention Basins provide water quality treatment and regulate the discharge of drainage to 0.1cfs/acre for storms up to the 100-year return storm.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in exposure of people or property to water-related hazards such as flooding?*

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects occur within a 100-year flood plain.

- c) *Would the proposal result in discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Grading activities could temporarily result in a minimal increase in siltation and sedimentation into the existing stormwater system. The Gateway West Business Park Project combined with the Friedman Retail Development Project will require grading of 77.85 acres for development of the project sites. Each project is subject to the Comprehensive Stormwater Management Plan and SCC Title 15.88 Grading, Erosion, and Sediment Controls, which provides standards and specifications that ensure that impacts to water quality are minimized during construction activities. Under SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC Plan), the project is required to prepare a PC Plan. The PC Plan controls surface runoff and erosion and retains sediment on a particular site after

construction. These standards and specifications conform to the Precautionary Measures for Construction outlined in the SGPU DEIR.

Both projects are regulated by the NPDES administered by RWQCB. Because each project proposes to disturb more than 5 acres of soil, the project proponent is required to obtain an NPDES permit from RWQCB.

**Level of Significance:** Adherence to SCC and the NPDES permit requirements will reduce potential impacts to less than significant.

**Mitigation Measures:** None required.

**d) *Would the proposal result in changes in the amount of surface water in any water body?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Urban runoff from the commercial and employment center development would increase the amount of surface runoff to Natomas West Drainage Canal and then to the Sacramento River. However, the project is subject to the Comprehensive Stormwater Management Program and SCC Title 15.88.260 Post-construction Erosion and Sediment Control Plan (PC Plan). Adherence to the City's regulations would be effective in reducing the volume of surface runoff from the site.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**e) *Would the proposal result in changes in currents, or the course, or direction of water movements?***

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will directly affect any watercourse.

**f) *Would the proposal result in a change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?***

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will change the quantity of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

**g) *Would the proposal result in altered direction or rate of flow of groundwater?***

**Answer:** No. Neither the Gateway West Business Park nor the Friedman Retail Development projects will alter the direction or rate of flow of groundwater. Both projects will obtain water from the City, which draws water from surface sources.

**h) *Would the proposal result in impacts on groundwater quality?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increase in pollutants from urban uses in the area. However, the projects will

reduce the area of permeable soil. Therefore, impacts of pollutants contributed by the project are likely to be concentrated as runoff and not as recharge of the groundwater supply. Detention Basins 7a and 8c provide water quality treatment of runoff resulting from the project.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- i) *Would the proposal result in substantial reduction in the amount of groundwater otherwise available for public water supplies?*

**Answer:** No. Surface water supplies are sufficient to serve the Gateway West Business Park and Friedman Retail Development projects.

## 5. Air Quality

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The "Air Quality Thresholds of Significance" manual (Manual; 1994 First Edition) published by the Sacramento Metropolitan Air Quality Management District (SMAQMD) provides the means to identify potentially significant adverse impacts of the proposed project. The Significance Criteria were revised on 28 March 2002. The Manual evaluates projects in three phases: Phase I (grading phase), Phase II (construction of roadways, structures, and facilities), and Operational Phase (long-term emissions). Significance thresholds for the three phases of a project are listed in Table 10.

Table 10. Air Quality Thresholds of Significance.

	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Phase I – Grading Activities	N/A	85 ppd	275 ppd
Phase II – Construction Activities	N/A	85 ppd	275 ppd
Operational Phase – Long Term Emissions	65 ppd	65 ppd	275 ppd

N/A = Not applicable

ppd = pounds per day

### Ambient Air Quality – Emissions Concentrations

The California Ambient Air Quality Standards (CAAQS) are the criteria for emissions concentrations significance. A project (or project phase) is considered significant if:

- 1) The project's contribution violates CAAQS carbon monoxide (CO) threshold of 20.00 parts per million (ppm) in peak 1-hour or 9.00 ppm in 8-hour samples; or
- 2) The project's contribution plus the background level violates the CAAQS CO threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples; and
  - a) A sensitive receptor is located within a quarter-mile of the project, or
  - b) The project's contribution exceeds five percent of the CAAQS threshold of 20.00 ppm in peak 1-hour or 9.00 ppm in 8-hour samples.

### Qualitative Long-term Emission Thresholds

- Potential to create or be near an objectionable odor.
- Potential for accidental release of air toxic emissions or acutely hazardous materials.
- Potential to emit an air toxic contaminant regulated by SMAQMD or listed on a federal or state air toxic list.
- Burning of hazardous, medical, or municipal waste as waste-to-energy facility.
- Potential to produce a substantial amount of wastewater or potential for toxic discharge.
- Sensitive receptors located within a quarter mile of toxic emissions or near CO hot spots.

- Carcinogenic or toxic contaminant emissions that exceed or contribute to an exceedance of SMAQMD action level for cancer (one in one million), chronic and acute risks.

On page A-3 of the Manual (SMAQMD), Table A-4 identifies the approximate size of some typical development types that may have emissions that exceed the quantitative thresholds listed above. The trigger levels are intended as a general indication of projects that are near the threshold and do not necessarily obviate the model for analysis provided in the Manual (SMAQMD). The SMAQMD recommends further analysis for projects within 10% of the trigger level.

#### Significance Criteria Trigger Levels

- |                        |                     |
|------------------------|---------------------|
| • Office Park          | 290,000 square feet |
| • Quality Restaurant   | 34,000 square feet  |
| • Fast Food Restaurant | 5,000 square feet   |
| • Shopping Center      | 30,000 square feet  |
| • Motel                | 375 rooms           |

#### Impact Mechanisms

Dust created during construction and emissions from Phase I and Phase II construction activities (including vehicle trips from construction employees) are sources of impacts on air quality. Long-term impacts on air quality arise from vehicle trips to and from commercial and employment center land uses during the Operational Phase.

#### Environmental Setting

The project site is located within the Sacramento Valley, which is bounded by the Coast Range to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range is located to the southwest and the intervening terrain is flat. The prevailing wind direction is from the southwest, resulting in marine breezes. During the winter, northerly winds occur more frequently, but southerly winds predominate.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) combine to form ozone.

The SGPU DEIR identified urban emission sources in the Sacramento Valley as the primary source of air quality problems (SGPU DEIR, Z-6). The NNCP area comprises 14.4% of the SGPU DEIR area (SGPU DEIR, Z-16). The SGPU DEIR found that, at the time of the SGPU DEIR's preparation, North Natomas was contributing approximately 0.21% of the region's ROG and 0.19% of the region's NO<sub>x</sub> emissions. The SGPU DEIR found that after plan build out traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO<sub>x</sub> traffic emissions (SGPU DEIR, Z-59). The SGPU DEIR states that (SGPU DEIR, Z-60), "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact."

The SGPU DEIR found that, at the time of the SGPU DEIR's preparation, roadways in North Natomas were generally uncongested and, as a result, no part of the NNCP area exceeded federal or state 1-hour and 8-hour standards for CO (SGPU DEIR, Z-52). The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, Z-69), "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area."

The Gateway West and Cambay West PUD Development Guidelines provide an Air Quality Mitigation Strategy that includes a Transportation Systems Management Strategy. The following design features would

lead to a reduction in ROG emissions generated by the project by reducing single-occupancy vehicles:

- 1) **Density Clusters:** Densities within the PUD have been clustered. Multi-family sites, which will have the highest concentration of residents, are located adjacent to neighborhood commercial and employment center uses. This allows easy and convenient access to shopping and employment.
- 2) **Street System Design:** The PUD is based on a system of interconnected streets that diffuse traffic throughout the community by providing a choice of routes. The result is to minimize traffic congestion during peak hours. Where cul-de-sacs are utilized, most open onto park, open space and trail amenity, or access corridor providing direct access for pedestrians and bicyclists to the circulation system.
- 3) **Pedestrian and Bicycle System:** The PUD provides on-street and off-street trails for bikes and pedestrians. As designed, bikes and pedestrians are able to access parks, open space areas, commercial, and employment centers from residential neighborhoods while remaining on a trail.
- 4) **Shade Trees:** The PUD design includes shade trees along all streets. The trees will provide an attractive shade canopy over pedestrians and cyclists using the sidewalks.

### Regulatory Setting

The Federal Clean Air Act of 1967, as amended, established air quality standards for several pollutants. These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. California has adopted its own, more stringent, standards. Table 11 compares the state air quality standards with the federal standards.

Table 11. Ambient Air Quality Standards.

Pollutant	Averaging Time	California	National
Ozone	1-hour	0.09 ppm	0.12 ppm
Carbon Monoxide	8-hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	1-hour	20.0 ppm	35.0 ppm
	Annual	N/A	0.05 ppm
Sulfur Dioxide	1-hour	0.25 ppm	N/A
	Annual	N/A	0.03 ppm
Suspended Particulates (PM <sub>10</sub> )	24-hour	0.05 ppm	0.14 ppm
	1-hour	0.25 ppm	N/A
	Annual Average <sup>1</sup>	30 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
Sulfates	24-hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>
	24-hour	25 µg/m <sup>3</sup>	N/A
Lead	30-day average	1.5 µg/m <sup>3</sup>	N/A
	Calendar quarter	N/A	1.5 µg/m <sup>3</sup>
Hydrogen Sulfide	1-hour	0.03 ppm	N/A
Vinyl Chloride	24-hour	0.010 ppm	N/A
Visibility Reducing Particles	1-observation	Visibility <10 miles	

<sup>1</sup> The state PM<sub>10</sub> standard is for the geometric mean of all measurements. The federal standard is based upon arithmetic mean of all measurements.

ppm = parts per million. µg/m<sup>3</sup> = micrograms per cubic meter. N/A = Not applicable.

Source: California Air Resources Board, California Air Quality Data, Annual Summary, Vol. XX, 1989.

In 1997, the U.S. Environmental Protection Agency (US EPA) designated the Sacramento Air Quality Maintenance Area as a non-attainment area for ozone and CO. The Sacramento Valley Air Basin was designated a non-attainment area for ozone, CO, and PM<sub>10</sub> under the provisions of the California Clean Air Act (ARB-T, 1990).

#### Sacramento Air Quality Management District

District Rule 403 – Fugitive Dust will apply during the construction phases of the project. District Rule 403 states that:

A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
- Other means approved by the Air Pollution Control Officer.

#### **City of Sacramento General Plan**

The SGPU DEIR includes the following goals and policies that pertain to air quality management (SGPU DEIR, C-43 – C-44):

#### Circulation Element

Overall Goals – Goal C: Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

Transportation Planning – Goal A: Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with plan growth and proposes new facilities.

Goal A – Policy 6: Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

#### **North Natomas Community Plan**

The NNCP Air Quality Mitigation Strategy focuses on reducing emissions of ozone precursor, especially ROG emissions (NNCP, 48). Emissions problems are amenable to solution through implementation of Transportation Systems Management Programs (TSM) and localized traffic flow improvement measures, design and arrangement of site, structures, parking, and landscaping (NNCP, 48). The NNCP includes the following goals and policies that pertain to air quality management (NNCP, 48 – 49):

#### Air Quality Mitigation Strategy

- A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.
- B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition,
- C. Structure the community and each development to minimize the number and length of vehicle trips.

#### Implementing Policies:

**Achieve 35 Percent Reduction in Emissions:** The City Planning and Public Works Departments with the SMAQMD will verify that a 35% community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Strategy.

**Non-Residential Development:** All new non-residential developments must reduce ROG emissions by a minimum of 50% compared to the single occupant vehicle baseline.

**Promote Electric, Other Zero-Emission, and Low-Emission Vehicle Use:** Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments.

#### **Sacramento City Code**

SCC Title 15 Buildings and Construction provides direction for dust abatement measures. These measures help ensure the limitation of PM<sub>10</sub> impacts to the Sacramento Valley Air Basin during Phase I and Phase II construction activities.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality.

Development Requirements

A. Minor Projects (25 – 99 employees). The property owner of every minor project shall provide the facilities to post information on alternative commute modes. Also, the property owner shall coordinate with the appropriate transit agency(s) and regional ridesharing agency to maintain and provide current information.

B. Major Projects (100 or more employees). The property owner of every major project shall be required to obtain a transportation management plan (TMP) permit subject to approval by the planning director and the traffic engineer.

The approval shall be conditioned upon compliance with the following provisions:

1. Comply with the regulations applicable to minor projects as specified in subsection A of this section.
2. Designate a transportation coordinator for the project.
3. Agree to provide an annual status report to the city in a format to be specified by the traffic engineer. At a minimum, this report shall document:
  - a. Commute modes of all employees currently occupying the project,
  - b. Progress toward attainment of the alternative commute mode goal of the city,
  - c. If alternative commute mode goal has not been attained, a plan for additional TSM measures shall be implemented;
4. Prepare an approved TMP to provide facilities and a framework for services conducive to attaining the alternative commute mode goal designated for the project.

The measures to be included in the TMP shall be selected by the applicant; however, the planning director and traffic engineer may deny the applicant the right to utilize a particular measure(s) if the standards specified for that measure(s) are not met. After approval by the planning director and traffic engineer, the plan shall be binding upon the property owner and any successors in interest.

The plan obligations shall either be included in the covenants, conditions and restrictions prepared for the development and recorded as part of that document, or separately recorded. The filing fee for this permit shall be in an amount specified by resolution of the city council. At any time after the original plan has been approved, the property owner may request modification of the plan by filing an application and processing fee, in the amount specified by resolution of the city council.

Implementation requirements and methods for compliance shall be contained in the developer TSM handbook. The City Transportation Engineer and City Planning Director shall perform the actual calculation of credits toward meeting the 35% trip reduction goal. These calculations shall take into account the package of measures.

**Impact Assessment**

a) *Would the proposal violate any air quality standard or contribute to an existing or projected air quality violation?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The Sacramento Valley Air Basin is a non-attainment area for ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and CO. Both projects will contribute ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions into the non-attainment

area during Phase I, Phase II, and the Operational Phase of the project.

**Potential Impact: Phase I – Short-term Emissions**

Phase I (grading activities) will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. Table 12 compares the proposed projects with the SMAQMD Significance Criteria Trigger Levels.

**Table 12. The Proposed Project and the SMAQMD Significance Criteria Trigger Levels**

Land Use	Trigger Level	Proposed Project	Percent Over
Office Park	290,000 square feet	731,000 square feet	66%
Shopping Center	30,000 square feet	107,700 square feet	39%

The proposed projects exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions. The SMAQMD has also indicated that unless it is known what specific equipment the contractor will use (year, make, and model) and for what duration the contractor will use the equipment, estimating emissions for Phase I and Phase II is not accurate enough to be reliable (personal communication, P. Stafford).

The project is subject to SCC Title 15.40.050 Construction Site Regulations, Control Dust and Mud and SMAQMD District Rule 403.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:** The SMAQMD provided the following mitigation measures to reduce the emission of ROG, NO<sub>x</sub>, and PM<sub>10</sub> (personal communication, P. Stafford).

- MM 5-1 Prior to approval, all grading plans will show that the construction contractor shall enclose, cover, or water all soil piles twice daily.
- MM 5-2 Prior to approval, all grading plans will show that the construction contractor shall water all exposed soil twice daily.
- MM 5-3 Prior to approval, all grading plans will show that the construction contractor shall water all haul roads twice daily.
- MM 5-4 Prior to approval, all grading plans will show that the construction contractor shall maintain at least two feet of freeboard on trucks when hauling loads.
- MM 5-5 Prior to approval, all construction plans will show that the construction contractor shall maintain a fifteen-mile per hour speed limit on all dirt roads within the project site.
- MM 5-6 Prior to approval, all construction plans will show that the construction contractor shall stabilize all construction entrances to the site pursuant to the Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control to reduce or eliminate the tracking of sediment onto public rights-of-way or streets.
- MM 5-7 The construction contractor shall maintain construction equipment (stationary and mobile) in optimum running condition.
- MM 5-8 Prior to the issuance of a grading permit, the developer shall submit to the City of Sacramento Planning and Public Works Department an air quality mitigation strategy plan for review and approval that identifies current air quality measures that result in construction fleet emission reductions necessary to achieve ROG and NO<sub>x</sub>. These measures may include, but are not limited to, the following:
  - Use of heavy duty off road vehicle equipment that will achieve NO<sub>x</sub> and particulate matter reduction;
  - Exhaust from off-road diesel powered equipment will not exceed 40% opacity; and
  - Appropriate documentation and/or on-site monitoring as deemed acceptable to the City of Sacramento.

**Level of Significance after Mitigation:** Less than significant.

**Potential Impact: Phase II – Short-term Emissions**

Phase II (construction activities) will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the

Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:** Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potential impacts to less than significant.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact: Operational Phase – Long-term Emissions**

The Operational Phase will generate emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

The SGPU DEIR found that after plan build out, traffic originating in the NNCP area would produce 1.97% of the region's ROG and 1.77% of the region's NO<sub>x</sub> traffic emissions (SGPU DEIR, Z-59). The SGPU DEIR states that, "Traffic-related emission increases associated with build out of the SGPU DEIR would worsen existing ozone problems in the Sacramento region. This represents an unavoidable significant adverse impact (SGPU DEIR, Z-60)." Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that, "Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area (SGPU DEIR, Z-69)."

Of the 77.85 combined acres of the Gateway West Business Park and Friedman Retail Development project sites, the SGPU DEIR designates 77.5 acres for Regional Commercial and Offices. The Friedman Retail Development Project proposes an amendment of the SGPU DEIR to designate 0.35 acre of Low Density Residential for Regional Commercial. The proposed project is consistent with the original SGPU DEIR land use designations. The SGPU DEIR planned for development of the site and found that air quality impacts are unavoidable.

The SGPU DEIR aims to reduce ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions through the implementation of the Circulation Element's Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50% reduction (an additional 15%) in each PUD. SCC Title 17.184 requires "major projects" to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every "major project" in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A "major project" is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

**Impact Significance:** Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

**Mitigation Measures:** None required.

**b) Would the proposal expose sensitive receptors to pollutants?**

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The U.S. EPA and the California Air Resources Board established ambient air quality standards. These projects will emit concentrations of CO that could expose sensitive receptors to pollutants.

**Potential Impact: Phase I. and Phase II. – Short-term Ambient Air Quality**

Phase I (grading activities) and Phase II (construction activities) will contribute temporary CO emissions to the ambient air quality. As shown in Table 9, the proposed projects, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential CO emissions.

**Level of Significance:** Less than significant with the incorporation of mitigation measures.

**Mitigation Measures:** Implementation of MM 5-1 through MM 5-8 will be sufficient to reduce potentially significant impacts to less than significant.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact: Operational Phase– Long-term Ambient Air Quality**

The Operational Phase of the proposed projects will contribute traffic volumes that will result in a likely violation of the state 1-hour standard and the federal and state 8-hour standards for CO. As shown in Table 9, the proposed project, with the exception of the quality restaurant and hotel/motel uses, exceed the Significance Criteria Trigger Levels by more than the 10% allowed in the Manual (SMAQMD, A-3). This eliminates the necessity to estimate potential emissions.

The intersection of Interstate 5 and Interstate 80 was estimated to exceed the state 1-hour standard and the federal and state 8-hour standards for CO after SGPU DEIR build out (SGPU DEIR, Z-52). Violations of CO air quality standards are also expected at congested intersections of major arterials in North Natomas (SGPU DEIR, Z-69). The SGPU DEIR states that (SGPU DEIR, Z-69), “Mitigation measures are not expected to reduce projected CO concentrations to a level below state and federal standards. Therefore, unavoidable significant adverse impacts are expected in this area.”

The SGPU DEIR aims to reduce ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO emissions through the implementation of the Circulation Element’s Transportation Planning goals and objectives (i.e., strategies and specific programs that reduce air pollution). Likewise, the NNCP strives to improve air quality by setting the goal of a 35% reduction of emissions at build out. To achieve its goals, the City of Sacramento has implemented the TSM program, through SCC Title 17.184. Localized CO problems are alleviated through the implementation of the TSM program: traffic flow improvement measures, design, and arrangement of structures, parking, and landscaping. SCC Title 17.184.10 establishes the requirements for employers and developers to meet the 35% trip reduction goal by providing developments within North Natomas with additional measures to achieve a 50 % reduction (an additional 15%) in each PUD. SCC Title 17.184 requires “major projects” to prepare a TSM and to obtain a TMP permit prior to project approval. The City Transportation Engineer and City Planning Director evaluate the TSM and TMP and calculate the actual trip reduction.

To achieve the 50% reduction, the City of Sacramento has approved an overall master TMP to assist development within the Gateway West and Cambay West PUD. Every “major project” in the PUD is required to obtain a TSM Plan permit subject to approval by the Planning Director and Traffic Engineer. A “major project” is a primary place of business for more than 100 employees based on the employee generation rates of 3.3 employees per 1,000 square feet. The Gateway West Business Park is expected to generate 2,746.26 employees and the Friedman Retail Development Project is expected to generate 780.12 employees. Therefore both projects are required to submit a TSM Plan per City Code (SCC Title 17.184).

**Impact Significance:** Less than significant. The project sites were evaluated in the SGPU DEIR for development as commercial and employment center development. The unavoidable significant adverse impacts on air quality resulting from build out of the general plan have been identified on a program level.

**Mitigation Measures:** None required.

c) *Would the proposal alter air movement, moisture, or temperature, or cause any change in climate?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects will increase the acreage of asphalt-paved surface on the project site. The increased area of paved surface could lead to a temperature increase. However, pursuant to the North Natomas Development Guidelines and the Gateway West and Cambay West PUD Development Guidelines, project design includes the planting of shade trees along all streets in the project area. The shade trees would help alleviate the potentially significant impact of rising temperatures.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

d) *Would the proposal create objectionable odors?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Phases I and II of construction will generate odors from diesel exhaust and asphalt paving.

**Level of Significance:** Less than significant. The odors will be temporary and would not affect a substantial number of people.

**Mitigation Measures:** None required.

## 6. Transportation/ Circulation

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrian or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne, or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The City of Sacramento has established a significance threshold for traffic impacts at a level of service (LOS) standard of worse than C. The City has established a five second threshold for determining significance of impacts to intersections that already exceed the LOS C standard. The NNCP designates streets to achieve the LOS C standard and a LOS D on freeway ramps and arterial street intersections (NNCP, 38).

### Impact Mechanisms

Projects that create a significant increase in traffic, exceed adopted traffic service standards, increase traffic hazards, result in inadequate emergency access, or exceed parking capacity could result in a significant impact.

### Environmental Setting

Interstate 5 (I-5) and Interstate 80 (I-80) serve the project, but are not currently accessed from the project sites. The nearest I-5 freeway access from the project sites is Del Paso Road and the nearest I-80 freeway access from the project sites is West El Camino Avenue. Del Paso Road is an existing east-west arterial street (six lanes) that connects with and provides an overpass over Interstate 5 (I-5). Arena Boulevard is planned in the NNCP as an east-west arterial street (six lanes) that will provide an overpass over I-5. The planned Arena Boulevard bisects the Gateway West Business Park Project and provides the northern boundary for the Friedman Retail Development site. Duckhorn Boulevard is a planned north-south collector street (four lanes) that will border the Gateway West Business Park Project to the west and the Friedman Retail Development site to the east.

The Sacramento Regional Transit District (RT) is planned to serve the project study area. Bus routes on Arena Boulevard will provide bus transit service to the project study area.

## Regulatory Setting

### City of Sacramento General Plan

The following goals and policies in the Circulation Element of the SGPU DEIR direct transportation and circulation planning decisions in the City of Sacramento and are applicable to the proposed project:

#### Overall Goals (SGPU DEIR, C-43)

Goal A: Create a safe, efficient surface transportation network for the movement of people and goods.

Goal B: Provide all citizens in all the communities of the City with access to a transportation network, which serves both the City and region, either by personal vehicles or by transit.

Goal C: Maintain a desirable quality of life including good air quality while supporting planned land use and population growth.

#### Transportation Planning (SGPU DEIR, C-43 – C-44)

Goal A: Work toward a comprehensive transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.

Policy 5: Review development projects for conformance with adopted transportation policies and standards, and require appropriate site improvements.

Policy 6: Develop an Air Quality Improvement Program, which will include strategies and specific programs that reduce air pollution.

#### Streets and Roads (SGPU DEIR, C-44)

Goal A: Create a major street system, which will ensure the safe and efficient movement of people and goods within the and through communities and to other areas in the City and region.

Policy 1: Explore actions, which allow for the prioritization, planning, and construction of new facilities.

Goal B: Maintain the quality of the City's street system.

#### Transportation Systems Management (SGPU DEIR, C-44)

Goal A: Increase the commute vehicle occupancy rate by 50%.

Policy 1: Encourage and support programs that increase vehicle occupancy.

Policy 2: Support actions/ordinances/development agreements that reduce peak hour trips.

Goal B: Increase the capacity of the transportation system.

Policy 1: Support programs to improve traffic flow.

#### Transit (SGPU DEIR, C-46)

Goal A: Promote a well-designed heavily patronized light rail and transit system.

Policy 1: Provide transit service in newly developing areas at locations, which will support its highest usage.

Policy 2: Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Goal B: Encourage some level of transit service in all communities.

#### Parking (SGPU DEIR, C-46)

Goal A: Provide adequate off-street parking for new development and reduce the impact of on street parking in established areas.

Policy 1: Continue to use parking standards, which will provide adequate off-street parking.

Policy 4: Continue to use the preferential parking program in residential areas where traffic and on street parking generated from nonresidential projects would otherwise have a negative impact.

Goal B: Require the parking program to be financially self-supporting.

#### Pedestrian Ways (SGPU DEIR, C-47)

Goal A: Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1: Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2: Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3: Encourage new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4: Encourage mixed use developments to generate greater pedestrian activity.

Policy 5: Require developments to provide street-separated pedestrian access to shopping centers, business activity centers, and transit stations.

#### Bikeways (SGPU DEIR, C-47)

Goal A: Develop bicycling as a major transportation mode.

Policy 1: Develop bikeways to facilities commuting to and from major trip generators.

Policy 2: Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Policy 3: Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

#### **North Natomas Community Plan**

The following Guiding Policies direct City planning decisions in the North Natomas Community:

#### Circulation (NNCP, 38)

A. Link all land uses with all modes of transportation.

B. Connect, do not isolate, neighborhoods and activity centers within a well-designed circulation system.

C. Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system.

D. Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler.

E. Provide multiple routes and connections to adjacent developments.

#### Vehicular Street System (NNCP, 39)

A. Size and layout of the major street system should be based on traffic projections that assume successful implementation of trip and emission reduction programs.

- B. Street system capacity shall be based on no greater than the 2016 traffic projections for North Natomas.
- C. Develop street cross-sections that encourage all streets to be as pedestrian friendly as possible.

Transit System (NNCP, 41)

- A. Because of the interdependence of the transit and land use, transit service must be available for each development phase.
- B. Provide hierarchy of transit service including light rail, express buses, local buses, and shuttle buses. The light rail and express bus system serve the inter-community transit needs; the local bus system serves the inter-neighborhood needs; and the local shuttle serves the intra-neighborhood needs.
- C. Provide a concentration of density at each phase to support appropriate transit service.
- D. Design for phased implementation of transit corridors to accommodate intermediate stages of land use development.
- E. Maximize rider access to transit stops and stations.
- F. Minimize air quality impacts of transit service by providing a support network for zero-emission transit vehicles.

Pedestrian/ Bikeways (NNCP, 46)

- A. Provide a system of on-street bicycle routes and off-street bicycle paths that connect all residential neighborhoods with activity centers in order to increase the likelihood of a person choosing the bicycle as a commute mode.
- B. Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development.
- C. Provide attractive recreational opportunities for bicyclists and pedestrians.

Transportation Systems Management (NNCP, 47)

- A. Each non-residential project shall comply with the Citywide Transportation Systems Management (TSM) Ordinance and a Transportation Management Plan shall be required.

Air Quality (NNCP, 48)

- A. Development in North Natomas shall comply with the Federal and California Clean Air Acts.
- B. The Air Quality Mitigation Strategy shall have as a goal a 35% community-wide daily reduction in vehicle and other related reactive organic compound emissions at build out. The base on-road vehicle emission level prior to reduction will be established from an all single occupancy vehicle condition.
- C. Structure the community and each development to minimize the number and length of vehicle trips.

Parking Management (NNCP, 49)

- A. Parking standards should be set to reasonably accommodate employees and clients for whom alternate mode commuting is not a realistic option.
- B. Parking standards must recognize the capacity of transit service and alternative mode commute options and the availability of off-site, on-street parking facilities.
- C. Parking standards must maintain the economic viability of the development and should not place any geographic area at a competitive disadvantage.
- D. Parking standards must protect residential neighborhoods.

E. Parking standards should include provisions for charging electric vehicles and electric shuttle buses, as well as appropriately sized parking spaces.

F. Sufficient electric service must be provided in parking areas to support the electric transportation needed to be consistent with the air quality requirement of each development.

#### **Sacramento City Code**

SCC Title 17.64.020 Parking Requirements By Land Use Type defines the minimum and maximum number of parking spaces that are required by land use type.

SCC Title 17.64.050 F. Handicap Parking Requirements requires parking facilities to comply with the requirements of Title 24 of the Uniform Building Code (SCC Title 15.20).

SCC Title 17.64.050 Bicycle Parking Requirements requires bicycle-parking facilities to be provided and maintained as specified below at a ratio of one bicycle parking facility for every 20 off-street vehicle parking spaces required. Fifty (50) percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

SCC Title 17.184 Transportation Systems Management Program (TSM) establishes TSM requirements for employers and developers within the city in order to meet the 35 percent trip reduction goal. These requirements promote alternative commute modes in order to reduce traffic congestion, optimize use of the transportation system, and improve air quality. Major projects (100 or more employees and Planned Unit Development projects) are required to prepare a Transportation Management Plan. (Please refer to the discussion of this Title under the Air Quality section above.)

#### **Impact Assessment**

**a) *Would the proposal result in increased vehicle trips or traffic congestion?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact

**Potential Impacts:** Both the Gateway West Business Park and the Friedman Retail Development projects will increase traffic. The City of Sacramento Public Works Department determined that a traffic and circulation study would not be required for these projects because the “Transportation and Circulation Study for Gateway West Business Park” prepared by DKS Associates for the Gateway West Business Park PUD application adequately addressed potential impacts. The proposed project is consistent with the land use evaluated in the adopted Gateway West Business Park PUD IS/ND. The project is consistent with land use designated in the SGPU DEIR, NNCP, and the associated Traffic Impact Study.

The proposed projects will contribute to the traffic impacts (degradation of intersections to a sub-LOS C) anticipated in the NNCP EIR and could trigger the necessity to implement the mitigation measures identified in the EIR. These traffic mitigation measures include the installation of traffic signals at affected intersections (e.g., signalization of ramp intersections, ramp metering, and widening of on-ramps for HOV bypass lanes at the Del Paso Road interchange with I-5). Where signalization is constructed offsite, the Development Agreement between the project applicant and the City of Sacramento will stipulate fair-share fees for such improvements.

Because the proposed projects are consistent with the adopted planning documents and the funding mechanism to implement traffic mitigation measures is in place, the contribution of traffic from the proposed projects is considered less than significant.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in hazards to safety from design features (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?***

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project propose sharp curves, dangerous intersections, or incompatible uses.

- c) *Would the proposal result in inadequate emergency access or access to nearby uses?***

**Answer:** No. Existing road infrastructure provides adequate emergency access to both the Gateway West Business Park and Friedman Retail Development project sites. New driveways from Duckhorn Drive and Arena Boulevard to the project sites will be designed to the satisfaction of the Sacramento Fire Department.

- d) *Would the proposal result in insufficient parking capacity on-site or off-site?***

**Answer:** No. To obtain the Special Permit for the office buildings proposed for the Gateway West Business Park Project, the project must provide not less than one parking space per 400 square feet (540 spaces) and not more than one parking space per 275 square feet (785 spaces) for the office uses. The Gateway West Business Park Project will provide 785 parking spaces (1:275).

To obtain the Special Permit for the shopping center proposed for the Friedman Retail Development Project, the project must provide one parking space per 250 square feet (396 spaces). The Friedman Retail Development Project will provide 457 parking spaces (1:217).

The Planning and Building Department has determined that both projects comply with SCC Title 17.64.050 F. and are consistent with the handicap-parking requirement.

- e) *Would the proposal result in hazards or barriers for pedestrian or bicyclists?***

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will result in hazards or barriers for pedestrian or bicyclists. Improvements, consistent with the Gateway West and Cambay West PUD Development Guidelines include sidewalks and bike lanes and trails. Bicycle parking is included with each project.

- f) *Would the proposal result in conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?***

**Answer:** No. Both the Gateway West Business Park and the Friedman Retail Development projects are consistent with the plans identified in the SGPU DEIR and NNCP. The Planning and Building Department has determined that the project complies with SCC Title 17.64.050 and is consistent with the bicycle-parking requirement.

- g) *Would the proposal result in rail, waterborne, or air traffic impacts?***

**Answer:** No. Neither project is located near railways, navigable waterways, or within an airport overlay zone.

## 7. Biological

Would the proposal result in impacts to:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The following general criteria were considered in determining whether an impact on biological resources would be significant:

- federal or state legal protection of the resource or species;
- federal or state agency regulations and policies;
- local regulations and policies;
- documented resource scarcity and sensitivity both locally and regionally; and
- local and regional distribution and extent of biological resources.

Based on the State CEQA Guidelines and the general criteria identified above, impacts on biological resources were considered significant if the proposed project would result in any of the following:

- conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- long-term degradation of a sensitive plant community because of substantial alteration of land form or site conditions (e.g., alteration of wetland hydrology);
- substantial loss of a plant community and associated wildlife habitat;
- fragmentation or isolation of wildlife habitats, especially riparian and wetland communities;
- substantial disturbance of wildlife resulting from human activities;
- avoidance by fish of biologically important habitat for substantial periods, which may increase mortality or reduce reproductive success;
- disruption of natural wildlife movement corridors;
- substantial reduction in local population size attributable to direct mortality or habitat loss, lowered reproductive success, or habitat fragmentation of:
  - species qualifying as rare and endangered under CEQA,
  - species that are state-listed or federally listed as threatened or endangered, or
  - portions of local populations that are candidates for state or federal listing and federal and state species of concern;
- substantial reduction or elimination of species diversity or abundance.

## Impact Mechanisms

Direct and indirect disturbance from project construction could result in the loss or degradation of biological resources through the following ground-disturbing activities:

- grading and site preparation activities;
- temporary stockpiling of soil or construction materials and sidecasting of soil and other construction wastes;
- vegetation removal;
- soil compaction, dust, and water runoff;
- vehicle traffic and equipment and materials transport;
- noise disturbance to wildlife species from construction activities; and
- temporary parking of vehicles outside the construction zone on sites that support sensitive resources (sites not designated as equipment staging areas).

## Environmental Setting

Sycamore Environmental Consultants, Inc, (Sycamore Environmental) conducted a field survey of the project study area on 18 January 2002. Jones and Stokes Associates, Inc (Jones and Stokes) conducted biological studies for this project and prepared, *Biological Resources Assessment for Gateway West Business Park LLC* (Jones and Stokes 1997a) and *Additional Information Supporting Cultural and Biological Resource Assessment for Gateway West Business Park* (Jones and Stokes 1997b). Foothill Associates conducted a jurisdictional wetland delineation of the study area (Foothill Associates 1997). The project study area of all four surveys and assessments included both the Gateway West Business Park Project and the Friedman Retail Development Project sites.

Elevation of the project study area is approximately 15 ft above sea level and the topography is nearly level. The project site has been used for agricultural purposes. The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. Residential development occurs west and south of the project sites. Land north and south of the Gateway West Business Park Project site is currently vacant. Land south of the Friedman Retail Development is vacant and north is residential.

### Plants

The majority of the study area consists of tilled fallow fields, comprised of nonnative ruderal vegetation. Plant species observed within the project study area include yellow star-thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), common groundsel (*Senecio vulgaris*), Bermuda grass (*Cynodon dactylon*), cocklebur (*Xanthium strumarium*), and prickly lettuce (*Lactuca serriola*). A list of plant species observed is provided in Table 13.

No trees that qualify for protection under the City of Sacramento Heritage Tree Ordinance (SCC Title 12, chapters 12.64.10 – 12.64.70) occur in the study area.

Table 13. Plant Species Observed.

FAMILY	SCIENTIFIC NAME	COMMON NAME	*
<b>DICOTS</b>			
<b>Asteraceae</b>	<i>Centaurea solstitialis</i>	Yellow star-thistle	I
	<i>Cichorium intybus</i>	Chicory	N
	<i>Helianthus annuus</i>	Sunflower	N
	<i>Lactuca serriola</i>	Prickly lettuce	I
	<i>Picris echioides</i>	Bristly ox-tongue	I
	<i>Senecio vulgaris</i>	Common groundsel	I
	<i>Silybum marianum</i>	Milk thistle	I
	<i>Xanthium strumarium</i>	Cocklebur	N
<b>Brassicaceae</b>	<i>Brassica nigra</i>	Black mustard	I
	<i>Raphanus sativus</i>	Radish	I
<b>Fabaceae</b>	<i>Medicago sativa</i>	Alfalfa	I
	<i>Trifolium hirtum</i>	Rose clover	I
	<i>Vicia</i> sp.		--
<b>Geraniaceae</b>	<i>Geranium molle</i>	Cranesbill	I
<b>Malvaceae</b>	<i>Malva</i> sp.	Mallow	I
<b>Onagraceae</b>	<i>Ludwigia peploides</i> ssp. <i>peploides</i>	Water primrose	N
<b>Oxalidaceae</b>	<i>Oxalis corniculata</i>		I
<b>Polygonaceae</b>	<i>Polygonum</i> sp.	Knotweed	I
	<i>Rumex crispus</i>	Curly dock	I
<b>Portulacaceae</b>	<i>Claytonia</i> sp.		N
<b>Primulaceae</b>	<i>Anagallis arvensis</i>	Scarlet pimpernel	I
<b>Rosaceae</b>	<i>Prunus</i> sp.		I
<b>Salicaceae</b>	<i>Salix gooddingii</i>	Goodding's black willow	N
<b>MONOCOTS</b>			
<b>Cyperaceae</b>	<i>Cyperus esculentus</i>	Nutsedge	N
	<i>Scirpus</i> sp.		--
<b>Juncaceae</b>	<i>Juncus balticus</i>	Rush	N
<b>Poaceae</b>	<i>Avena barbata</i>	Slender wild oat	I
	<i>Cynodon dactylon</i>	Bermuda grass	I
	<i>Lolium multiflorum</i>	Annual ryegrass	I
	<i>Phalaris</i> sp.		--
	<i>Sorghum halepense</i>	Johnsongrass	I
<b>Typhaceae</b>	<i>Typha latifolia</i>	Broad-leaved cattail	N

\* N = Native to CA; I = Introduced

#### Wildlife

Wildlife species observed in and near the study area include American kestrel (*Falco sparverius*), Northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), rock dove (*Columba livia*), California gull (*Larus californica*), great egret (*Casmerodius albus*), and black-tailed hare (*Lepus californicus*). No raptor nests were observed within or adjacent to the project study area. No amphibian or reptile species were observed. A list of wildlife species observed during biological surveys is presented in Table 14.

Table 14. Wildlife Species Observed.

COMMON NAME	SCIENTIFIC NAME
<b>BIRDS</b>	
American crow	<i>Corvus brachyrhynchos</i>
American kestrel	<i>Falco sparverius</i>
Black phoebe	<i>Sayornis nigricans</i>
Brewer's blackbird	<i>Euphagus cyanocephalus</i>
California gull	<i>Larus californicus</i>
Great egret	<i>Casmerodius albus</i>
Loggerhead shrike	<i>Lanius ludovicianus</i>
Mourning dove	<i>Zenaida macroura</i>
Northern harrier	<i>Circus cyaneus</i>
Ring-necked pheasant	<i>Phasianus colchicus</i>
Rock dove	<i>Columba livia</i>
Tricolored blackbird	<i>Agelaius tricolor</i>
Turkey vulture	<i>Cathartes aura</i>
Western meadowlark	<i>Sturnella neglecta</i>
Western scrub-jay	<i>Aphelocoma californica</i>
White-tailed kite	<i>Elanus leucurus</i>
<b>MAMMALS</b>	
Black-tailed hare	<i>Lepus californicus</i>

#### Special-Status Species

A computerized search of the California Natural Diversity Data Base (CNDDDB/ RareFind report, 4 April 2002) was conducted for the Taylor Monument quad. A RareFind Summary Report for this quad is presented in Appendix C. This search was conducted to determine if there are any known occurrences of state- or federal-listed species recorded within the vicinity of the project study area. A letter was sent to the U.S. Fish and Wildlife Service (USFWS) requesting file data on special-status species that could occur on the Taylor Monument USGS topographic quadrangle (quad). Their response is presented in Appendix D.

In addition to the CNDDDB/ RareFind report, Sycamore Environmental reviewed the following current lists prepared by the California Department of Fish and Game (DFG):

- Special animals. July 2002. (DFG 2002a)
- Special vascular plants, bryophytes, and lichens list. July 2002. (DFG 2002b)
- State and federally listed endangered and threatened animals of California. July 2002. (DFG 2002c)
- State and federally listed endangered, threatened, and rare plants of California. July 2002. (DFG 2002d)

Table 15 lists special-status species identified in CNDDDB/ RareFind records and the USFWS file data for which suitable habitat is present within the project study area. Other special-status species for which habitat is not present, or whose distributional limits preclude the possibility of their occurrence in the project study area, are not discussed further in this report.

Table 15. Special-status Species Evaluated.

Special-Status Species	Common Name	Federal/ State Status <sup>a</sup>	USFWS/ DFG/ Other Codes <sup>b</sup>	Source <sup>c</sup>	Observed?
<b>Birds</b>					
<i>Athene cunicularia</i>	Western burrowing owl	--/--	SC/CSC/--	1,2	No
<i>Buteo swainsoni</i>	Swainson's hawk	--/T	--/--	1,2	No
<i>Charadrius montanus</i>	Mountain plover	PT/--	--/CSC/--	1	No
<i>Elanus leucurus</i>	White-tailed kite	--/--	--/--FP	1,3	Yes
<i>Lanius ludovicianus</i>	Loggerhead shrike	SC/--	--/CSC/--	1,3	Yes

<sup>a</sup> **Listing Status**

Federal status determined from USFWS letter. State status determined from DFG (2002c,d). Codes used in table are as follows:

E = Endangered; T = Threatened; P = Proposed; C = Candidate; R = California Rare; \* = Possibly extinct.

<sup>b</sup> **USFWS/DFG/Other Codes**

Other codes determined from USFWS letter; DFG (2002a,b); and CNPS (2001). Codes used in table are as follows:

SC = USFWS Species of Concern; CSC = DFG Species of Special Concern; FP = DFG Fully Protected; Prot = DFG Protected  
CNPS List (plants only): 1A = Presumed Extinct in CA; 1B = Rare or Endangered (R/E) in CA and elsewhere; 2 = R/E in CA and more common elsewhere; 3 = Need more information; 4 = Plants of limited distribution.

<sup>c</sup> **Sources**

1 = From the USFWS letter. 2 = From CNDDDB/ RareFind. 3 = Observed by Sycamore Environmental.

**Wetlands and Waters of the United States**

A jurisdictional wetland delineation of the project study area was conducted in 1997 (Foothill Associates 1997). No wetlands were delineated within the Gateway West Business Park and Friedman Retail Development sites.

**Sensitive Natural Communities**

Sensitive natural communities are rare communities recognized by the Natural Diversity Data Base. There are no sensitive communities in the project study area.

**Regulatory Setting**

The following state and federal statutes regulate the proposed project:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- California Environmental Quality Act (P.R.C. 21000 et seq.).
- California Endangered Species Act (California Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).
- City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)

**Federal Endangered Species Act**

The Federal Endangered Species Act defines "take" (Section 9) and prohibits "taking" of a listed endangered or threatened species (16 U.S.C. 1532, 50 CFR 17.3). If a federally listed species could be harmed by a project, a Section 7 or 10 consultation must be initiated, and an Incidental Take Permit must be obtained (16 U.S.C. 1539, 50 CFR 13).

**Federal Migratory Bird Treaty Act**

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

### **National Pollution Discharge Elimination System Permit**

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). All Corps facilities and activities that meet the definition of an "industrial activity" under 40 CFR 122.26 are subject to the requirement to obtain storm water permits. Ground disturbing activities, such as grading, in excess of five acres requires an NPDES permit from the Regional Water Quality Control Board.

### **California Fish and Game Code**

The California Fish and Game Code defines "take" (Section 86) and prohibits "taking" of a species listed as threatened or endangered under the California Endangered Species Act (California Fish and Game Code Section 2080) or otherwise fully protected (as defined in California Fish and Game Code Sections 3511, 4700, and 5050).

### **Other Special-Status Species Classifications**

California species of special concern (CSC), species listed on California Native Plant Society lists 1B and 2 (CNPS 2001), and active raptor nests are included in this classification.

### **City of Sacramento Heritage Tree Ordinance (SCC Title 12, Chapters 12.64.10 – 12.64.70)**

Heritage trees are:

1. Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native *Quercus* species, *Aesculus californica* or *Platanus racemosa*, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk.
3. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the watercourse to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

### **Natomas Basin Habitat Conservation Plan**

The Natomas Basin Habitat Conservation Plan (NBHCP) was prepared to satisfy a mitigation requirement of the 1994 North Natomas Community Plan, which planned to develop North Natomas. The NBHCP is a conservation plan supporting an application for a federal Incidental Take Permit (ITP) under Section 10 (a)(1)(B) of FESA and a California State ITP under Section 2081 of the California Fish and Game Code. Developers in the Natomas Basin would participate in the NBHCP for their development activities and be protected by its permits through development agreements, with enforceable conditions of approval, issued by the City of Sacramento. The City of Sacramento would also issue a Certificate to any recipient of an urban development permit stating that appropriate mitigation had been received and that such a developer is therefore covered by the City's ITP. USFWS and DFG approved the NBHCP and issued an ITP to the City of Sacramento in 1997.

The NBHCP and ITP were subsequently challenged on NEPA and CEQA compliance, and on 15 August 2000, the U.S. District Court, Eastern District ruled that the ITP was invalid. Based on this ruling, the City of Sacramento, Sutter County, Reclamation District Number 1000, and Natomas Central Mutual Water Company are jointly preparing a revised Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS). The City of Sacramento and Sutter County are preparing and will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and DFG for development within the Natomas Basin.

On 15 May 2001, the same court granted a motion modifying the Order of 15 August 2000 to allow incidental take protection for limited development within the City with the provision of mitigation land in specific areas

of the Natomas Basin. The new order was based upon a settlement agreement entered into by all parties to the litigation.

The Settlement Agreement allows a maximum of 1,668 acres of development in North and South Natomas. Under the agreement the City can issue grading permits for up to 1,068 acres (Phase 1) with these requirements in place: 1) HCP mitigation fees have been paid; 2) A biological pre-construction survey has been completed; and 3) grading must be accomplished during the grading season of May 1 to Sept 30th; 4) the developer must comply with all applicable mitigation measures; and, 5) the developer must sign a Grading Agreement that identifies requirements of the Settlement Agreement to which the project must comply. After grading permits have been issued for up to 1,068, the remaining 600 acres (phase 2) require: 1) ½ acre of mitigation land shall have been acquired for each acre authorized for disturbance under Phase 2, 2) City will replace the 200 acre "cushion"; and 3) development under the settlement agreement shall not exceed 1,360 acres until at least 250 acres of mitigation land have been acquired within Zone 1.

No part of the Gateway West Business Park or Friedman Retail Development projects are included in the 1,668 acres identified in Exhibit A of the Agreement to Settle Litigation. Therefore, the project may not proceed until such time that the City obtains a revised ITP or the applicant has mitigated for the project individually.

### Impact Assessment

- a) **Would the proposal result in impacts to endangered, threatened, or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?**

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not anticipated to adversely affect the species or habitat of the species listed in-Table 12 with the implementation of mitigation measures.

### Plants

No habitat for special-status plant species occurs within the project study area. No impact is anticipated and no mitigation is required.

### Wildlife

#### Swainson's hawk (*Buteo swainsoni*)

**HABITAT AND BIOLOGY:** An uncommon breeding resident and migrant in CA. Nests in open riparian habitat, in scattered trees or in small groves in sparsely vegetated flatlands. Nesting areas are usually located near water, but are occasionally found in arid regions. Typical habitat includes open desert, grassland, or cropland containing scattered, large trees or small groves (Zeiner et al. 1990a).

**RANGE:** The summer range of this species is the California Central Valley. California populations of this species are believed to overwinter in Mexico.

**CNDDB/ RAREFIND RECORDS:** There are 26 records of nesting Swainson's hawk on the Taylor Monument quad. There are 71 records for nesting Swainson's hawk within a ten-mile radius of the project study area.

**HABITAT PRESENT IN STUDY AREA?** Yes. The project site provides potential foraging habitat. This species was not observed during field surveys.

**POTENTIAL IMPACT:** Potential foraging habitat for Swainson's hawk occurs within the project study area. The combined Gateway West Business Park and Friedman Retail Development projects would convert approximately 77.85 acres of foraging habitat to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. The closest CNDDB/ RareFind record for nesting Swainson's hawk is 0.65 mile northeast of the project study area. If any active Swainson's hawk nests occur within 0.25 mile of the project area, and if construction activities cause nest abandonment or forced fledging during the breeding season (1 March to 15 September), the impact would be considered potentially significant. Implementation of mitigation measures will reduce impacts to Swainson's hawk to less than significant.

#### Western burrowing owl (*Athene cunicularia*)

**HABITAT AND BIOLOGY:** This species forages day and night in open dry grassland and desert habitats, and in

grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitats. Suitable nest sites include old burrows of ground squirrels or other small mammals. Eats mostly insects; also feeds on small mammals reptiles, birds, and carrion (Zeiner et al. 1990a). It is a yearlong resident in CA. It breeds from March through August.

**RANGE:** Central Valley, Sierra Nevada, and coastal ranges (Zeiner et al. 1990a).

**CNDDDB/ RAREFIND RECORDS:** There are two records for this species on the Taylor Monument quad. This record occurs adjacent to the southwest side of the project study area.

**HABITAT PRESENT IN STUDY AREA?** Yes. Foraging habitat for this species occurs within the study area. No potential burrowing owl burrows were observed within the study area during the 18 January 2002 survey. No burrowing owls were observed within the project study area.

**DISCUSSION/ POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate all foraging habitat for this species within the study area. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of the following mitigation measures will reduce impacts to western burrowing owl to less than significant.

#### **Loggerhead shrike (*Lanius ludovicianus*)**

**HABITAT AND BIOLOGY:** Resident in lowlands and foothills. Prefers open grasslands or scrub with shrubs or trees and low, sparse herbaceous cover with perches available (fences, posts, utility lines). Nests in densely foliated shrubs or trees. Critical nesting season in California is March-August. Eats mostly insects; also takes birds, mammals, fish, reptiles, amphibians, carrion, and small invertebrates (Zeiner et al. 1990a).

**RANGE:** Widespread throughout California except at higher elevations. Rarely found in the Coastal Range north of Mendocino (Zeiner et al. 1990a).

**CNDDDB/ RAREFIND RECORDS:** There are no records for loggerhead shrike on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. The plowed grassland within the study area provides foraging habitat for this species. This species was observed foraging within the study area during the 18 January 2002 survey. No nesting habitat for this species occurs within the study area.

**POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of mitigation measures will reduce impacts to loggerhead shrike to less than significant.

#### **Mountain plover (*Charadrius montanus*)**

**HABITAT AND BIOLOGY:** Forages in short grasslands and plowed fields of the Central Valley during winter. The plover searches the ground for large insects, especially grasshoppers (Zeiner et al. 1990a). This species is not known to nest in California (Zeiner et al. 1990a).

**RANGE:** Central Valley from Sutter and Yuba cos. southward (Zeiner et al. 1990a).

**CNDDDB/ RAREFIND RECORDS:** There are no records for mountain plover on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. The project study area is within the known range of the species. The plowed grassland within the project study area provides potential foraging habitat for this species during winter. This species was not observed during field surveys.

**POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of mitigation measures will reduce impacts to mountain plover to less than significant.

#### **White-tailed kite (*Elanus leucurus*)**

**HABITAT AND BIOLOGY:** This species feeds on small diurnal mammals, birds, insects, reptiles, and amphibians in open grasslands, wetlands, and farmlands. Nests in trees near foraging areas. Nests usually constructed 20-100 ft above ground. It is a yearlong resident of California. It breeds from February to October (Zeiner et al. 1990a).

**RANGE:** Inhabits most open habitats in coastal and valley lowlands in California (Zeiner et al. 1990a).

**CNDDDB/ RAREFIND RECORDS:** There are no records for this species on the Taylor Monument quad.

**HABITAT PRESENT IN STUDY AREA?** Yes. Foraging habitat for this species occurs within the project study area. Fallow fields comprised of nonnative annual grassland vegetation provide foraging habitat for this species. No trees that could provide suitable nest sites occur within the project study area. This species was observed foraging within the study area during the 18 January 2002 survey.

**POTENTIAL IMPACT:** The combined Gateway West Business Park and Friedman Retail Development projects would eliminate 77.85 acres of foraging habitat for this species due to conversion of the project study area to urban land use. Conversion of foraging habitat to urban land use would be considered a potentially significant impact. Implementation of mitigation measures will reduce impacts to white-tailed kite to less than significant.

### **Species Covered by the NBHCP ITP**

**Level of Significance:** Less than significant with mitigation implementation.

**Mitigation Measures:** The following mitigation measures will reduce potential impacts:

MM 7-1 For previously disturbed lands where the applicable mitigation fees were paid to the Natomas Basin Conservancy prior to 16 August 2000 and a grading permit obtained, no additional mitigation shall be required for impacts to biological resources. For all other lands within the Project, the following measure shall apply in order to mitigate for potential impacts to the Swainson's hawk, western borrowing owl, mountain plover, loggerhead shrike, and white-tailed kite (collectively the "Covered Species"):

Prior to issuance of a grading permit, the applicant shall satisfy one of the following:

- (1) If legally permissible under the NBHCP Litigation Settlement Agreement, as such Agreement may be amended, revised, extended or modified, the applicant shall pay all required HCP fees under the Settlement Agreement, and otherwise observe all requirements of the Settlement Agreement and associated documents.
- (2) If a revised NBHCP has been adopted by all required agencies, applicant will obtain coverage under the City's ITP and/or Section 2081 Management Authorization by entering into a Development Agreement with the City, by paying all required HCP fees and complying with all requirements of the NBHCP.
- (3) If a revised NBHCP is not in place, the applicant shall obtain and provide evidence to the City of a project specific ITP and/or Section 2081 Management Authorization from the California Department of Fish and Game and the U.S. Fish and Wildlife Service as necessary for the Covered Species.

**b) *Would the proposal result in impacts to locally designated species (e.g., heritage trees)?***

**Answer:** No. No locally designated species occur within the study area.

**c) *Would the proposal result in impacts to locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?***

**Answer:** No. There are no sensitive communities in the project study area.

**d) *Would the proposal result in impacts to wetland habitat (e.g., marsh, riparian, and vernal pool)?***

**Answer:** No. No wetlands or other waters of the U.S. were delineated in the project study area.

**e) *Would the proposal result in impacts to wildlife dispersal or migration corridors?***

**Answer:** No. No migration corridors or dispersal habitat occur within the project study area.

## 8. Hazards

Would the proposal involve:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on hazards and hazardous materials is based on the following factors:

- Potential hazards and/or hazardous materials encountered during any subsurface excavation;
- Proper disposal of hazardous materials encountered during trenching or any subsurface excavation; and
- Potential discharge of hazardous materials or waste during operation of the proposed land uses.

### Impact Mechanisms

Potential Impacts associated with the proposed project could include:

- Potential exposure to existing contaminated soils, contaminated groundwater, abandoned underground storage tanks and piping and contaminated material from existing undocumented dumping and landfilling;
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal construction operations;
- Potential risk of upset to the public or the environment as a result of an unanticipated impact involving an underground object; and
- Potential exposure to, and releases of, hazardous materials such as oils, grease, lubricants, and solvents used during normal operations of the proposed land uses.

### Environmental Setting

Wallace – Kuhl and Associates Inc. (Wallace – Kuhl) conducted a Phase I Environmental Site Assessment for the proposed project and prepared an “Environmental Site Assessment for Gateway West Business Park Partnership, Vicinity of Del Paso Road and El Centro Roads, Sacramento, California” in 1996. The report was prepared in accordance with the American Society of Testing and Materials (ASTM) *Standard E 1527-97 for Environmental Assessments*. The scope of the Site Assessment included (Wallace – Kuhl, 1 – 2):

- A field reconnaissance of the property to look for visual evidence of surface and potential subsurface sources of contamination;
- A “windshield survey” in the vicinity of the property to identify businesses that may use or produce hazardous materials;
- A review of Sacramento County Assessor’s office records to establish current property ownership;
- Interviews with representatives of various regulatory agencies and those familiar with the site history of the property, including discussion of past operational practices as well as review of a previous

- asbestos survey of the property;
- Examination of stereoscopic aerial photographs of the property taken over the last 37 years, as well as review of historic USGS topographic maps, archived building records and/or Sanborn Map coverage of the property, in order to develop a reasonably continuous site history over the past 50 years, as required by the ASTM standard;
- Review of the U.S. Department of Agriculture, Soil Conservation Service *Soil Survey of Sacramento, California* for soils information and historic crop cultivation trends for the subject property and vicinity, as well as inquiry with the Sacramento County Agricultural Commissioner's Office;
- An evaluation of local and regional ground water conditions, including historical depths and flow direction;
- A discussion of proposed municipal infrastructure for the property and vicinity, including potable water, wastewater, and stormwater provisions, as required by the ASTM standard;
- A review of federal, state, and county regulatory agency lists indicating any known instances of hazardous materials contamination and registered underground and aboveground storage tanks (USTs/ASTs) on or near the property; and
- A literature-based discussion of the likelihood for radon to be problematic at the property.

Laboratory testing of the existing soils and ground water for hazardous materials was not conducted. Surveys for asbestos and lead-based paint were not necessary because the project site is vacant (Wallace – Kuhl, 3).

The Wallace – Kuhl Site Assessment concluded that there is no evidence of significant hazardous materials contamination on or within one-half mile of the property (Wallace – Kuhl, 20). Three irrigation water supply wells are located on the property. Wallace – Kuhl recommends that if the wells will not be used in the future, they be properly abandoned (Wallace – Kuhl, 21).

Wallace – Kuhl found no persistent residual organochlorine pesticide concentrations (DDT) in the surficial soils in the project sites. Wallace – Kuhl concludes on page 21 that additional soils sampling and testing is not necessary.

No known regional hazardous material impairment to groundwater quality in the area of the property was identified (Wallace – Kuhl, 21). Wallace – Kuhl determined that the Phase I Site Assessment revealed no evidence of Recognized Environmental Conditions in connection with the property (Wallace – Kuhl, 25).

## Regulatory Setting

### Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) enforces federal regulations pertaining to hazardous substances and wastes. The hazardous substances and waste laws are contained in the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation, and Recovery Act of 1980 (CERCLA). These laws require responsible parties to report any known hazardous waste contamination to the U.S. EPA. The U.S. EPA maintains standards for requiring the responsible parties to clean up the hazardous substances to minimize threat to the public health. Code of Federal Regulations Title 40 Section 372 (40 CFR 372) contains specific guidelines for determining whether a waste is hazardous and the acceptable levels of residual contaminants. The U.S. EPA delegated regulatory authority to the Department of Toxic Substances Control (DTSC) within the California Environmental Protection Agency (CEPA).

The Federal Occupational Safety and Health Administration (Fed/OSHA) enforces federal regulations assuring worker safety in the handling and use of chemicals. The Occupational Safety and Health Act of 1970 mandates Fed/OSHA to provide rules that protect worker safety. 29 CFR 1910 contains specific standards for handling hazardous materials in the work place. The Fed/OSHA delegated regulatory authority to the California Occupational Safety and Health Administration (Cal/OSHA).

### National Pollution Discharge Elimination System Permit

Point source discharge of pollutants into "navigable water" is regulated through the NPDES. All point source discharges must have an NPDES permit (33 U.S.C. 1311). Ground disturbing activities, such as grading, in

excess of five acres requires an NPDES permit from the Regional Water Quality Control Board (RWQCB). The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES permit. Hazardous material spill prevention and spill cleanup Best management practices (BMPs), set-forth by the California Stormwater Task Force, March 1993, are included in the SWPPP. Adherence to the SWPPP reduces the potential for accidental discharge of hazardous materials to a level of less than significant.

### **State Regulations**

The California Hazardous Waste Control Law (HWCL) contains definitions of hazardous substances and wastes and requires responsible parties to report of their occurrence. Hazardous materials must be reported to DTSC, RWQCB, and/or the City of Sacramento Public Health Department. The HWCL lists 791 hazardous substances and approximately 30 common materials that are potentially hazardous. It establishes criteria for managing these substances including labeling, treatment, permit requirements, and disposal restrictions. The California Hazardous Substances Account Act (CHSAA) provides standards for requiring the responsible parties to clean up the hazardous substances and allows for public funds to clean up hazards where private funds are not available.

The Central Valley Regional Water Quality Control Board (CVRWQCB) enforces regulations for the removal of existing septic tanks. The California Code of Regulations (CCR) Title 23, Division 3, Chapter 16, Article 7 § 2672 defines how septic tanks are to be removed in order to protect water quality. Owners or operators of underground storage tanks subject to permanent closure shall comply with applicable provisions of Chapter 6.5 of Division 20 of the Health and Safety Code.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace, as detailed in Title 8 of the California Code of Regulations (CCR) include requirements for safety training, availability of safety equipment, accident prevention programs, hazardous substances exposure warnings, and emergency action and fire prevention plan. Properties found to be contaminated with a hazardous substance are subject to special worker safety requirements to protect construction workers during demolition and excavation.

### **Sacramento City Code**

SCC Title 8.60 Hazardous Material Cleanup and 8.64 Hazardous Materials Disclosure provide guidelines that ensure that hazardous materials are handled safely, thus reducing the risk of exposure to the public.

SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies.

SCC Title 15.80 Personal Safety Code All projects shall be reviewed to determine the levels of public and personal safety provided.

### **Impact Assessment**

- a) *Would the proposal involve a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. Construction of the proposed projects could result in the accidental spill of hazardous materials, such as fuel. Grading and/or excavation activities could unearth previously unidentified hazardous material(s). Operation of the residential and employment centers land uses could result in an accidental spill of hazardous materials or waste.

**Potential Impact:** Construction will involve gas and diesel powered equipment. The project would also include asphalt paving. Roadways will be delineated by reflective paint. Fuel, cleaning solvents, paint, oil, or other hazardous materials could be accidentally spilled in the process of construction. Such a spill could put construction employees at risk of exposure to the hazardous materials.

The SCC and the NPDES permit program regulate both projects. The following standard practices

provided in SCC would be incorporated into construction plans to protect construction workers and the public from significant hazards:

- The construction contractor will ensure proper labeling, storage, handling, and use of hazardous materials in accordance with best management practices and the Occupational Safety and Health Administration's Hazardous Waste Operations and Emergency Response (HAZWOPER) standard requirements;
- The construction contractor will ensure that employees are properly trained in the use and handling of these materials and that each material is accompanied by a material safety data sheet;
- All reserve fuel supplies and hazardous materials will be stored on pallets within fenced and secured construction areas and protected from exposure to weather. Incompatible materials will be stored separately, as appropriate;
- Equipment refueling and maintenance will take place only within staging areas.

**Level of Significance:** Adherence to SCC 8.60 and 8.64 and to the conditions of the NPDES permit will reduce potential impacts to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project will require grading and excavation activities for site preparation and construction of roadways and utilities infrastructure. Grading and excavation activities could unearth previously unidentified hazardous material(s) or contaminated soils.

These projects are subject to the SCC. SCC Title 8.60 Hazardous Material Cleanup indicates that if a hazardous material is encountered, the Sacramento Fire Department is to be notified. The project plans will indicate that if a hazardous material is unearthed, then work in the immediate area will cease and the fire department will be notified.

**Level of Significance:** Adherence to SCC Title 8.60 reduces the potential impact to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** A gas station has been proposed for the Friedman Retail Development Project. An accidental spill of gasoline, in greater or lesser quantities, could expose people to significant health risks including increased risk of explosion and/or fire.

The City of Sacramento will condition the gas station to be designed and constructed in accordance with all applicable building, fire, and safety code requirements. Furthermore, operation of the gas station is regulated by 29 CFR 1910 Fed/OSHA and SCC Title 8.64 Hazardous Materials Disclosure guidelines. SCC Title 8.64 requires that a disclosure statement be filed with the Sacramento Fire Department that includes a list of all the potentially hazardous materials, the maximum amounts of the materials, and how and where the materials would be stored.

**Level of Significance:** Adherence to applicable building, fire, and safety codes and to 40 CFR 372, 29 CFR 1910, will reduce the potential impact to less than significant.

**Mitigation Measures:** None required.

**b) *Would the proposal involve possible interference with an emergency response plan or emergency evacuation plan?***

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project will interfere with an emergency response or emergency evacuation plan. Driveways leading from Duckhorn Drive and Arena Boulevard to the project sites will be built to the satisfaction of the Sacramento Fire Department. Existing road infrastructure provides adequate emergency access to both sites.

**c) *Would the proposal involve the creation of any health hazard or potential health hazard?***

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project involves the creation of any health hazard or potential health hazard.

**d) *Would the proposal involve exposure of people to existing sources of potential health hazards?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The NNCP EIR identified the proliferation of mosquitoes as an impact of developing the North Natomas area. The EIR found that the period between rice field production and conversion to urban uses would result in a profusion of mosquitoes. To reduce the negative impact and to protect urban residents from mosquitoes, the EIR identified the following mitigation measure:

The Sacramento Yolo Mosquito Abatement District should implement a specific mosquito abatement program in order to provide urban standards of mosquito control in the project area. Additional revenues for the District would be necessary to pay for the increased control costs (NNCP EIR, B-37).

The NNCP identified the preparation of a mosquito abatement plan as a Community-Wide Design Standard under the Environmental Design Standards (NNCP, 83). If the Sacramento Yolo Mosquito Abatement and Vector Control District implements a mosquito abatement plan and an assessment district is delineated to defray the cost of the plan's implementation, the proposed projects would be required to participate.

**Level of Significance:** Participation in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement and Vector Control District reduces the potential impact from mosquito profusion to less than significant.

**Mitigation Measures:** None required.

**e) *Would the proposal involve increased fire hazard in areas with flammable brush, grass, or trees?***

**Answer:** No. Both the Gateway West Business Park and Friedman Retail Development projects will be maintained and will not create a fire hazard of flammable brush, grass, or trees.

## 9. Noise

Would the proposal result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increases in existing noise levels? - Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels? - Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Long-term	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Criteria for Determining Significance

Title 24 of the California Government Code, the City of Sacramento Health and Safety Element, and the City Noise Ordinance establish the thresholds of significance.

Title 24 of the California Government Code establishes the Land Use Compatibility Guidelines for development. For office building land uses an exterior  $L_{dn}$  or CNEL of less than or equal to 65 dB is considered acceptable; an  $L_{dn}$  or CNEL between 65 and 80 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an  $L_{dn}$  or CNEL of 80 dB and greater is considered normally unacceptable (new development should be discouraged). The City of Sacramento considers only outdoor congregation areas of office buildings to be noise-sensitive. Parking lots, landscape areas, walkways, and other similar areas are not considered noise-sensitive.

For residential land uses an exterior Day/Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalent Level (CNEL) of less than or equal to 60 decibels (dB) is considered acceptable; an  $L_{dn}$  or CNEL between 60 and 70 dB is considered conditionally acceptable (new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design); an  $L_{dn}$  or CNEL between 70 and 75 dB is considered normally unacceptable (new development should be discouraged); and an  $L_{dn}$  or CNEL of 76 dB or greater is clearly unacceptable.

The SGPU DEIR states that an increase of 3 dB or less is considered less than significant. Increases of 4 or 5 dB is considered a significant adverse impact if the total resulting noise would exceed that considered normally acceptable (60 dB for residential). Increases of 6 or more dB are considered a significant adverse impact due to the potential for adverse community response (SGPU DEIR, AA-48).

### Impact Mechanisms

Noise impacts could occur to the proposed land uses from off-site sources, such as traffic and airport noise. Construction equipment could cause noise impacts to surrounding land uses. The project could generate noise that could impact surrounding land uses.

### Environmental Setting

Brown-Buntin Associates, Inc. (BBA) prepared an "Acoustical Analysis for Gateway West Development, Sacramento, California" in 1997 (BBA 1997). The purpose of the analysis was to determine potential noise impacts to the proposed single-family residential areas from Interstate 5 (I-5). The results of the analysis were

used to support the Initial Study for the Gateway West PUD IS/ND. BBA determined that the office uses would occur within the 65 dB  $L_{dn}$  contour (BBA 1997 5).

BBA prepared an "Acoustical Analysis for Gateway West Lots A, B, K, L, and M in Sacramento, California" in 2002 (BBA 2002). The purpose of the second study was to evaluate the existing noise impacts on the office buildings on Lots A, B, L, and M of the Gateway West Business Park Project and noise resulting from the supermarket land use proposed for Lot K of the Friedman Retail Development Project. The acoustical analysis is provided as an attachment to this IS (Appendix E). Since the completion of the BBA 2002 report, the design of the Gateway West Business Park project changed. The City sent copies of the changed project design to BBA to determine if a revised acoustical analysis would need to be prepared. After comparing the original design with the current design, it was BBA's professional opinion that additional analysis is not required (personal communication, Bill Thiessen, BBA).

The major noise source affecting the proposed office building is traffic on I-5. The FHWA Highway Traffic Noise Prediction Model was used to calculate future (2015) traffic noise levels (BBA 2002 1). The traffic data used in BBA 1997 was used to calculate traffic noise levels. Figure 1 in BBA 2002 (Appendix D) shows the Year 2015 65 dB  $L_{dn}$  traffic noise contour on unimproved (without structures) Lots A, B, L, and M (BBA 2002 2).

The project site is within the 60 dB CNEL noise contour of the Sacramento International Airport as shown in Exhibit 4.6-3 of the 1994 NNCP SEIR. Based upon the distances to the predicted light rail  $L_{dn}$  contours shown in Table 4.6-6 of the 1994 NNCP SEIR, the project site would not be significantly effected by noise generated from light rail. According to Exhibit 4.6-5 of the 1994 NNCP SEIR, the project site occurs outside of the 65 dB for the PA system and outside of the 55 dB for outdoor concerts at Arco Arena.

## Regulatory Setting

### City of Sacramento General Plan

The following goals and policies in the SGPU DEIR Health and Safety Element direct City planning decisions and are applicable to the proposed project (SGPU DEIR, C-65):

Goal A: Future development should be compatible with the projected year 2015 noise environment.

Policy 1: Require an acoustical report for any project, which would be exposed to noise levels in excess of those shown as normally acceptable. The contents of the acoustical report shall be as described in Section IV. No acoustical report shall be required where City staff has an existing acoustical report on file, which is acceptable.

Policy 2: Require mitigation measures to reduce noise exposure to "Normally Acceptable Levels" except where such measures are not feasible.

Policy 3: Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

### North Natomas Community Plan

The following Environmental Design Standards direct City planning decisions in the North Natomas Community (NNCP, 85):

Acoustical Study: A detailed acoustical study shall be required for any land use which potentially would be incompatible with outdoor noise limits specified by requirements of the Noise Element of the General Plan, or which is located within the Noise Impact Areas shown in the NNCP EIR.

Mitigate Surface Transportation Noise: Development exposed to surface transportation noise should be designed to be consistent with the goals of the City General Plan. Residential land uses should be developed such that there is some usable outdoor space associated with the development that provides an exterior noise level that does not exceed an  $L_{dn}$  of 45 dB. Indoor noise levels shall not exceed an  $L_{dn}$  of 45 dB.

### Sacramento City Code – Noise Ordinance

SCC Title 8.68 Noise Control provides regulations controlling noise from sources other than traffic. SCC Title 8.68.080 provides an exemption for construction related noise sources. Construction may occur between 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday. Internal combustion engines must be equipped with suitable exhaust and intake silencers in good working order.

### Impact Assessment

a) *Would the proposal result in increases in existing noise levels?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact. The proposed projects will contribute short-term and long-term noise to the existing Community Noise Environment.

**Potential Impact:** Construction of both projects will generate noise greater than the current ambient noise levels. Construction noise will be temporary and is regulated by SCC Title 8.68 Noise Control. The ordinance provides regulations controlling noise from sources other than traffic. Construction related noise sources would be permitted Monday – Saturday 7 a.m. – 6 p.m. and Sunday 9 a.m. – 6 p.m. Table 16 shows the noise standards that apply during the construction phase of the project. Internal combustion engines will be equipped with suitable exhaust and intake silencers in good working order.

Table 16. Construction Related Noise Standards

Cumulative Duration of the Intrusive Sound	Allowable Decibels
Cumulative period of 30 minutes per hour	+0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

**Level of Significance:** Adherence to the City noise ordinance reduces potential impacts to less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** The supermarket proposed for the Friedman Retail Development Project will generate noise that could impact the single-family residential units adjacent to the southern boundary of the project study area. No specific data about the type of supermarket, truck delivery information, and data concerning the type and number of mechanical equipment noise sources were available to BBA for the preparation of its acoustical analysis. BBA assumed that the proposed supermarket would be similar to a SaveMart Supermarket in Clovis, CA that it had previously analyzed (BBA 2002 5). The location of the proposed supermarket in relation to the adjacent residential area is shown on Figure 3 in BBA 2002 (Appendix E.)

Truck deliveries could result in noise impacts to the residential dwelling units adjacent to the project site. The truck loading dock will be located on the south side of the market. About 11 truck deliveries were assumed for a typical day. BBA estimated that six tractor/trailers (including one refrigeration truck) and five light trucks would make deliveries to the supermarket at any hour per day (BBA 2002 5). Each truck would travel to the loading dock area, turn around, and then return the same way. Each truck would therefore pass the single-family homes. Table 17 shows reference noise levels for typical passbys of trucks in terms of the Sound Exposure Level (SEL) at a reference distance of 100 feet (BBA 2002 5). The approximate distance from trucks to the nearest homes is approximately 40 feet (BBA 2002 5).

Table 17. Reference Noise Levels for Slowly Moving Trucks

Truck Type	SEL, dB at 100 feet
Heavy Truck	80.0
Heavy Truck w/Refrigeration Unit	81.0
Light Truck	67.4

Source: Measurements conducted by BBA at locations in Ceres, Fresno, and Visalia, CA (BBA 2002 5)

To determine truck noise levels in terms of the  $L_{dn}$ , BBA used the following standard formula:  $L_{dn} = \text{mean SEL} + 10 \log N_{eq} - 49.4$  where the mean SEL's are shown on Table 10 at 100 feet.  $N_{eq}$  is the equivalent number of truck trips during a typical busy day determined by adding 10 times the number of nighttime trips (10 P.M. – 7 A.M.), and the number 49.4 is a time constant equal to  $10 \log$  the number of seconds in the day.

The noise level in terms of  $L_{dn}$  at 100 feet is approximately 48 dB (BBA 2002 7). BBA assumed that noise from slowly moving trucks would diminish at the standard rate of 6 dB/doubling of distance. At 40 feet, which represents the nearest homes, the  $L_{dn}$  would be about 56 dB (BBA 2002 7). This level is less than the City's 60 dB  $L_{dn}$  compatibility standard.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**Potential Impact:** The loading dock of the supermarket proposed for the Friedman Retail Development Project could result in noise impacts on the single-family residential units adjacent to the southern boundary of the project study area. The loading dock will be located near the southeast corner of the store, approximately 70 feet from the nearest residences. Noise sources at the loading dock could include banging and clanging of metal doors and other equipment, heavy trucks and step vans coming and going, refuse trucks passing by, talking and joking employees, and P.A. systems (BBA 2002 7). For a typical day that assumes two heavy trucks arriving, unloading and then departing, the hourly average ( $L_{eq}$ ) noise level is approximately 64 dBA at 90 feet (BBA 2002 7).

To determine loading dock noise in terms of the  $L_{dn}$ , BBA assumed one truck delivery per hour for six hours per day (BBA 2002 7). BBA assumed further that the loading docks would be used for three hours during the daytime (7:00 A.M. – 10:00 P.M.) and three hours at night (10:00 P.M. – 7:00 A.M.) (BBA 2002 7). For one of the nighttime deliveries it was assumed that one of the trucks would be a refrigerated truck. BBA determined that the loading dock  $L_{dn}$  is approximately 61 dB (BBA 2002 8). At 70 feet, the  $L_{dn}$  is about 63 dB (BBA 2002 8). This level exceeds the City's 60 dB  $L_{dn}$  compatibility standard.

**Level of Significance:** Less than significant with mitigation incorporation.

**Mitigation Measures:**

MM 9-1      The project applicant shall provide for the design and construction of an eight-foot-high sound wall along the south perimeter of the project site.

**Level of Significance After Mitigation:** Less than significant. Implementation of an eight-foot-high sound wall would reduce truck and loading dock noise levels to approximately 59 dB (BBA 2002 8).

**Potential Impact:** Air conditioning units and other rooftop mechanical equipment planned for the supermarket proposed for the Friedman Retail Development Project is not expected to result in noise impacts to the residential units adjacent to the project site (BBA 2002 8). Rooftop mechanical equipment will be shielded from view at the nearest residences.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**b) *Would the proposal result in exposure of people to severe noise levels?***

**Answer:** Neither project would expose people to severe noise levels in the short term. However, the Gateway West Business Park Project could expose people to severe noise levels in the long term.

**Potential Impact:** Noise generated by I-5 could impact outdoor congregation areas (plazas) of the three northern most office buildings seeking a Special Permit with the Gateway West Business Park Project. The plazas are identified as Plaza A, Plaza B, and Plaza C on Figure 2 of BBA 2002 (Appendix D). BBA determined that the location of the plazas between the office buildings would provide partial shielding of traffic noise (BBA 2002 2). The resulting future noise exposure at plazas A, B, and C will be 68, 69, and 69 dB L<sub>dn</sub>, respectively (BBA 2002 2). These noise levels exceed the City's 65 dB L<sub>dn</sub> compatibility standard.

**Level of Significance:** Incorporation of the following mitigation measure would reduce potentially significant impacts to less than significant.

**Mitigation Measures:**

MM 9-2        The project applicant shall provide for the design and construction of six-foot-high sound walls located along the north, east, and west sides of plazas A, B, and C.

**Level of Significance After Mitigation:** Less than significant. Table 18 lists the resulting noise level in plazas A, B, and C from implementation of the minimum wall heights.

**Table 18. Resulting Noise Levels from Minimum Wall Heights**

Plaza	Location	Noise Level Without Wall	Required Wall Height – Resulting Noise Level
A	Between Buildings A and B	68 dB L <sub>dn</sub>	6 feet – 62 dB L <sub>dn</sub>
B	Between Buildings B and C	69 dB L <sub>dn</sub>	6 feet – 64 dB L <sub>dn</sub>
C	Between Buildings B and C	69 dB L <sub>dn</sub>	6 feet – 64 dB L <sub>dn</sub>

Source: (BBA 2002 2)

## 10. Public Services

Would the proposal have an effect upon, or result in a need for new or altered government service in any of the following areas:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on public services is based on question 10. (a)-(e) in the environmental checklist.

### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The proposed project does not change the land use designated by the City approved Gateway West Business Park and Cambay West PUD.

#### Fire Protection Service

The Sacramento Fire Department Engine Company 15 serves the project study area (SGPU DEIR, M-3). Engine Company 15 is comprised of 4 personnel. The nearest Hazardous Material Unit is located on Challenge Way, off of Exposition Boulevard (SGPU DEIR, M-2). The service radius for Engine Company 15 is 2 miles and its average response time is 4 minutes (SGPU DEIR, M-1).

#### Police Protection Services

The Sacramento City Police Department serves the project study area. The average response time to first priority calls is 7.5 – 8 minutes. Response times for priority two and three calls averages between 12 minutes and can take as long as 35 minutes (SGPU DEIR, L-1). Police Department recommended standards for officers per capita is two per 1,000 residents (SGPU DEIR, L-5). The proposed project would not be considered a special generator (land uses requiring additional security).

### Regulatory Setting

#### **City of Sacramento General Plan**

The goals and policies in the SGPU DEIR Public Facilities and Services Element direct City planning decisions for fire and police protection and schools (SGPU DEIR, C-56 – C-60).

#### **North Natomas Community Plan**

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90). The Private sector provides necessary capital improvements, which provide benefit to (or mitigate the development impact of) the North Natomas Community Plan. All property owners

in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of improvements provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

#### Fire Protection Services

Prior to development, the City Fire Department must verify that adequate fire protection services, including equipment and personnel, exists to serve the project, or will be provided, to achieve and maintain a fire insurance rating of 2.0, either through a funded program or as a condition of approval for the project.

#### Police Protection Service

Prior to development, the City Police Department must verify adequate police protection facilities and services, including equipment and personnel, exists to serve the project, or will be provided, to maintain a police protection service standard of 1.6 police officers per 1,000 residents and 1.0 non-sworn personnel for every 1.6 police officers added either through a funded program, or as a condition of approval for the project.

#### Sacramento City Code

SCC Title 15.36 Fire Code provides standards and specifications for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. This code ensures that projects are planned to provide adequate safety for building occupants and to maximize the ability of the fire department to respond to emergencies. Likewise, SCC Title 15.80 Personal Safety Code states that all projects shall be reviewed to determine that levels of public and personal safety are provided.

### **Impact Mechanisms**

Proposed projects that create a demand for public services may necessitate the construction of public facilities.

### **Impact Assessment**

- a) *Would the proposal have an effect upon, or result in a need for new or altered government service in fire protection?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not expected to significantly impact fire services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal have an effect upon, or result in a need for new or altered government service in police protection?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The proposed projects are not expected to significantly impact police services. The public services needed for the NNCP area have been planned for within the NNCP and the costs of these services will be funded through the North Natomas Financing Plan. The proposed projects participate in the North Natomas Financing Plan as a planning condition of development of the Gateway West Business Park and Cambay West PUD.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal have an effect upon, or result in a need for new or altered government service in schools?*

**Answer:** No. Nether the Gateway West Business Park Project nor the Friedman Retail Development Project provides housing.

- d) *Would the proposal have an effect upon, or result in a need for new or altered government service in maintenance of public facilities, including roads, or*

- e) *other governmental services?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** As discussed above under questions (a) and (b), both projects are subject to participation in the North Natomas Financing Plan, which outlines a program for financing improvement to and expansion of public services.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None Required.

## 11. Utilities/ Service Systems

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

The evaluation of significance on utilities/ service systems is based on questions 11. (a)-(g) in the environmental checklist.

### Impact Mechanisms

Projects that create a demand for public utilities and service systems may necessitate the construction or expansion of public facilities such as storm drainage systems and wastewater treatment facilities.

### Environmental Setting

#### Water

The City of Sacramento Department of Utilities, provides water to the project site. The North Natomas area is served primarily by surface sources such as the American and Sacramento Rivers (personal communication, D. Schamber, City of Sacramento Department of Utilities).

#### Sewer

The County Sanitation District Number 1 (CSD – 1) and Sacramento Regional County Sanitation District provides sewer service to North Natomas (SGPU DEIR, I-1). The County of Sacramento has indicated that that sanitary sewer service is available to the project site after payment of applicable connection fees. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer (SGPU DEIR, I-7).

#### Drainage

The Friedman Retail Development Project study area occurs within the Detention Basin #7a watershed and the Gateway West Business Park Project study area occurs within the Detention Basin #8c watershed of the North Natomas drainage system. The applicant is required to provide adequate storm water drainage to the satisfaction of the City Utilities Director.

### Regulatory Setting

#### City of Sacramento General Plan

##### Water

The capital costs of the distribution system are borne by the developer. Developers must directly pay for 12-inch and smaller lines. Financing of new transmission lines and water treatment and storage facilities is

accomplished through imposition of development fees. Higher fees are charged for larger service connections such as commercial and industrial uses. Placement and sizing of water transmission and distribution lines are determined by City Staff. After the water distribution facilities have been installed, the City operates and maintains the system (SGPU DEIR, H-7).

#### Sewer

The costs of major facility requirements are borne by the developers who benefit from them in the most equitable means possible (SGPU DEIR, I-9).

#### Drainage

The City of Sacramento requires developers to provide some or all of the drainage facilities needed to support development (SGPU DEIR, J-4).

### **North Natomas Community Plan**

The Financing Approach outlined in the NNCP defines the public and private responsibilities to provide community facilities (NNCP, 90).

- The Private sector shall provide necessary capital improvements, which provide benefit to (or mitigate development impact of) the North Natomas Community Plan. Exceptions to this requirement shall be limited to those improvements (if any), which are subject to a formal agreement with the City that specifically provides an alternative funding arrangement.
- Where a particular capital improvement will prove specific and special benefit to land beyond the North Natomas Community Plan area, the City will identify available funding sources to defray the regional component of the cost of the improvement.
- The City of Sacramento will provide traditional maintenance and operation services to the North Natomas Community Plan area after capital improvements are installed and development occurs, consistent with all the criteria and standards detailed in the adopted North Natomas Community Plan.

All property owners in the NNCP area are required to participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in the NNCP. Guarantees for this shall be via development agreements or other means acceptable to the City staff (NNCP, 92).

#### Water

Prior to any development occurring, the City Department of Utilities must verify that adequate water supply system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 74).

#### Sewer

Prior to development occurring, the Sacramento Regional County Sanitation District, CSD – 1, and the City Department of Utilities must verify that adequate sanitary sewer system capacity exists to serve the specific project or will be provided through a funded program and/or a condition of approval of the project (NNCP, 73).

#### Drainage

To ensure that adequate drainage facilities are in place prior to development occurring, and to ensure that funding is available to implement the entire comprehensive drainage plan when development is complete, all drainage agreements needed to accomplish the Comprehensive Drainage Plan must be executed prior to approval of any incremental development. Drainage agreements have been executed that are consistent with the Comprehensive Drainage Plan and are legally sufficient to ensure its completion (NNCP, 70). Funding for the design, construction, operation, and maintenance of all the facilities constructed or improved under the Comprehensive Drainage Plan are being proportioned among those users that benefit by the facilities and with the purpose of the facility (NNCP, 71).

#### Solid Waste

Prior to any development occurring, the City County Solid Waste Joint Powers Authority must verify that waste removal service and disposal facilities exist to serve the project or will be provided through a funded

program. A curbside recycling program shall be required as part of the collection service (NNCP, 74).

### **Sacramento City Code**

SCC Title 13.04 Water Services provides that the Department of Utilities will furnish safe and potable water meeting the standards of the California Management and Safety Code. The Department of Utilities is entitled to design plan review.

SCC Title 13.08 Sewer Service System provides that the City of Sacramento will provide a public sewer system. The Department of Utilities is entitled to design plan review.

SCC Title 13.10 Garbage Collection and Disposal provides that it shall be the duty of the Division of Solid Waste of the Public Works Department to gather, collect, recycle, reconstitute, recover and dispose of by landfilling or sale all garbage, rubbish and waste matter within the city. The Public Works Department is entitled to design plan review.

SCC Title 17.72 Zoning Recycling and Solid Waste Disposal Regulations regulates the location, size, and design features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increases recycling of used materials; and reduces litter. This chapter requires that all non-residential (commercial, office, industrial, and public/quasi-public) and residential (multifamily of five or more units) development prepare and submit a recycling program with the planning application before issuance of a building permit.

### **California Integrated Waste Management Act of 1989 (AB 939)**

AB 939 mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 25% of the waste stream from going to landfills by 1996 and to divert 50% of the waste stream from going to landfills by the year 2000. The SCC Zoning Ordinance has provisions pertaining to solid waste recycling that satisfy the requirements of AB 939.

## **Impact Assessment**

- a) *Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water treatment or distribution facilities?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impacts:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- b) *Would the proposal result in a need for new systems or supplies, or substantial alterations to sewer or septic tanks?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development

Project would result in an increased demand for sewer service. The Sacramento Regional County Sanitation District, CSD – 1, and the City Department of Utilities determined that adequate sewer system capacity exists to serve the project sites. If the capacity of the sewer service infrastructure requires improvement, such capital improvements would be made through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of sewer systems.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal result in a need for new systems or supplies, or substantial alterations to storm water drainage?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would result in increased stormwater runoff and greater demand on existing drainage capacity. A drainage agreement (proportional funding program) between all property owners within the Detention Basin #7a and #8c watersheds has been executed to coordinate design and construction of improvements to obtain capacity required by the Comprehensive Drainage Plan. The project applicant will provide adequate stormwater drainage to the satisfaction of the City of Sacramento Department of Utilities.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- d) *Would the proposal result in a need for new systems or supplies, or substantial alterations to solid waste disposal?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Both the Gateway West Business Park Project and the Friedman Retail Development Project would lead to an increase in solid waste production that needs to be handled by the City solid waste system. The applicant has prepared a recycling program for the three office buildings and four retail buildings. The City of Sacramento has determined, pursuant to SCC 17.72, that the proposed project complies with City standards. The project is not anticipated to result in a significant impact on solid waste disposal.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- e) *Would the proposal result in a need for new systems or supplies, or substantial alterations to local or regional water supplies?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impacts:** Both the Gateway West Business Park and the Friedman Retail Development Project would result in an increased demand for potable water, irrigation water, and water for fire fighting. The City of Sacramento Department of Utilities determined that water supply is sufficient to serve the project

sites. If improvements to the infrastructure are needed, such improvements will be provided through a funded program proportionate to the project's demand. The participation of the applicant in the North Natomas Financing Plan will guarantee financing for improvement to and expansion of water treatment and distribution facilities.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

## 12. Aesthetics, Light and Glare

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light and glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

Projects that result in substantial changes to landforms, remove or add significant structures, result in visual clutter or disorder, or substantially disrupt the visual context with their surroundings would be considered to have a significant visual impact.

### Impact Mechanisms

Structures and changes in landforms have an impact on the visual environment. The extent of the impact is based on several factors, such as the existing visual character of the area, the expectations of individuals viewing the area, and the location of the impact (foreground, middle ground, and background).

### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The projects are located within the Gateway West Business Park and Cambay West PUD. The Gateway West and Cambay West PUD Development Guidelines set design standards for the commercial and employment centers development and established a design review committee to review potential development.

### Regulatory Setting

#### City of Sacramento General Plan

The SGPU DEIR describes the primary aesthetic review mechanism for residential and mixed-use development in the City of Sacramento is the zoning ordinance (SGPU DEIR, S-3). The PUD concept is one subsection of the zoning ordinance that encourages the design of well-planned facilities through creative and imaginative planning (SGPU DEIR, S-3). The PUD designation is utilized for large acreage developments capable of achieving distinct characteristics.

#### North Natomas Community Plan

The Environmental Design Standards in the NNCP sets three basic levels of standards (NNCP, 82): 1) Community-Wide Design Standards, 2) System Design Standards, and 3) Project Design Standards. The Project Design Standards apply to specific PUDs and projects (NNCP, 87). The Gateway West and Cambay West PUD Development Guidelines follow the framework of the North Natomas Model Development Guidelines (City of Sacramento 1994). The following Project Design Standards apply to the proposed project (NNCP, 87 - 89):

#### PUD Requirement

PUD Requirement: All development in North Natomas will be developed within a PUD.

Subject to Section 8 of the Zoning Ordinance: The PUD designation appearing on the official zoning map indicates that the property so classified is subject to the requirements and restrictions of Section 8 of the Zoning Ordinance in addition to the underlying zone.

Special Permit Required: A special Permit shall be required for any development in a PUD.

#### Site Design

Design Review Process: The City's Design Review process shall apply to all residential and non-residential projects within all PUDs in North Natomas.

Open Space: Encourage developers to incorporate private open space/ recreational uses in medium and high density residential projects and employment centers.

#### Building Design

Building Heights: All building heights in North Natomas should be regulated. Primarily low scale development should be done to maintain the visibility and identifiability of the Downtown when seen from within North Natomas or long major transportation corridors.

Mitigate Light and Glare Impacts: Buildings will need to mitigate light and glare impacts project by project, depending on building materials, orientation, and proximity to sensitive light receptors.

#### Landscape Guidelines

Landscape Plan: Landscape plans shall be required for all projects at the special permit stage and the phasing of the landscape and irrigation installation should be described.

Early Phasing Landscaping: Where proposed projects abut major thoroughfares and transportation corridors, applicants should be required as a condition of project approval to plant landscaping around the periphery of their sites as an initial or early phase of project implementation.

Choose Appropriate Tree Species for Building Areas: Provide appropriate tree species in appropriate locations around buildings to reduce summer cooling loads and allow solar gain during winter.

Landscaped Berms within Parking Lots: Use of landscaped berms should be encouraged in and around parking lots. Care should be taken not to create barriers to pedestrian travel or to waste water due to sprinkler water.

Choose Appropriate Shade Trees for Parking Lots: Landscape guidelines should emphasize the planting of trees with large spreads to help shade parking lots and with branches which grow or are pruned well up trunks so that there is an ample canopy of vegetation while maintaining visibility and safety for pedestrians, bicyclists, and drivers.

#### **Sacramento City Code**

SCC Title 17.180 Planned Unit Developments (PUDS) Regulations and Maps: The purpose of this chapter is to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. It is the intent of this chapter to encourage the design of well-planned facilities, which offer a variety of housing or other land uses through creative and imaginative planning.

Except as otherwise provided in the special permit or in the resolution to designate the PUD, no building permit shall be issued for any building or structure within the boundaries of a PUD until the plans submitted for the building permit have been reviewed by the planning director to determine that said plans conform to a valid special permit issued for a PUD under this chapter. No building or structure unit within a PUD may be occupied until an inspection of the project has been made by the planning director to see that all conditions of the special permit have been complied with.

SCC Title 17.212 Special Permits: A special permit may be granted at the discretion of the zoning administrator, planning commission or city council and is not the automatic right of any applicant. In considering an application for a special permit, the following guidelines shall be observed:

- A. Sound Principles of Land Use. A special permit shall be granted upon sound principles of land use.
- B. Not Injurious. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.
- C. Must Relate to a Plan. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

SCC Title 17.68.010 Landscaping Requirements, Part A.3 requires that all minimum front and street side set backs shall be landscaped, irrigated and maintained with primarily low ground cover or turf. Only living vegetation may be used as ground cover. Part C of the same chapter requires that trees shall be planted and maintained throughout any surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking lot will be shaded.

SCC Title 17.68.030 Other Site Requirements, Part B states that exterior lighting shall reflect away from residential area and public streets.

### Impact Assessment

- a) *Would the proposal affect a scenic vista or scenic highway?*

**Answer:** No. No scenic vistas or scenic highways occur in the vicinity of the project study area.

- b) *Would the proposal have a demonstrable negative aesthetic effect?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** The Gateway West Business Park and Friedman Retail Development projects combined would develop 77.85 acres of currently vacant land with commercial and employment center land uses. The development would be a significant change in the existing landscape. Initial phases of the project would involve site preparation, road construction, installation of utility lines, and construction of houses, office buildings and institutional uses. However, construction of the project would not have a demonstrable negative effect because the surrounding land uses are planned for similar development. Urban development is a common and accepted part of the landscape in the City of Sacramento.

The three office buildings and commercial buildings proposed with this application comply with the design criteria in the approved Gateway West and Cambay West PUD Development Guidelines, which is consistent with the North Natomas Model Development Guidelines (City of Sacramento 1994).

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

- c) *Would the proposal create light and glare?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Implementation of the Gateway West Business Park and Friedman Retail Development projects could result in the creation of new sources of light and/or glare. However, compliance with SCC Titles 17.24 and 17.68.030 Part B will ensure that exterior lighting is appropriate and will be reflected away neighboring land uses.

The three office buildings and commercial buildings proposed with this application have been designed to comply with the design criteria in the Gateway West and Cambay West PUD Development Guidelines.

The proposed construction will not cause significant light and glare impacts to sensitive light receptors.

**Impact Significance:** Less than significant.

**Mitigation Measures:** None required.

### 13. Cultural

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Criteria for Determining Significance

According to CEQA, an impact is considered significant if it would disrupt or adversely affect a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic or social group. A project may have an adverse effect on a historic property if the effect diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. A project has an adverse effect on a historic property if it alters the characteristics of the property that may qualify the property for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), including alteration of location, setting, or use.

#### Environmental Setting

The Gateway West Business Park and Friedman Retail Development sites are located in an area identified as a Primary Impact Area in the SGPU DEIR (V-5). The project sites are indicated to be within a high sensitivity area on the Archeological Sensitivity Map prepared by David Chavez and Associates (NNCP EIR O-3)

In 1997, Jones and Stokes Associates, Inc. (Jones and Stokes) prepared a Cultural and Biological Resource Assessment for the Gateway West Business Park PUD entitlements phase of the project. Jones and Stokes conducted the cultural resources in accordance with the North Natomas Processing Protocols for Developers/Property Owners of October 20, 1994 and in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. The adopted IS/ND identified the one Cultural Resource within the project site: the Reclamation District 1000 Rural Historic Landscape District. The project study area of the Jones and Stokes study included both the Gateway West Business Park and Friedman Retail Development sites.

#### Regulatory Setting

Cultural resources are treated under two areas of code: CEQA Section 21083.2 and Section 21084.1 and California Public Resources Code (PRC) Section 5024.1a-i and Section 5097.5a. CEQA Section 21083.2 defines a "unique archeological resource" as:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its types.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Section 21084.1 defines a significant historical resource as a resource listed or eligible for listing in the CRHR. Any resource that is eligible for inclusion in the NRHP will be considered eligible for the CRHR. Any resource included in a local register of historical resources, or that has been identified in a historical resources survey that meets the requirements of PRC Section 5024.1(g) is considered a historical resource.

The PRC Section 5097.5a protects prehistoric and historical resources, geologic, and paleontological resources. PRC Section 5097.5a reads, in part, "No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature."

#### City of Sacramento General Plan

The SGPU DEIR determined that the following mitigation measures would reduce potential impacts to cultural resources to level of less than significant (SGPU DEIR, V-7 – V-8):

1. Required consultation with the North Central Information Center to identify known cultural resources and potential cultural resources that could be found on land proposed for development.
2. Require an archeological field survey if development area is sensitive.
3. Implement specific preservation measures recommended by the survey archeologist.
4. Cease construction activities and consult qualified archeologists upon discovery of potential cultural resources.
5. Maintain confidentiality of significant prehistoric resource locations.
6. Adopt cultural resource policies as part of the SGPU DEIR.

#### North Natomas Community Plan

The NNCP provides community-wide design standards for the protection of archeological and historical resources (NNCP, 85):

1. Field Reconnaissance Required: A comprehensive field survey should be completed for any development planned in the vicinity of a recorded archeological site in full consultation with the Native American community and the State Historic Preservation Office.
2. Halt Work if Artifacts Found: If artifacts are found, work will stop and a qualified archeologist shall be consulted.
3. In-Place Preservation Preferred: In-place preservation if archeological sites would likely require the redesign of the development to incorporate the site into an open space area.

### Impact Assessment

#### a) *Would the proposal disturb paleontological resources?*

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Although no paleontological indicators were identified within the APE, grading activities could reveal paleontological resources not previously identified. Pursuant to PRC 5097.5a (knowingly and willfully excavate upon historic, prehistoric, or paleontological resources), the project may not affect such resources.

No cemeteries were identified in the APE in the historical archival record search. The soil on the project sites has been disturbed and no human remains have been previously identified. Pursuant to State Health and Safety Code Section 7050.5, if human remains are unearthed during construction, the construction contractor will cease work within 100 feet of the discovery and notify the City of Sacramento of the find. The City shall notify the County Coroner and no further disturbance shall occur until the Coroner has

made the necessary findings as to the origins and disposition of the body pursuant to Public Resource Code Section 5097.98.

**Level of Significance:** Less than significant with the implementation of mitigation measures.

**Mitigation Measures:**

MM 13-1 If subsurface paleontological resources are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified paleontologist shall be consulted to develop, if necessary, further mitigation measures to reduce any impact to a less than significant level before construction continues.

**Level of Significance after Mitigation:** Less than significant.

**b) *Would the proposal disturb archeological resources?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Although no archeological indicators were identified within the APE, grading activities could reveal archeological resources not previously identified. Pursuant to PRC 5097.5a, the project may not affect such resources.

**Level of Significance:** Less than significant with the implementation of mitigation measures.

**Mitigation Measures:**

MM 13-2 If subsurface archaeological or historical remains (including, but not limited to, unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work within 100 feet of the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

**Level of Significance After Mitigation:** Less than significant.

**c) *Would the proposal affect historical resources?***

**Answer:** Gateway West Business Park – Potential Impact. Friedman Retail Development – Potential Impact.

**Potential Impact:** Construction and development will directly affect the integrity of property included within the Reclamation District 1000 Rural Historic Landscape. However, the North Natomas Comprehensive Drainage Plan EIR (CDP; City of Sacramento 1996) identified that construction activities within the North Natomas Community Plan area would cause significant and unavoidable impacts to the Historic Landscape. The Sacramento Area Flood Control Agency is conducting mitigation (photographic and written documentation) for the loss of the resource.

**Level of Significance:** Less than significant.

**Mitigation Measures:** None required.

**d) *Would the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?***

**Answer:** No. No unique ethnic cultural values were identified in the project study area.

**e) *Would the proposal restrict existing religious or sacred uses within the potential impact area?***

**Answer:** No. No known religious or sacred uses have occurred within the project study area.

## 14. Recreation

Would the proposal:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Criteria for Determining Significance

An impact on recreation would be considered significant if it would:

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- include the loss or degradation of existing recreational facilities.

### Impact Mechanisms

Projects that create a demand for recreation may necessitate the construction or expansion of recreational facilities. Projects that change land use designated for park to another land use causes a loss of recreational facilities.

### Environmental Setting

The Gateway West Business Park site is located west of Interstate 5 (I-5) between the northeast and southeast corners of Arena Boulevard and Duckhorn Drive. The Friedman Retail Development site is located south of Arena Boulevard and west of Duckhorn Drive. The City of Sacramento determined that the Gateway West and Cambay West PUD satisfied the parks, recreation, and open space requirements during the PUD approval phase. The proposed project does not change the acres designated for the approved land uses, merely identifies what specific land uses will be developed within the commercial and employment center portions of the PUD.

### Regulatory Setting

#### City of Sacramento General Plan

In the Public Facilities and Services Element of the SGPU DEIR, the City set the goal of providing adequate parks and recreational services by achieving the park acreage standards in the Parks and Recreation Master Plan (SGPU DEIR, C-61). The park acreage standard in the Parks and Recreation Master Plan is 5 acres per 1,000 residents or approximately 2.5 acres per 1,000 residents for Neighborhood Parks and 2.5 acres for Community Parks per 1,000 residents.

#### North Natomas Community Plan

The NNCP sets the following Guiding Policies for parks in North Natomas (NNCP, 56):

- Every resident and worker shall have convenient access to active and passive recreational opportunities.
- Parks should be evenly distributed throughout residential neighborhoods based on population.
- Develop parks with a joint use agreement with other compatible users where possible to provide financial savings,

#### Sacramento City Code

SCC 16.64 Parks and Recreational Facilities requires a developer to dedicate land, pay a fee in lieu, or both as a condition of approval of a final subdivision map or parcel map. The City found that the public interest, convenience, health, welfare and safety require that five acres of property for each 1,000 persons residing

within the City be devoted to local recreation and park purposes. According to the standards and formula in this chapter, the City determines the amount of real property to be dedicated or amount of the in lieu fee.

### **Impact Assessment**

- a) *Would the proposal increase the demand for neighborhood or regional parks or other recreational facilities?*

**Answer:** No. Neither the Gateway West Business Park Project nor the Friedman Retail Development Project creates any new demand for parks and recreational facilities beyond the demand identified in the Gateway West and Cambay West PUD. By approving the PUD, the City of Sacramento determined that the PUD satisfies the City's recreation goals and policies.

- b) *Would the proposal affect existing recreation opportunities?*

**Answer:** No. Neither project changes the 23.4 acres of park designated for the Gateway West Business Park and Cambay West PUD.

## 15. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Does the proposed 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 major periods of California history or prehistory?*

**Answer:** Yes. However, all potential project impacts will either be avoided or reduced to less than significant through project design, compliance with applicable regulations, or by the implementation of mitigation measures as described in this document.

- b) *Does the proposed project have impacts that are individually limited, but cumulatively considerable?*

**Answer:** No cumulative impacts were identified.

- c) *Does the proposed project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Answer:** No.

## **VI. LITERATURE CITED AND PERSONAL COMMUNICATIONS**

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### **A. Literature Cited**

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- Transportation and Circulation Study Gateway West Business Park, DKS Associates, 1997.
- Uniform Building Code, 1998.

### **B. Personal Communications**

- Greg Bitter, Associate Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Jeanne Corcoran, Senior Planner, City of Sacramento Planning and Building Department, Sacramento, CA
- Sue McConnell, California Regional Water Quality Control Board, Central Valley Region, Sacramento, CA
- David Schamber, City of Sacramento Department of Utilities, Sacramento, CA
- Phil Stafford, Associate Air Quality Planner, Sacramento Metropolitan Air Quality Management District, Sacramento, CA
- Bill Thiessen, Senior Consultant, Brown-Buntin Associates, Visalia, CA

## **VII. LIST OF PREPARERS**

---

### **Sycamore Environmental Consultants, Inc.**

R. John Little, Ph.D., Senior Technical Lead, Biologist

Jeffery Little, Project Manager

Andrew Bayne, Assistant Project Manager, Associate Environmental Planner

David M. Osborne, B.S., Associate Biologist

Mathew Tozzi, B.S., Assistant Biologist

Cynthia Little, Principal, Senior Editor

## APPENDIX A.

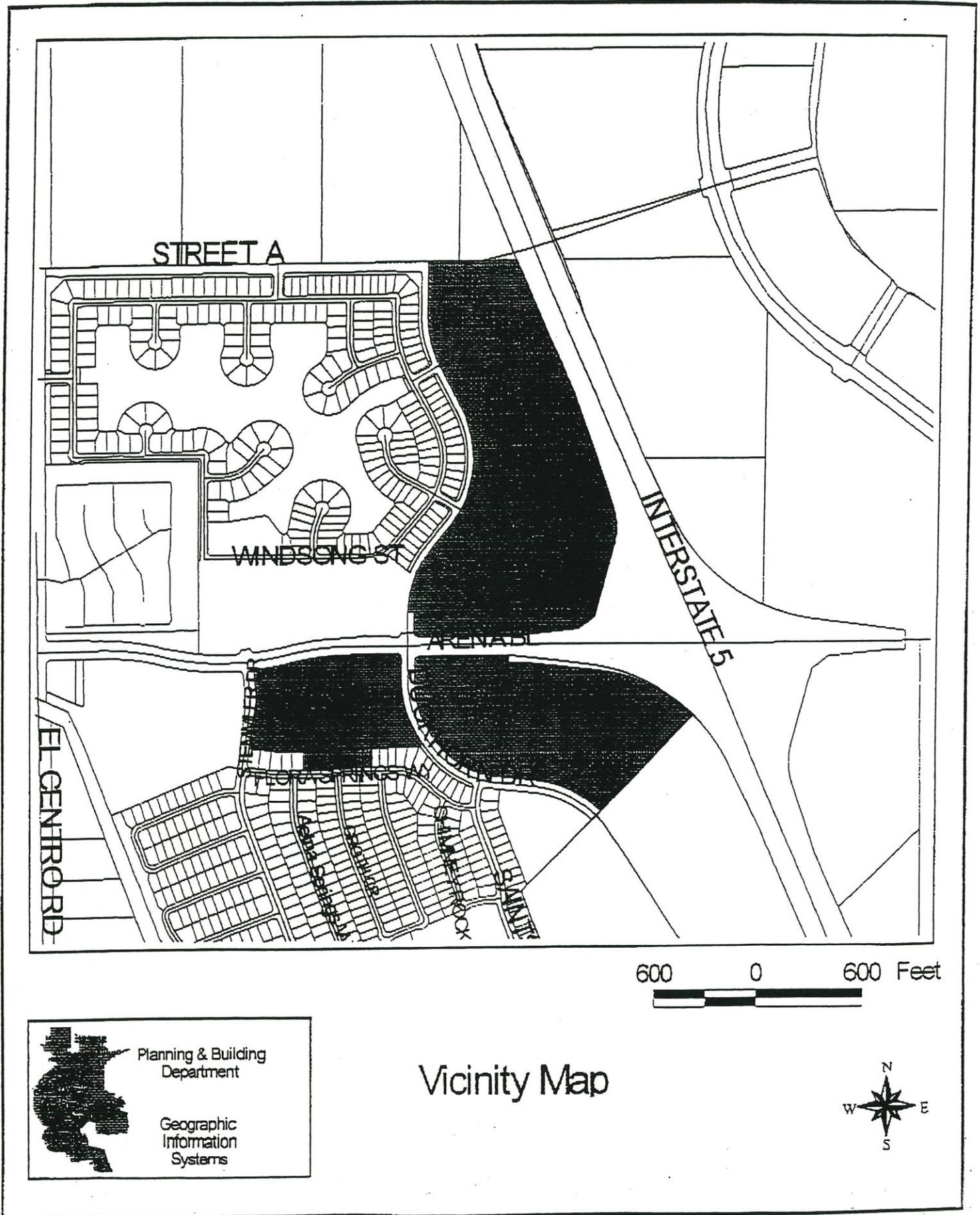
### Gateway West Business Park Figures: A-1 through A-10

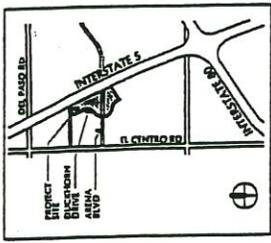
Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA

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- Figure A-1. Project Location Map
- Figure A-2. Gateway West Business Park PUD Schematic Site Plan
- Figure A-3. Gateway West Business Park Tentative Subdivision Map
- Figure A-4. Gateway West Business Park Special Permit Overall Site Plan
- Figure A-5. Gateway West Business Park Special Permit Site Plan
- Figure A-6. Gateway West Business Park Special Permit Landscape Plan
- Figure A-7. Gateway West Business Park Exterior Elevations – Two story building
- Figure A-8. Gateway West Business Park Pedestrian Circulation Diagram
- Figure A-9. Gateway West Business Park Conceptual Landscape Plan
- Figure A-10. Gateway West Business Park Buildable Area Zone Plan

Figure A-1.





VICINITY MAP

Figure A-2

Prop. 25 P.U.E. for OH Facilities and Appurtenances  
 Parcel 10 - see Tentative Subdivision Map  
 Parcel 11 - see Tentative Subdivision Map

100' Landscape Buffer/Essement  
 to Comply w/Department of Utilities &  
 Landscape Development Guidelines

Future Property Line  
 Existing Property Line

**SITE DATA**

Zoning: EC-50  
 NORTH AREA OF THE P.U.D.\*  
 Parcel 1 - 9 31.78 AC. Gross  
 28.85 AC. Net  
 Proposed Employees: 28.85 x 50 = 1,432  
 SOUTH AREA OF THE P.U.D.\*  
 Parcel 12 - 13 23.9 AC. Gross  
 21.6 AC. Net  
 PAA: 1 28.3 % Gross  
 31.3 % Net  
 Proposed Employees: 21.6 x 50 = 1,080  
 \* NORTH AND SOUTH Refer to the Area  
 Adjacent to Arena Boulevard

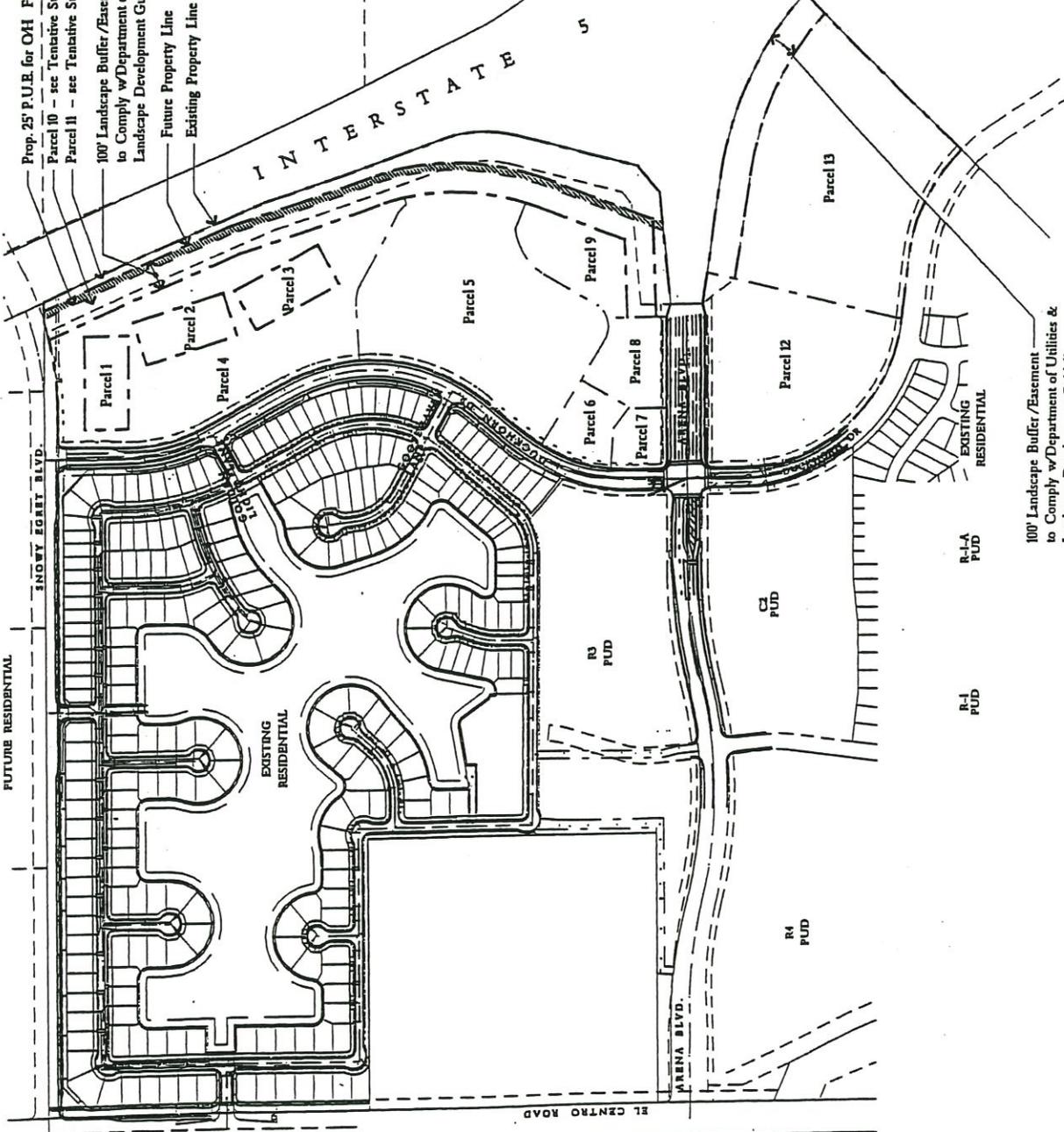
**PARKING DATA**

	Parcel 1 - 9	Parcel 10	Parcel 11	Parcel 12	Parcel 13	Parcel 14	Parcel 15	Parcel 16	Parcel 17	Parcel 18	Parcel 19	Parcel 20
Proposed Building	240,000 SF.	0	0	0	0	0	0	0	0	0	0	0
Gross SF.	240,000 SF.	0	0	0	0	0	0	0	0	0	0	0
Required Parking	644 - 872	0	0	0	0	0	0	0	0	0	0	0
Available	0	0	0	0	0	0	0	0	0	0	0	0
Shortfall	644 - 872	0	0	0	0	0	0	0	0	0	0	0

**Auxiliary Use Table**

Parcel	Use	Area	AC
Parcel 6	Residential	1.28	AC
Parcel 7	Residential	2.83	AC
Parcel 8	Restaurant	1,645	AC. (Site-Down)
Parcel 12	Residential	254	AC
Parcel 13	Restaurant	1,404	AC. (Site-Down)
Total AC Provided		5.96	AC
Total AC Allowed		6.68	AC

Hotel & Motel uses are not calculated in the square footage allowance for auxiliary uses. The Hotel & Motel uses are allowed in EC Zone per the Gateway West P.U.D. Guidelines.



100' Landscape Buffer/Essement  
 to Comply w/Department of Utilities &  
 Landscape Development Guidelines



P U D S C H E M A T I C S I T E P L A N

G A T E W A Y W E S T

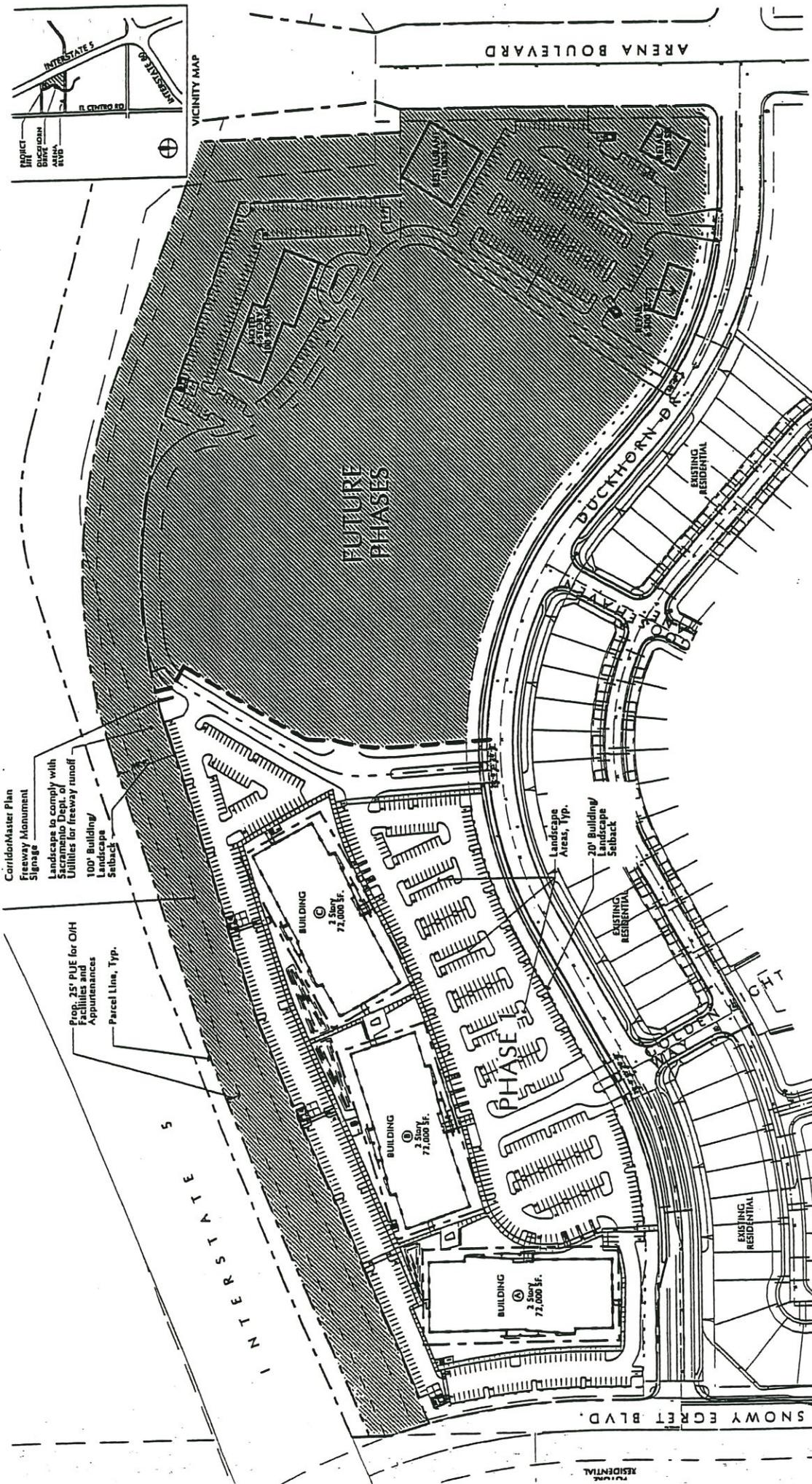
SACRAMENTO, CA

08.15.02

318-0884



Figure A-4



Corridor/Master Plan  
Freeway Monument  
Signage  
Landscaping to comply with  
Sacramento Dept. of  
Utilities for freeway runoff  
100' Building/  
Landscape  
Subsets

Prop. 25' PUE for OIH  
Facilities and  
Appearance  
Parcel Line, Typ.

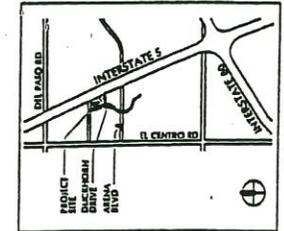
COMMUNITY  
COMMERCIAL

**LPA**  
FACILITATED, INC.  
1447 Broadway Blvd., Ste. 300  
Sacramento, CA 95817  
916-441-1234  
916-441-8884

SPECIAL PERMIT OVERALL SITE PLAN  
08.15.02

GATEWAY WEST  
SACRAMENTO, CA





**VICINITY MAP**

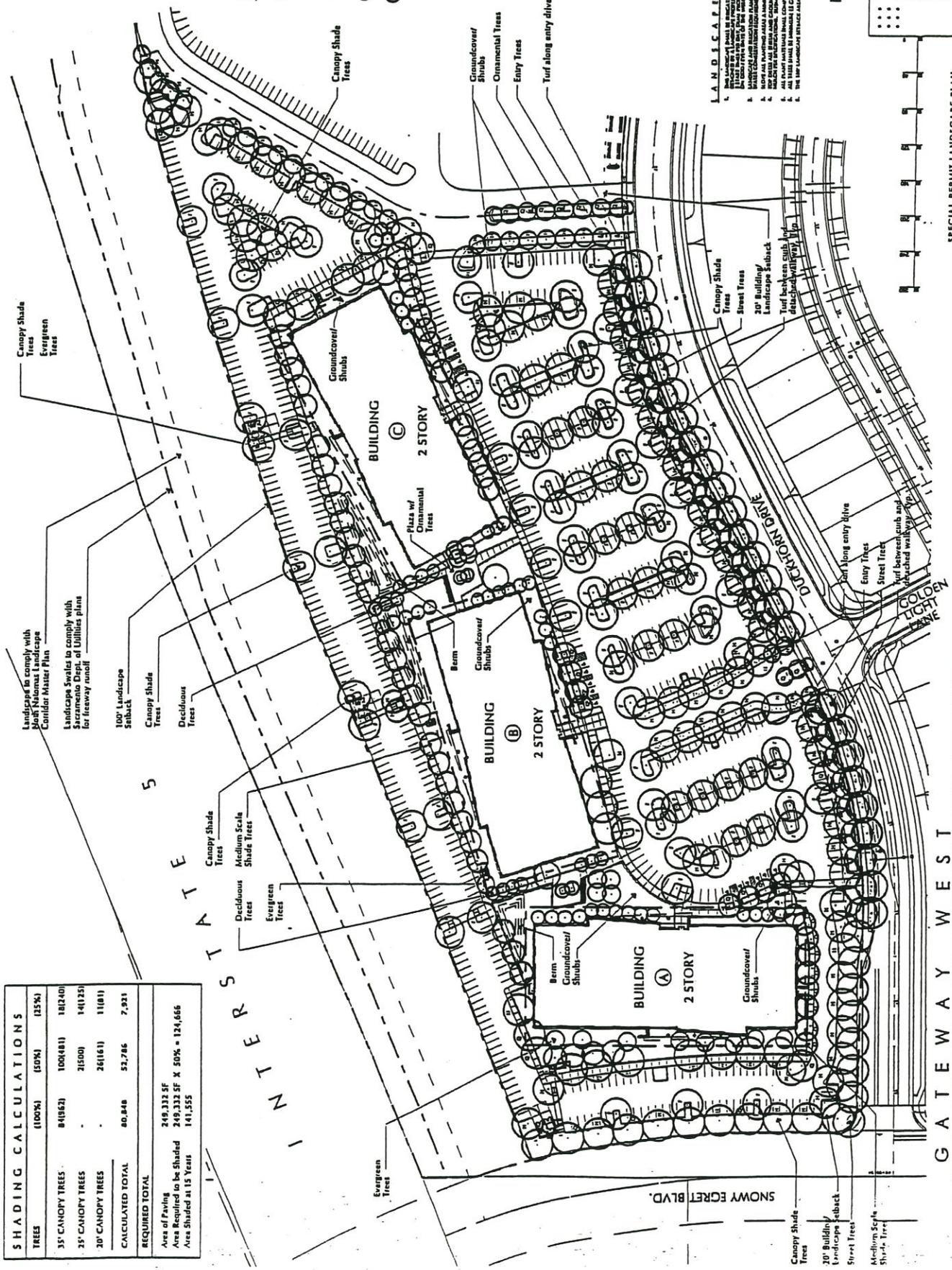
**PRELIMINARY PLANT LIST**

- Canopy Shade Trees
  - 1. 35' Canopy Tree
  - 2. 35' Canopy Tree
  - 3. 35' Canopy Tree
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  - 50. 35' Canopy Tree
- Groundcover/ Shrubs
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- Entry Trees
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- Canopy Shade Trees
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  - 46. Canopy Shade Tree
  - 47. Canopy Shade Tree
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  - 49. Canopy Shade Tree
  - 50. Canopy Shade Tree

- LANDSCAPE NOTES**
1. THE LANDSCAPE SHALL BE INSTALLED WITH A 5% SLOPE TOWARD THE INTERIOR OF THE BUILDING.
  2. ALL TREES SHALL BE PLANTED AT THE SPECIFIED SPACING AND SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
  3. THE LANDSCAPE SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
  4. THE LANDSCAPE SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
  5. THE LANDSCAPE SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
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  9. THE LANDSCAPE SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.
  10. THE LANDSCAPE SHALL BE MAINTAINED FOR THE LIFE OF THE PROJECT.

**Figure A-6**

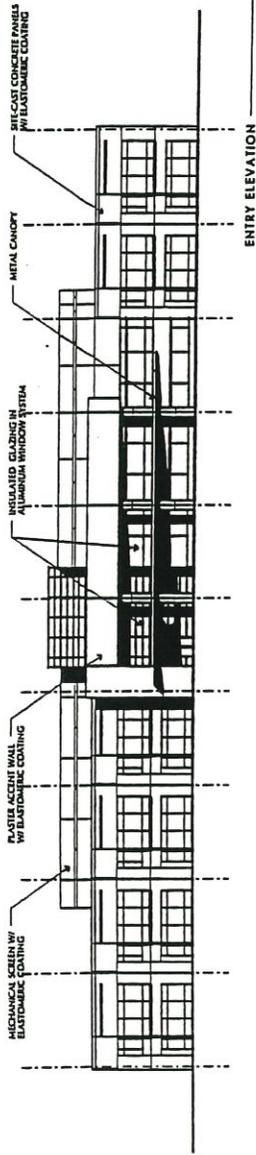
**LPA**  
 SACRAMENTO, INC.  
 1000 J STREET, SUITE 100  
 SACRAMENTO, CA 95811  
 (916) 441-1111  
 8/15/2002



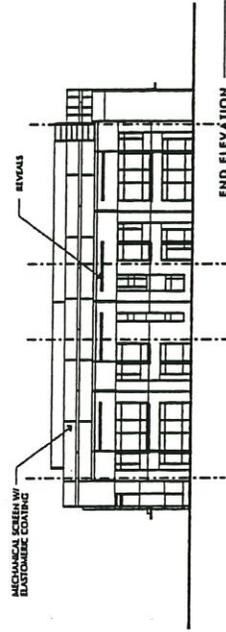
**SHADING CALCULATIONS**

TREES	(100%)	(50%)	(25%)
35' CANOPY TREES	84(962)	100(481)	18(240)
35' CANOPY TREES	-	2(500)	4(125)
20' CANOPY TREES	-	26(161)	1(081)
<b>CALCULATED TOTAL</b>	<b>80,848</b>	<b>52,786</b>	<b>7,931</b>
<b>REQUIRED TOTAL</b>	<b>249,332 SF</b>	<b>124,666 SF</b>	<b>62,332 SF</b>
Area of Paving	249,332 SF	124,666 SF	62,332 SF
Area Required to be Shaded	249,332 SF	124,666 SF	62,332 SF
Area Shaded at 15 Years	141,555	70,777	35,388

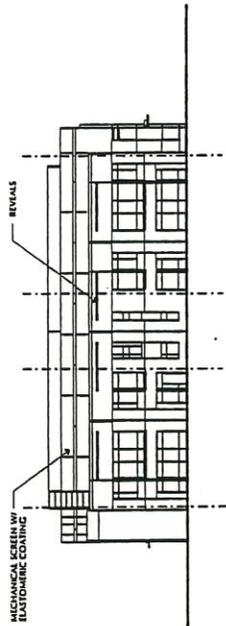
Figure A-7



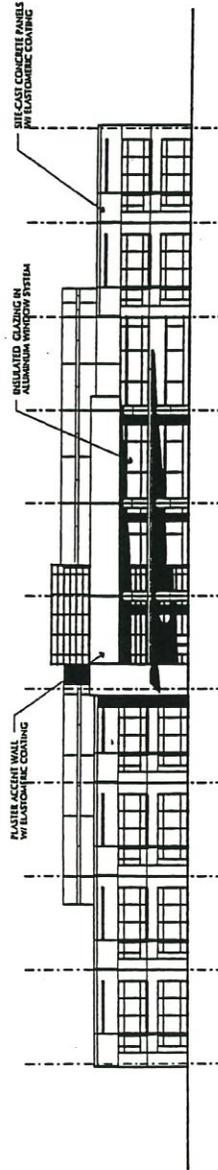
ENTRY ELEVATION



END ELEVATION



END ELEVATION



REAR ELEVATION



EXTERIOR ELEVATIONS - 2 STORY BUILDING

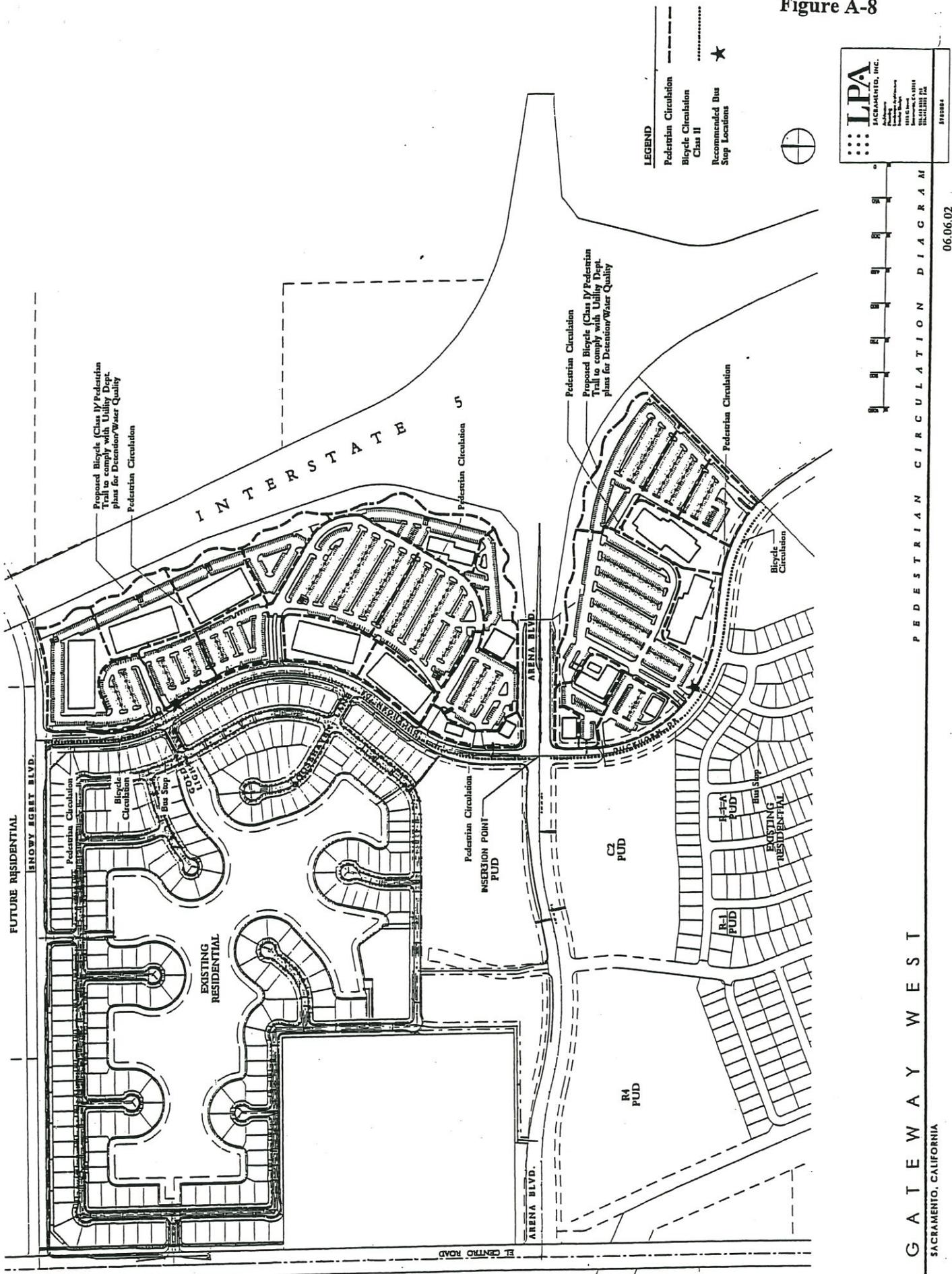
04. 02. 01

**LPA**  
 SACRAMENTO, INC.  
 1000 J STREET, SUITE 200  
 SACRAMENTO, CALIFORNIA 95811  
 TEL: 916.442.1100  
 FAX: 916.442.1101  
 WWW.LPA-INC.COM

G A T E W A Y W E S T  
 SACRAMENTO, CALIFORNIA

Figure A-8

**LPA**  
 SACRAMENTO, INC.  
 1000 J STREET, SUITE 200  
 SACRAMENTO, CALIFORNIA 95811  
 TEL: 916.441.1111  
 FAX: 916.441.1112



PEDESTRIAN CIRCULATION DIAGRAM

GATEWAY WEST

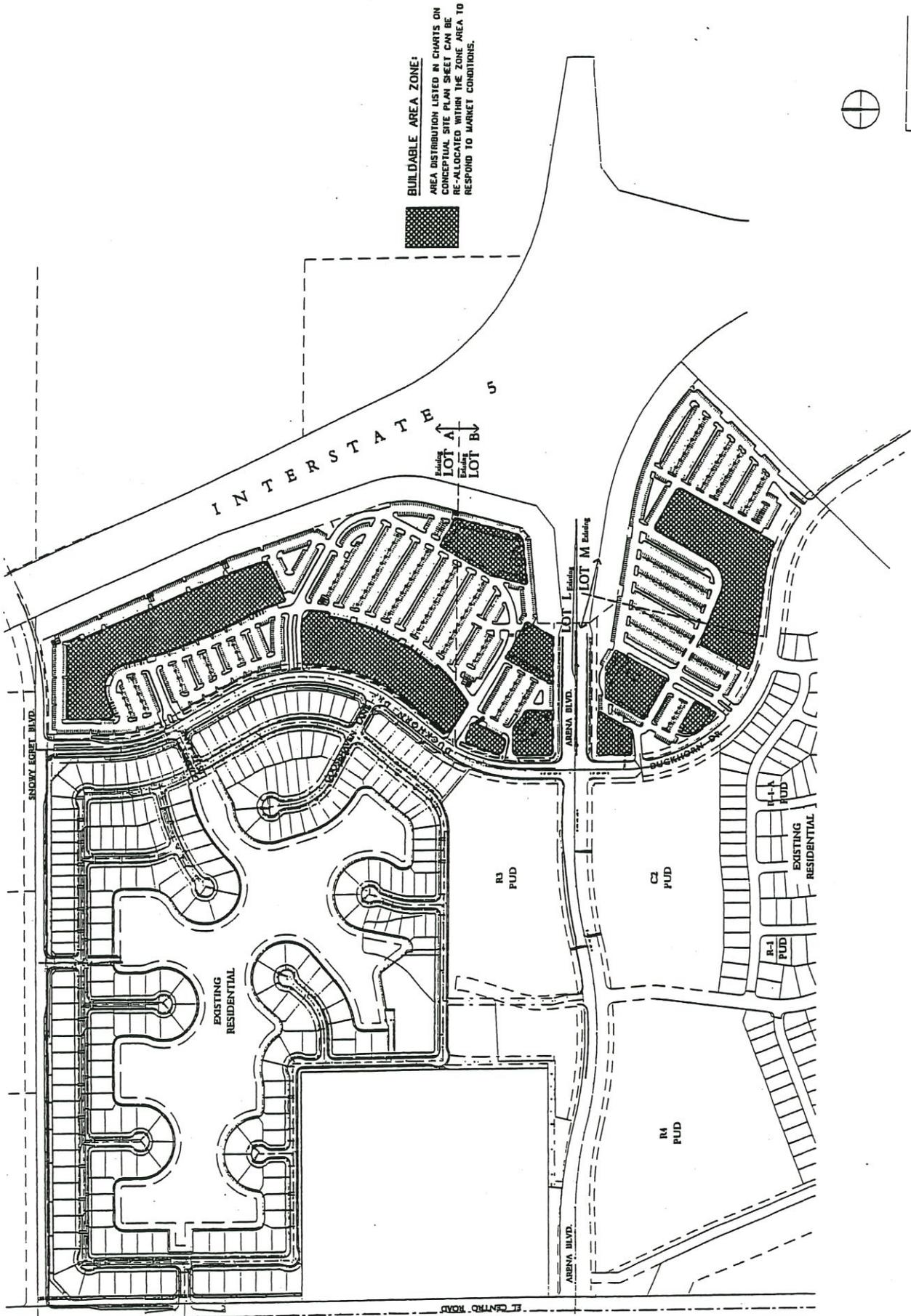
SACRAMENTO, CALIFORNIA

06.06.02

FIGURE A-8



Figure A-10



**BUILDABLE AREA ZONE:**  
 AREA DISTRIBUTION LISTED IN CHARTS ON  
 CONCEPTUAL SITE PLAN SHEET CAN BE  
 RE-ALLOCATED WITHIN THE ZONE AREA TO  
 RESPOND TO MARKET CONDITIONS.



**LPA**  
 SACRAMENTO, INC.  
 1000 J Street, Sacramento, CA 95811  
 916.441.1111  
 www.lpa.com



BUILDABLE AREA ZONE PLAN

GATEWAY WEST  
 SACRAMENTO, CALIFORNIA

06.06.02

000004

## **APPENDIX B.**

### **Friedman Retail Development Figures: B-1 through B-12**

**Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA**

---

- Figure B-1. Friedman Retail Development General Plan Amendment Exhibit
- Figure B-2. Friedman Retail Development Community Plan Amendment Exhibit
- Figure B-3. Friedman Retail Development PUD Rezone Exhibit
- Figure B-4. Friedman Retail Development Tentative Subdivision Map
- Figure B-5. Friedman Retail Development Conceptual Overall Site Plan
- Figure B-6. Friedman Retail Development Buildable Area Zone Plan
- Figure B-7. Friedman Retail Development Site Plan
- Figure B-8. Friedman Retail Development Ground Floor Plan
- Figure B-9. Friedman Retail Development Elevations
- Figure B-10. Friedman Retail Development Landscape Plan
- Figure B-11. Friedman Pedestrian Development Circulation Diagram
- Figure B-12. Friedman Retail Development Trash and Recycling Plan

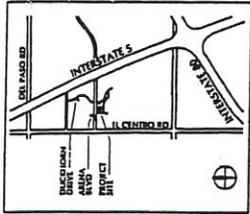
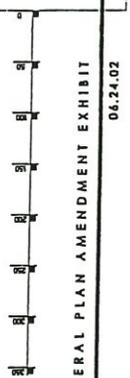


Figure B-1



Existing General  
Plan Designation:  
Community/Neighborhood  
Commercial & Office

Proposed General  
Plan Designation:  
Community/Neighborhood  
Commercial & Office

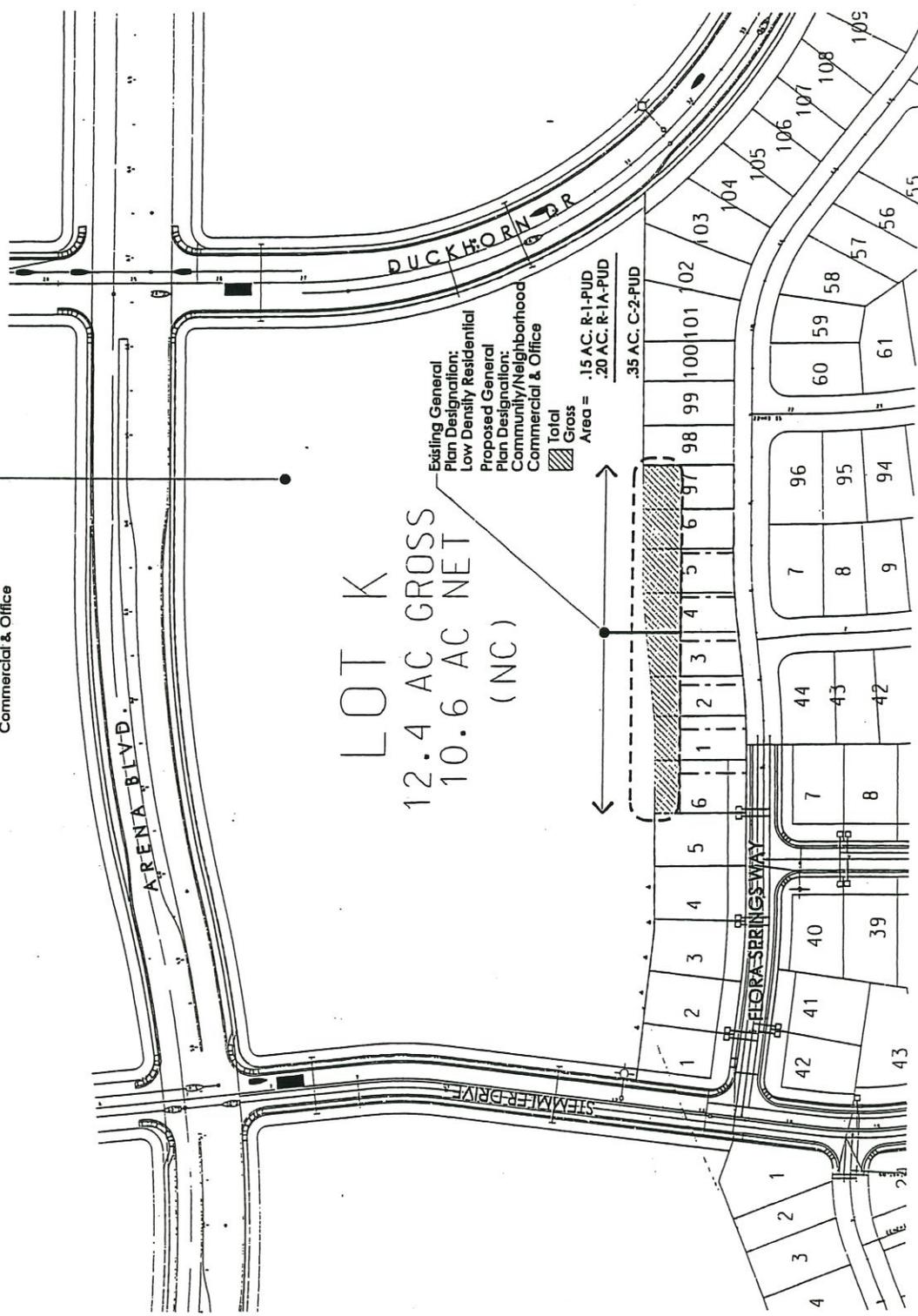
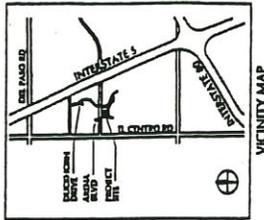


Figure B-2

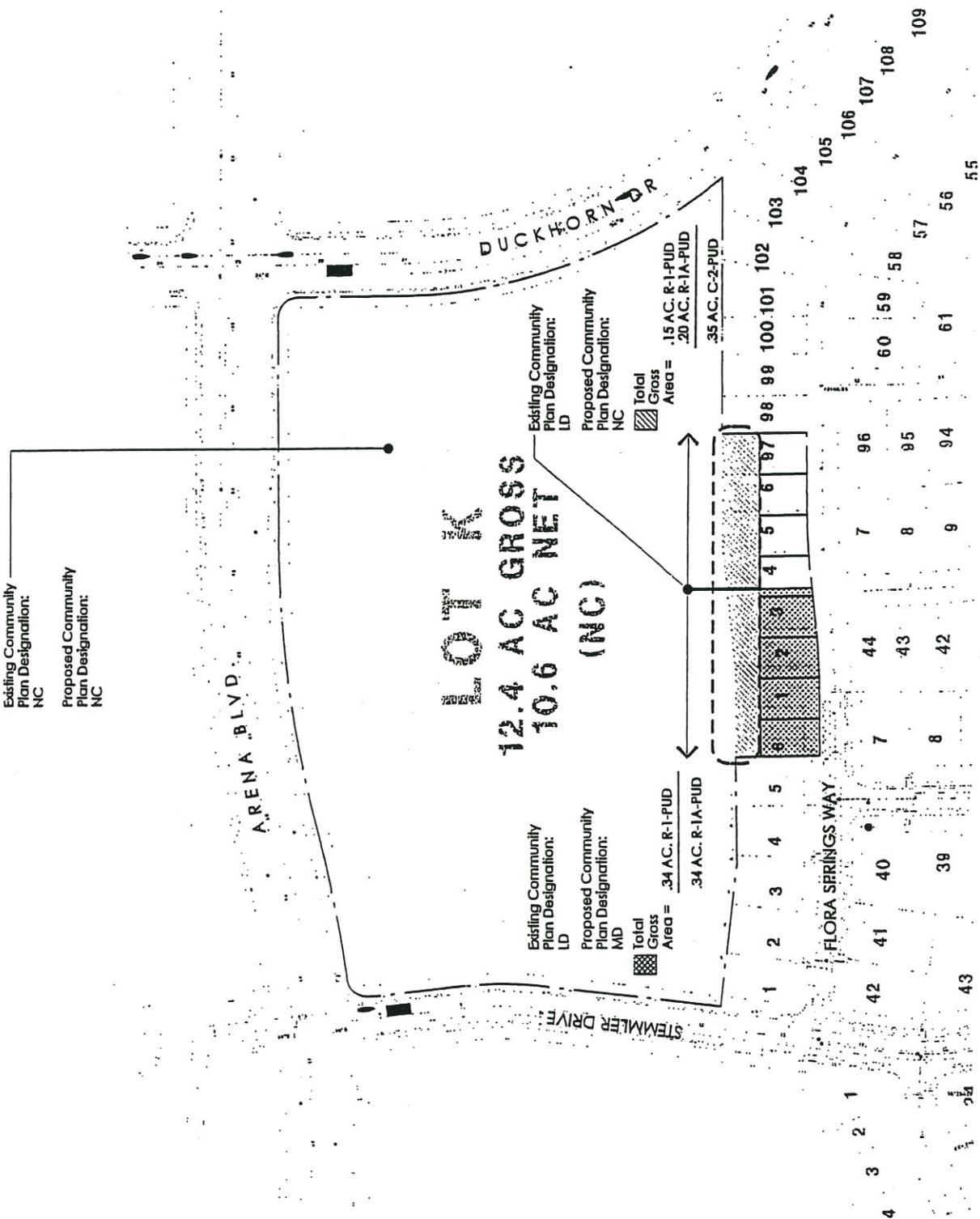


Existing Community Plan Designation: NC  
 Proposed Community Plan Designation: NC

**LOT 7**  
**12.4 AC GROSS**  
**10.6 AC NET**  
**(NC)**

Existing Community Plan Designation: LD  
 Proposed Community Plan Designation: MD  
 Total Gross Area = .34 AC. R-1A-PUD  
 .34 AC. R-1A-PUD

Existing Community Plan Designation: LD  
 Proposed Community Plan Designation: NC  
 Total Gross Area = .15 AC. R-1-PUD  
 .20 AC. R-1A-PUD  
 .35 AC. C-2-PUD



**LPA**  
 SACRAMENTO, INC.  
 1110 D Street  
 SACRAMENTO, CA 95811  
 916.442.2622

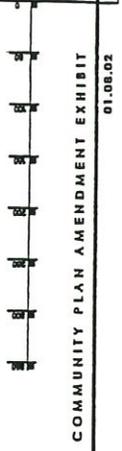
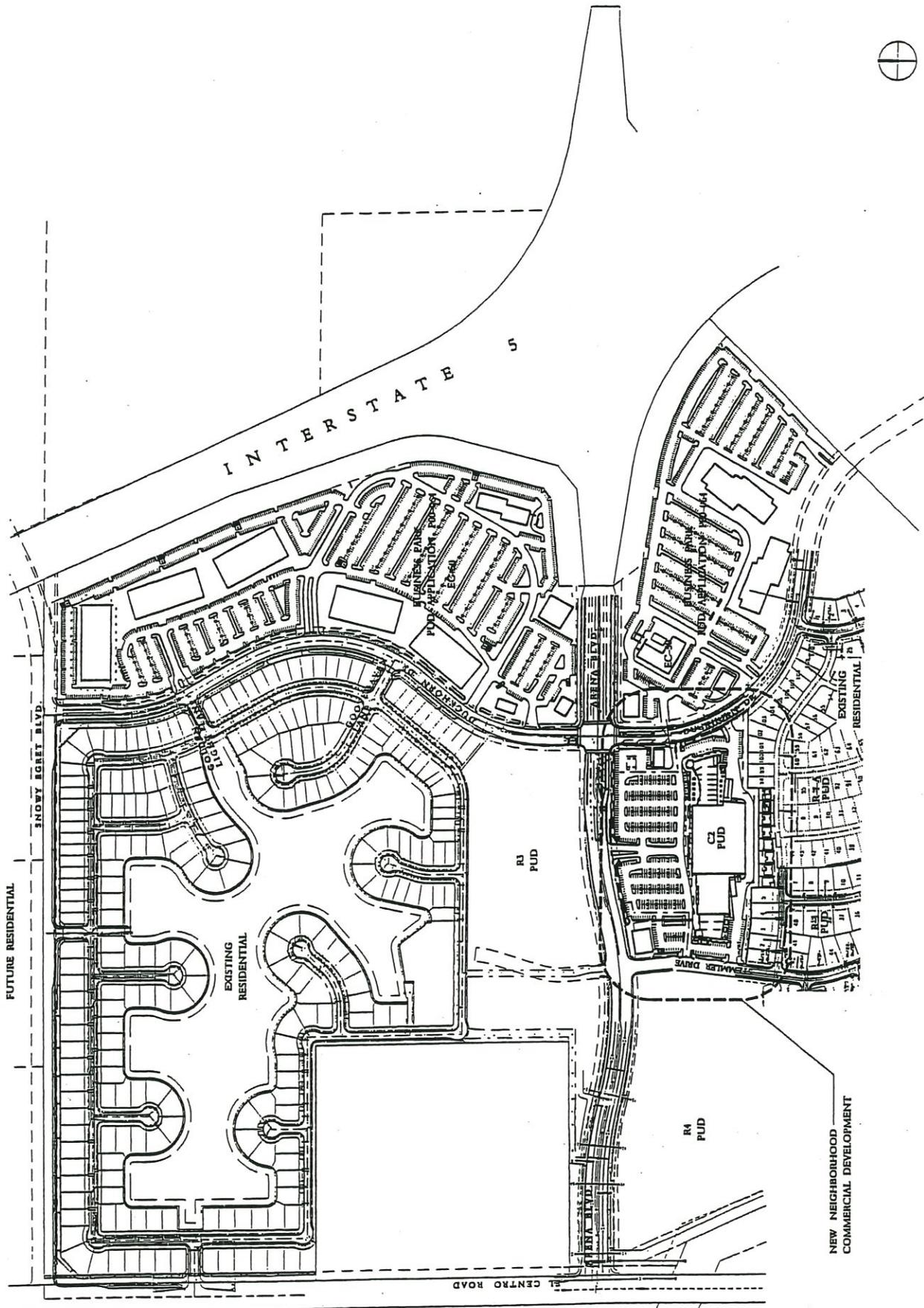


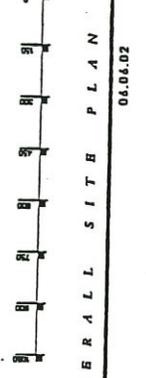




Figure B-5



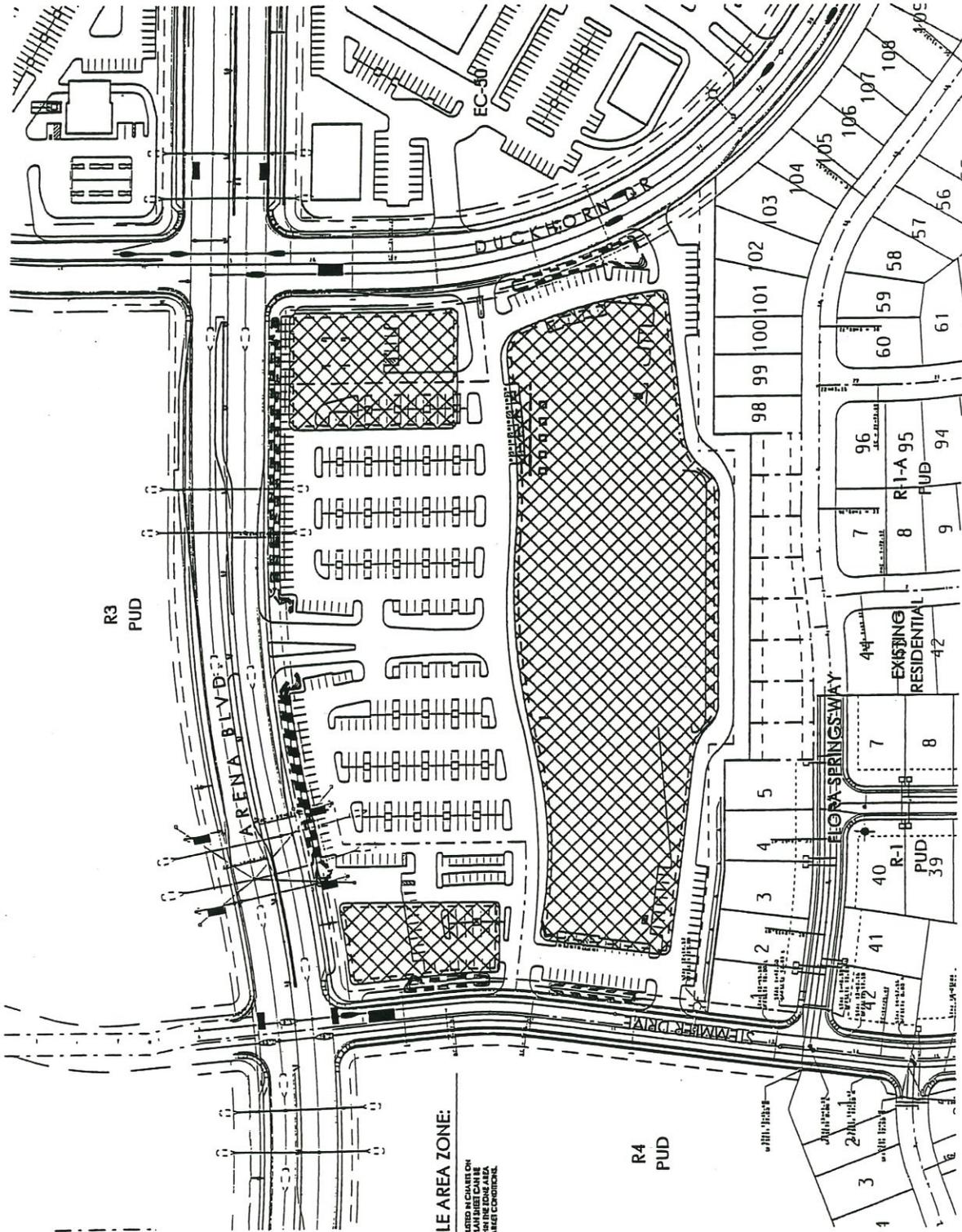
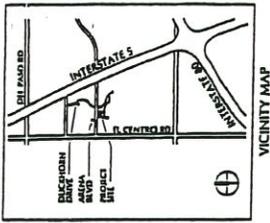
**LPA**  
 SACRAMENTO, INC.  
 1000 J Street, Suite 100  
 Sacramento, CA 95811  
 916.441.1111 FAX  
 916.441.1111



CONCEPTUAL OVERALL SITE PLAN  
 04.06.02

FRIEDMAN RETAIL  
 SACRAMENTO, CALIFORNIA

Figure B-6



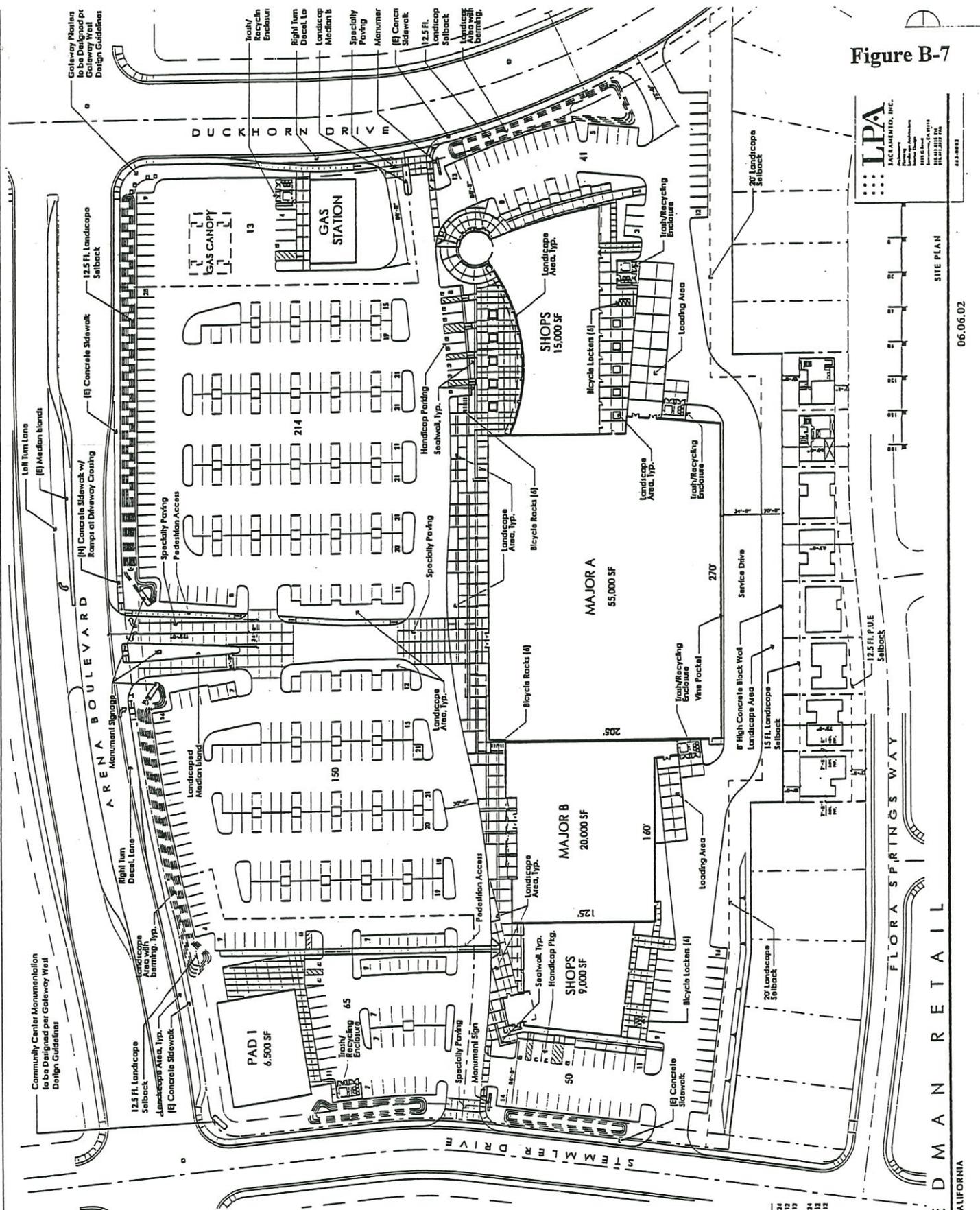
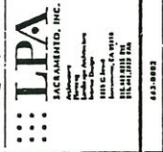
**BUILDABLE AREA ZONE:**  
 AREA DISTRIBUTION LISTED IN CHARTER ON  
 CONFORMING WITH THE PLAN SHEET CHARTER  
 TO RESPOND TO VARIOUS CONDITIONS.



**LPA**  
 SACRAMENTO, INC.  
 1115 E. 9th Street, Suite 100  
 Sacramento, CA 95833  
 916.442.1111  
 916.442.1112



Figure B-7



**LAND USE DISTRIBUTION**

BUILDING FOOTPRINT	108,400 SF	(17%)
SURFACE PARKING	24,841 SF	(47%)
LANDSCAPE AREA	148,000 SF	(27%)
THE AREA	311,971 SF	

**TOTAL BUILDING AREA** 108,400 SF

BUILDING AREA	108,400 SF
MAJOR A	55,000 SF
MAJOR B	20,000 SF
SHOPS	24,000 SF
GAS STATION	2,400 SF
PAD 1	6,500 SF

**PARKING SUMMARY**

RETAIL (MAJOR A, MAJOR B AND SHOPS)	374
Total Parking Required (1 space / 300 SF Total)	158
IC Spaces Required (100%)	158
Regular IC (R)	158
Van Accessible (V)	7
Parking Spots Shown	308
IC Spaces Shown (17%)	52
Regular IC (R)	11
Van Accessible (V)	41
Total Vehicular Parking Spaces Shown (1,411,000 SF)	457

**PAD 1**

Parking Required	45
Total Parking Required (1 space / 300 SF)	45
IC Spaces Required (100%)	45
Regular IC (R)	45
Van Accessible (V)	3
Parking Spots Shown	44
IC Spaces Shown (100%)	44
Regular IC (R)	44
Van Accessible (V)	3
Total Vehicular Parking Spaces Shown	47

**GAS STATION**

Parking Required	12
Total Parking Required (1 space / 300 SF)	12
IC Spaces Required (100%)	12
Regular IC (R)	12
Van Accessible (V)	0
Parking Spots Shown	12
IC Spaces Shown (100%)	12
Regular IC (R)	12
Van Accessible (V)	0
Total Vehicular Parking Spaces Shown	12

**BICYCLE PARKING**

Parking Required (1/70 sq ft of vehicular space)	24
Chairs 1 or 2	12
Regular Parking Spots	12
Chairs 2 or 3	12

FRIEDMAN RETAIL

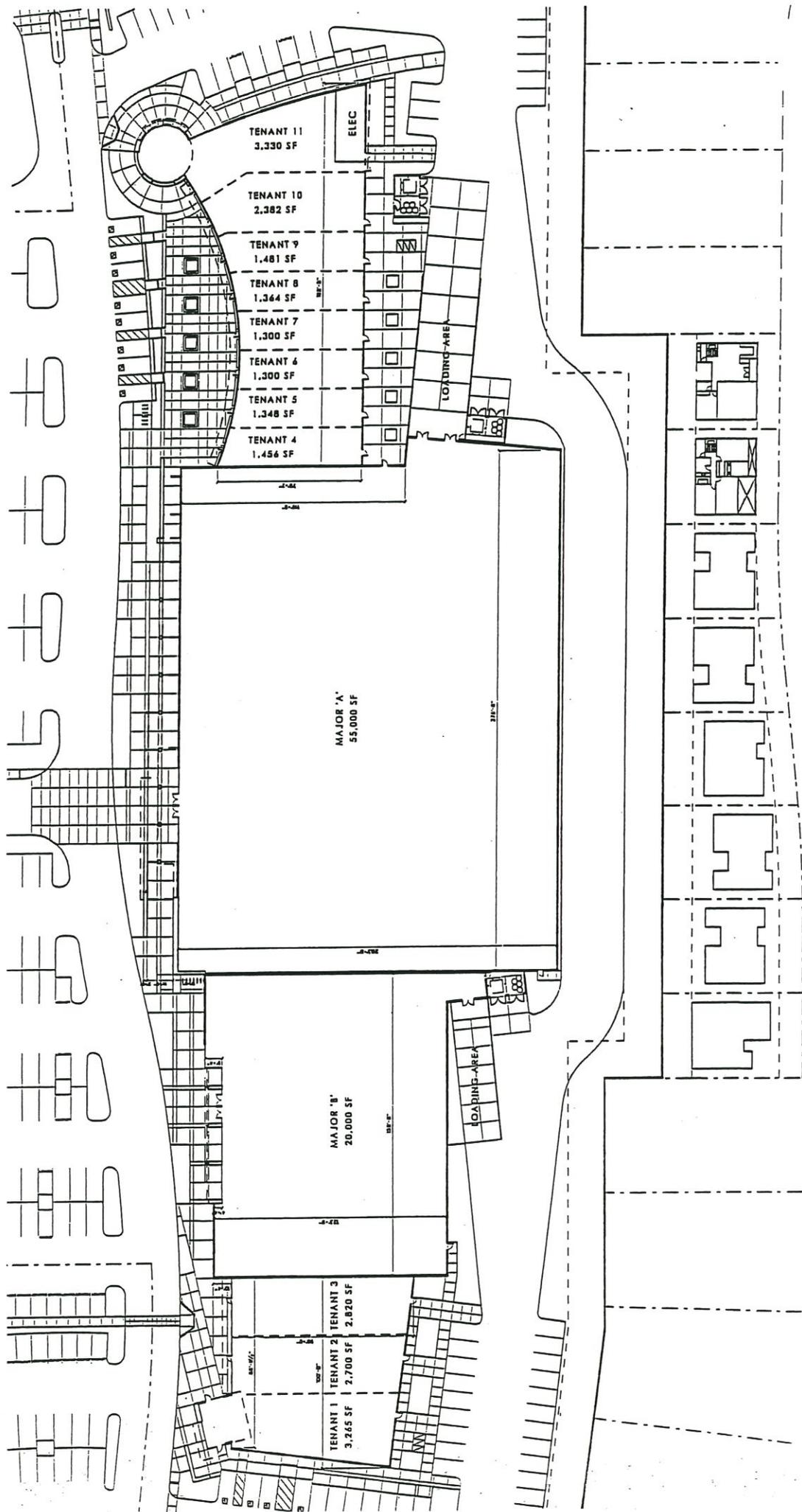
SACRAMENTO, CALIFORNIA

06.06.02

SITE PLAN

Figure B-8

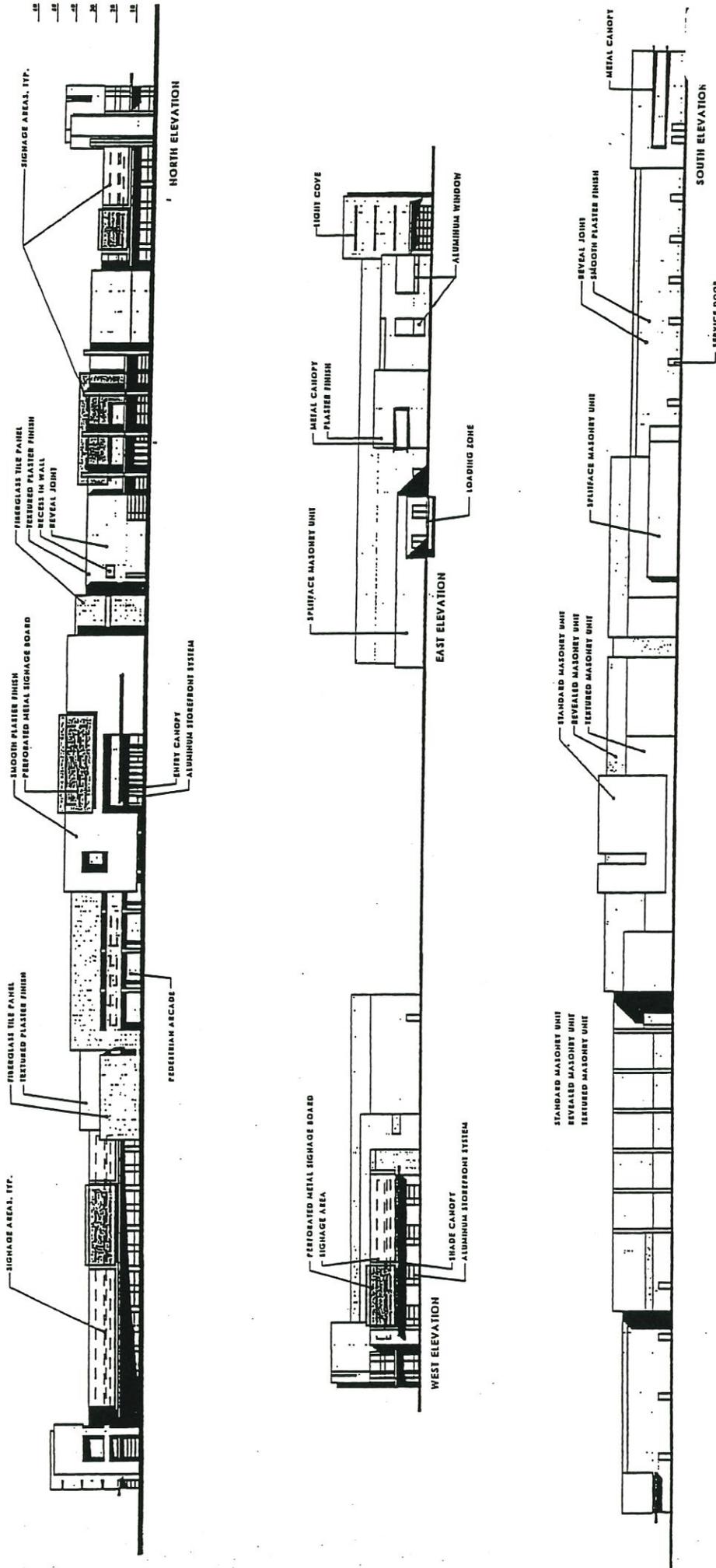
**LPA**  
SACRAMENTO, INC.  
Architect  
1115 G Street, Suite 100  
Sacramento, CA 95811  
TEL: 916.222.2111  
FAX: 916.222.2111



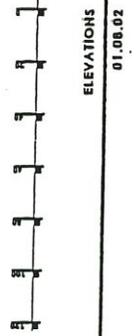
GROUND FLOOR PLAN  
06.04.02

FRIEDMAN RETAIL  
SACRAMENTO, CALIFORNIA

Figure B-9



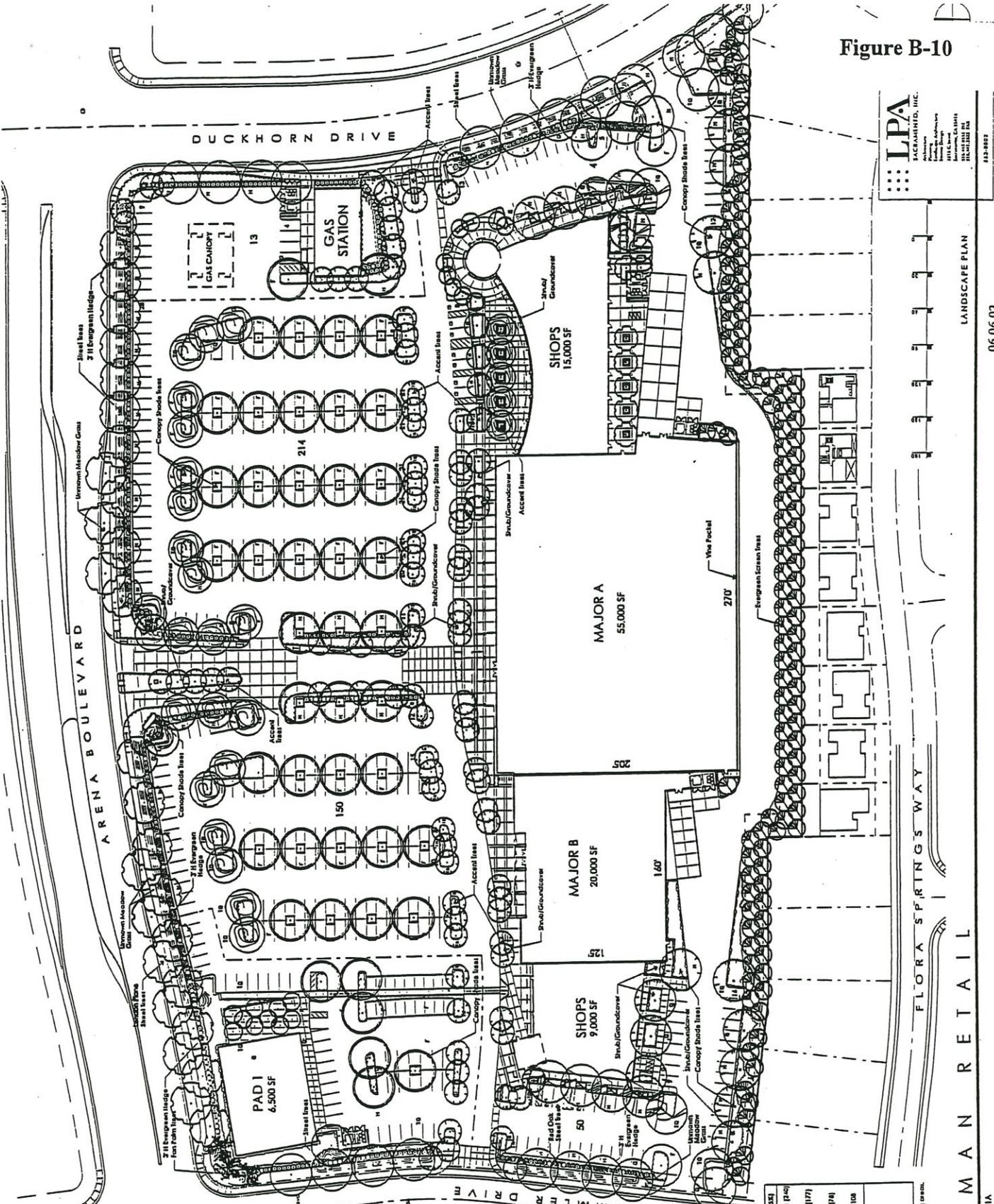
**LPA**  
 ARCHITECTS, INC.  
 1000 J Street, Suite 100  
 Sacramento, CA 95811  
 916-441-2000



FRIEDMAN RETAIL  
 SACRAMENTO, CALIFORNIA

Figure B-10

**LPA**  
SACRAMENTO, INC.  
Address: 1111  
Phone: 916-441-1111  
FAX: 916-441-1111  
412-3002



**LANDSCAPE NOTES**

1. SEE LAYOUT SHEET FOR ALL PLANTING AND HARDSCAPE DETAILS.
2. ALL PLANTING SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.
3. ALL PLANTING SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.
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9. ALL PLANTING SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.
10. ALL PLANTING SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.

- PRELIMINARY LIST**
- Small Trees**
    - Profusa scindifolia - Lemon Pome
    - Quercus agrifolia - Live Oak
    - Quercus laevis - Water Oak
    - Quercus agrifolia - Live Oak
    - Quercus agrifolia - Live Oak
    - Quercus agrifolia - Live Oak
  - Medium Scale Shrub Trees**
    - Acacia saligna - Red Wattle
    - Acacia saligna - Red Wattle
  - Small Scale Accent Tree**
    - Acacia saligna - Red Wattle
    - Acacia saligna - Red Wattle
  - Emergent Screen Tree**
    - Acacia saligna - Red Wattle
    - Acacia saligna - Red Wattle

**SHADING CALCULATIONS**

ITEM	(100%)	(75%)	(50%)	(25%)
3' Topo Canopy Area	42 (942)	10 (723)	22 (481)	11 (240)
3' Medium Canopy Area	4 (101)	11 (326)	4 (134)	0 (17)
2' Accent Tree	0 (314)	17 (233)	13 (137)	4 (74)
<b>CALCULATED TOTAL</b>	<b>46,446</b>	<b>17,245</b>	<b>27,117</b>	<b>3,108</b>

**PROVIDED TOTAL**

Area of Fencing (A/F) = 18,871 sf  
 Area of Fencing (A/S) = 103,910 sf  
 Area of Fencing (A/T) = 73,778 sf

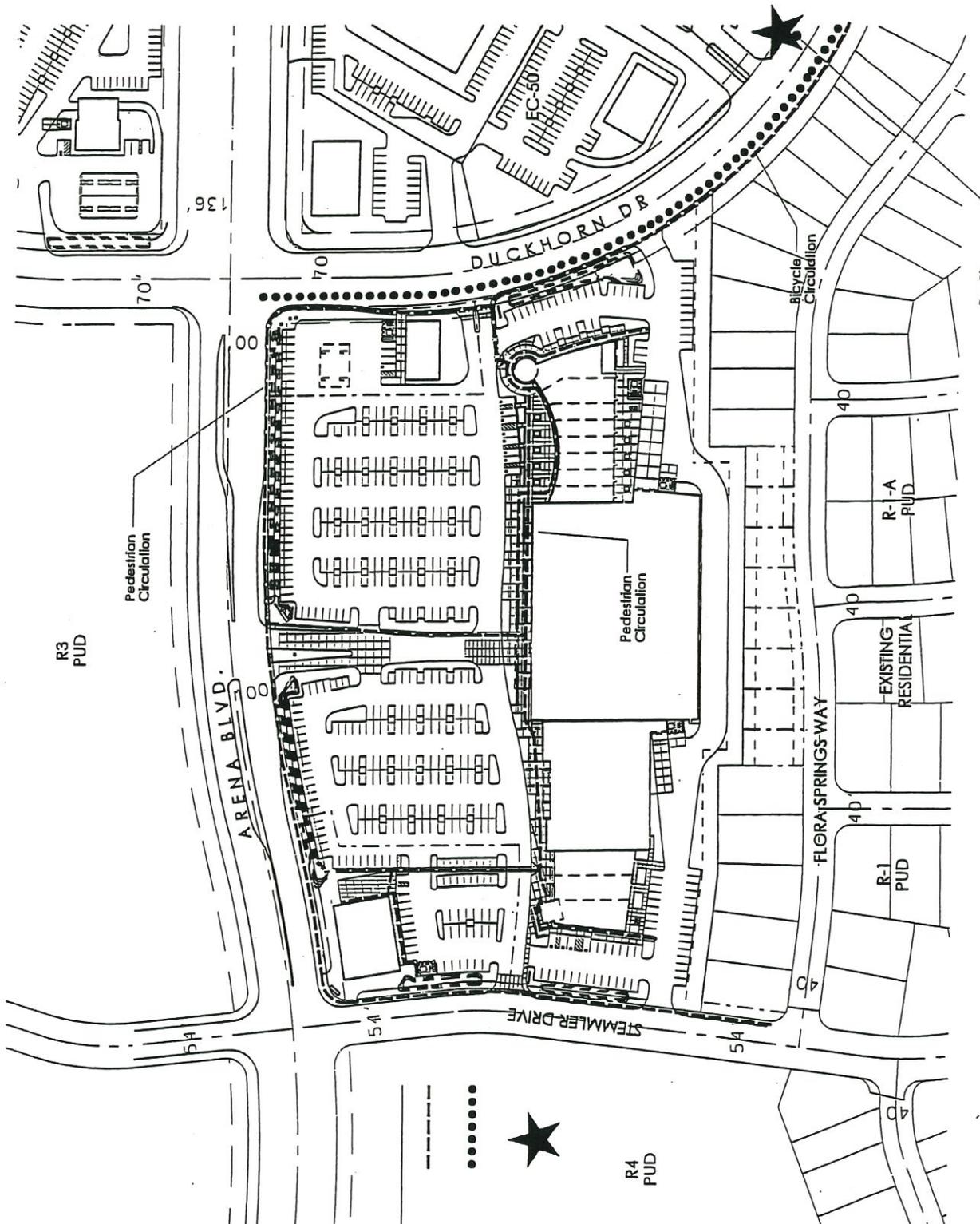
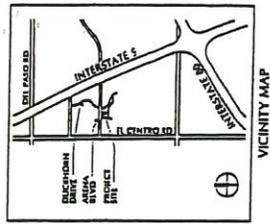
Note: 50% shade requirement includes both shade and shading area.  
 See the City of Sacramento Land Use Ordinance.

**FRIEDMAN RETAIL**  
SACRAMENTO, CALIFORNIA

LANDSCAPE PLAN

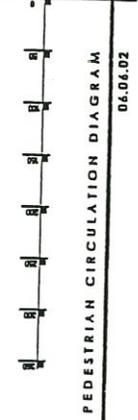
06.06.02

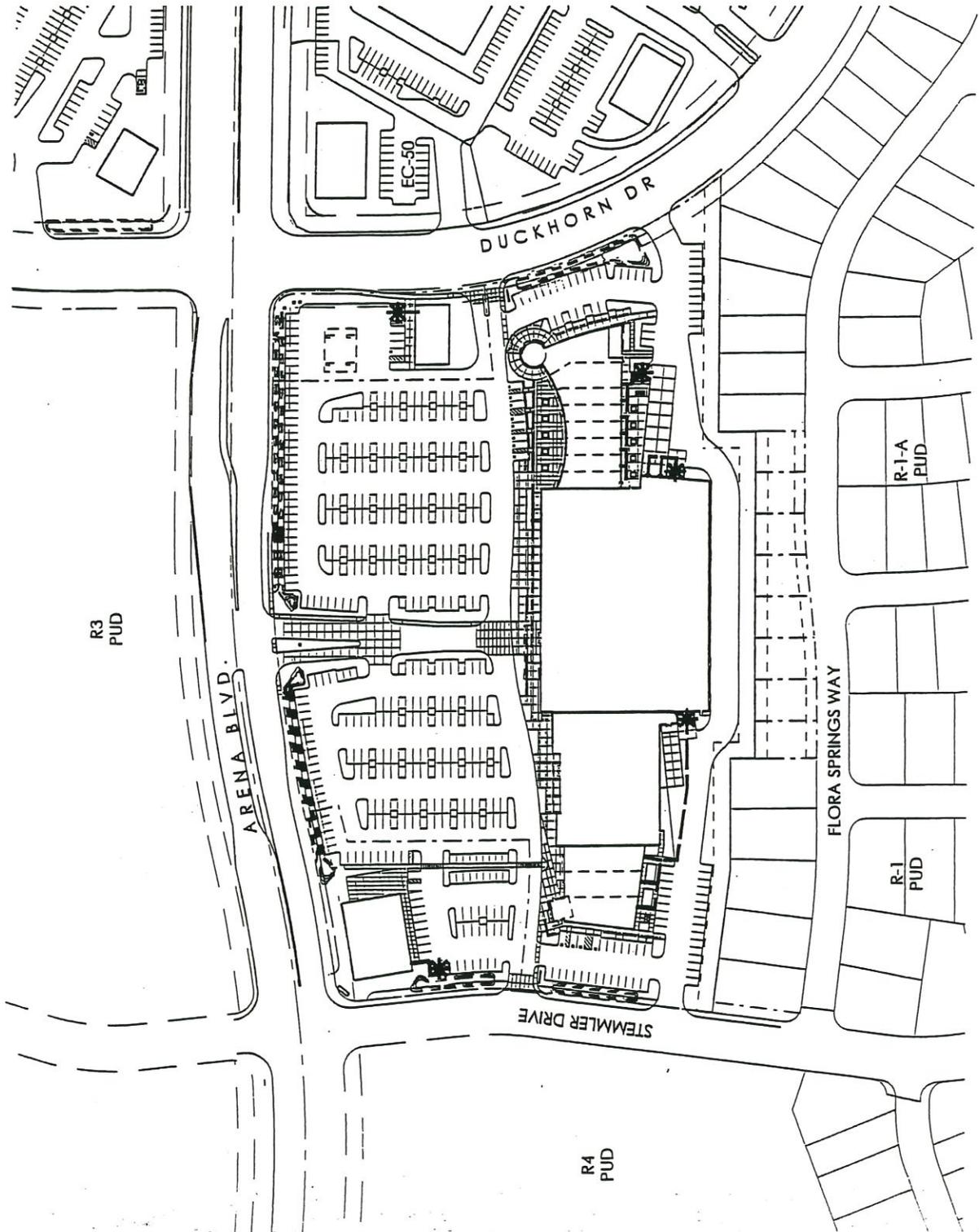
Figure B-11



- LEGEND
- Pedestrian Circulation
  - - - Bicycle Circulation Class II
  - ★ Recommended Bus Stop Locations

**LPA**  
 SACRAMENTO, INC.  
 1000 J Street, Suite 100  
 Sacramento, CA 95811  
 916.441.1111  
 916.441.1112 FAX  
 916.441.1113





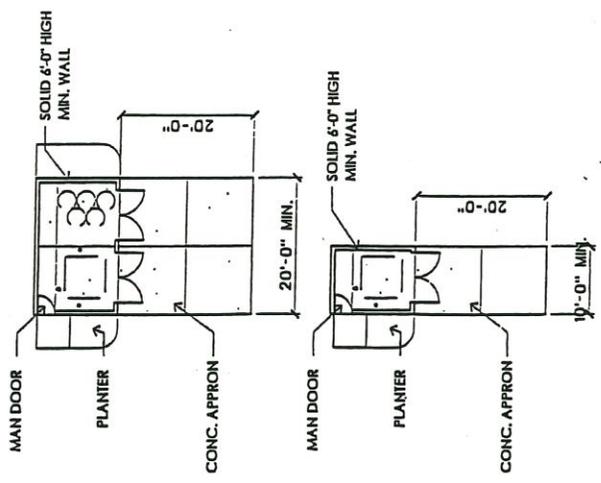
**LEGEND**

TRASH / RECYCLING ENCLOSURE OR COMPACTOR  
 ADA ACCESSIBLE ROUTE TO TRASH ENCLOSURE



**NOTE**

SIZE OF TRASH / RECYCLE ENCLOSURE TO BE DETERMINED BASED ON INDIVIDUAL TENANT REQUIREMENTS.



TRASH COMPACTORS MAY ALSO BE UTILIZED AND SHALL BE SCREENED WITH A SOLID 6'-0" HIGH MIN. WALL.



Figure B-12

**LPA**  
 LANDSCAPE ARCHITECTS, INC.  
 1000 J Street, Suite 100  
 Sacramento, CA 95811  
 916.441.8888 FAX  
 916.441.8888



TRASH & RECYCLING PLAN

06.06.02

FRIEDMAN RETAIL  
 SACRAMENTO, CALIFORNIA

## **APPENDIX C.**

### **California Natural Diversity Data Base RareFind Summary Report**

**Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA**

---

### Summary of Rare Find Occurrences By

No.	Scientific Name	Common Name	Taylor Monument	Total Unique Occurrences	Fed/State/CNPS
1 )	ARDEA ALBA	GREAT EGRET		1	-/-/-
2 )	EGRETTA THULA	SNOWY EGRET		1	-/-/-
3 )	NYCTICORAX NYCTICORAX	BLACK-CROWNED NIGHT HERON		1	-/-/-
4 )	BUTEO SWAINSONI	SWAINSON'S HAWK		26	--T/--
5 )	ATHENE CUNICULARIA	BURROWING OWL		2	--/SC/--
6 )	AGELAIUS TRICOLOR	TRICOLORED BLACKBIRD		1	--/SC/--
7 )	POGONICHTHYS MACROLEPIDOTUS	SACRAMENTO SPLITTAIL		1	T/SC/-
8 )	THAMNOPHIS GIGAS	GIANT GARTER SNAKE		37	T/T/--
9 )	DESMOCERUS CALIFORNICUS DIMORPHUS	VALLEY ELDERBERRY LONGHORN BEETLE		1	T/-/-
				<u>71</u>	
				9	

\*Fed/State: E=Endangered, T=Threatened, P=Proposed, SC=Species of Concern, DE=Delisted, -- = None  
 CNPS:1B=Plants rare, threatened, or endangered in California and elsewhere  
 CNPS:2=Plants rare, threatened, or endangered in California, but more common elsewhere

71 Occurrences for  
 9 Unique Species/  
 Communities

## **APPENDIX D.**

**U.S. Fish and Wildlife Service Letter Dated 20 November 2001**

**Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA**

---



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office  
2800 Cottage Way, Room W2605  
Sacramento, California 95825-1846

IN REPLY REFER TO:  
1-1-02-SP-0232

RECEIVED

NOV 21 2001

SYCAMORE ENVIRONMENTAL  
CONSULTANTS, INC.

November 20, 2001

R. John Little, Ph.D.  
President  
Sycamore Environmental Consultants, Inc.  
6355 Riverside Boulevard, Suite C  
Sacramento, California 95831

Subject: Species List for Gateway West Business Park Development (P00-064) and Friedman Site Commercial Development (P01-104) Projects, Sacramento County, California.

Dear Dr. Little:

We are sending the enclosed list in response to your November 14, 2001, request for information about endangered and threatened species (Enclosure A). The list covers the following U.S. Geological Survey 7½ minute quad of Taylor Monument.

Please read *Important Information About Your Species List* (enclosed). It explains how we made the list and describes your responsibilities under the Endangered Species Act. Please contact Harry Mossman, Biological Technician, at (916) 414-6674, if you have any questions about the attached list or your responsibilities under the Endangered Species Act. For the fastest response to species list requests, address them to the attention of Mr. Mossman at this address. You may fax requests to him at 414-6712 or 6713.

Sincerely,

*for* Jan C. Knight  
Chief, Endangered Species Division

Enclosures

ENCLOSURE A

Endangered and Threatened Species that May Occur in  
or be Affected by Projects in the Selected Quads Listed Below

**02-SP-0232 Gateway West Business Park and Friedman Site Commercial**

**P00-064/P01-104**

November 15, 2001

QUAD : 513A TAYLOR MONUMENT

**Listed Species**

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T)

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T)

Critical Habitat, Central Valley spring-run chinook, *Oncorhynchus tshawytscha* (T)

Sacramento splittail, *Pogonichthys macrolepidotus* (T)

Invertebrates

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

vernal pool tadpole shrimp, *Lepidurus packardi* (E)

**Proposed Species**

Birds

mountain plover, *Charadrius montanus* (PT)

**Candidate Species**

Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

Amphibians

California tiger salamander, *Ambystoma californiense* (C)

## Fish

- Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C)  
 Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C)

**Species of Concern**

## Mammals

- Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)  
 small-footed myotis bat, *Myotis ciliolabrum* (SC)  
 long-legged myotis bat, *Myotis volans* (SC)  
 Yuma myotis bat, *Myotis yumanensis* (SC)  
 San Joaquin pocket mouse, *Perognathus inornatus* (SC)

## Birds

- tricolored blackbird, *Agelaius tricolor* (SC)  
 grasshopper sparrow, *Ammodramus savannarum* (SC)  
 short-eared owl, *Asio flammeus* (SC)  
 western burrowing owl, *Athene cunicularia hypugaea* (SC)  
 Aleutian Canada goose, *Branta canadensis leucopareia* (D)  
 Swainson's hawk, *Buteo Swainsoni* (CA)  
 ferruginous hawk, *Buteo regalis* (SC)  
 Lawrence's goldfinch, *Carduelis lawrencei* (SC)  
 Vaux's swift, *Chaetura vauxi* (SC)  
 black tern, *Chlidonias niger* (SC)  
 white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)  
 little willow flycatcher, *Empidonax traillii brewsteri* (CA)  
 American peregrine falcon, *Falco peregrinus anatum* (D)  
 greater sandhill crane, *Grus canadensis tabida* (CA)  
 loggerhead shrike, *Lanius ludovicianus* (SC)  
 Lewis' woodpecker, *Melanerpes lewis* (SC)  
 long-billed curlew, *Numenius americanus* (SC)  
 white-faced ibis, *Plegadis chihi* (SC)  
 bank swallow, *Riparia riparia* (CA)  
 rufous hummingbird, *Selasphorus rufus* (SC)

## Reptiles

- northwestern pond turtle, *Clemmys marmorata marmorata* (SC)

## Amphibians

western spadefoot toad, *Scaphiopus hammondi* (SC)

## Fish

green sturgeon, *Acipenser medirostris* (SC)

river lamprey, *Lampetra ayresi* (SC)

Pacific lamprey, *Lampetra tridentata* (SC)

longfin smelt, *Spirinchus thaleichthys* (SC)

## Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)

Sacramento anthicid beetle, *Anthicus sacramento* (SC)

Midvalley fairy shrimp, *Branchinecta mesovallensis* (SC)

California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

## KEY:

(E) <i>Endangered</i>	Listed (in the Federal Register) as being in danger of extinction.
(T) <i>Threatened</i>	Listed as likely to become endangered within the foreseeable future.
(P) <i>Proposed</i>	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX) <i>Proposed Critical Habitat</i>	Proposed as an area essential to the conservation of the species.
(C) <i>Candidate</i>	Candidate to become a <i>proposed</i> species.
(SC) <i>Species of Concern</i>	May be endangered or threatened. Not enough biological information has been gathered to support listing at this time.
(MB) <i>Migratory Bird</i>	Migratory bird
(D) <i>Delisted</i>	Delisted. Status to be monitored for 5 years.
(CA) <i>State-Listed</i>	Listed as threatened or endangered by the State of California.
(*) <i>Extirpated</i>	Possibly extirpated from this quad.
(**) <i>Extinct</i>	Possibly extinct.
<i>Critical Habitat</i>	Area essential to the conservation of a species.

Endangered and Threatened Species that May Occur in or be Affected by  
PROJECTS IN SACRAMENTO COUNTY  
Reference File No. 02-SP-0232 Gateway West Business Park and Friedman  
Site Commercial P00-064/P01-104  
November 15, 2001

**Listed Species**

**Mammals**

riparian (San Joaquin Valley) woodrat, *Neotoma fuscipes riparia* (E) \*

**Birds**

bald eagle, *Haliaeetus leucocephalus* (T)

**Reptiles**

giant garter snake, *Thamnophis gigas* (T)

**Amphibians**

California red-legged frog, *Rana aurora draytonii* (T)

**Fish**

Critical habitat, winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

Critical habitat, delta smelt, *Hypomesus transpacificus* (T)

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T)

Critical habitat, Central Valley steelhead, *Oncorhynchus mykiss* (T)

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T)

Critical Habitat, Central Valley spring-run chinook, *Oncorhynchus tshawytscha* (T)

Sacramento splittail, *Pogonichthys macrolepidotus* (T)

**Invertebrates**

Conservancy fairy shrimp, *Branchinecta conservatio* (E)

vernal pool tadpole shrimp, *Lepidurus packardii* (E)

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

Critical habitat, valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

delta green ground beetle, *Elaphrus viridis* (T)

**Plants**

Antioch Dunes evening-primrose, *Oenothera deltoides* ssp. *howellii* (E)

Sacramento Orcutt grass, *Orcuttia viscida* (E)

slender Orcutt grass, *Orcuttia tenuis* (T)

**Candidate Species**

## Birds

Western yellow-billed cuckoo, *Coccyzus americanus occidentalis* (C)

## Amphibians

California tiger salamander, *Ambystoma californiense* (C)

## Fish

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C)

Critical habitat, Central Valley fall/late fall-run chinook, *Oncorhynchus tshawytscha* (C)

**Species of Concern**

## Mammals

pale Townsend's big-eared bat, *Corynorhinus (=Plecotus) townsendii pallescens* (SC)

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)

long-eared myotis bat, *Myotis evotis* (SC)

fringed myotis bat, *Myotis thysanodes* (SC)

long-legged myotis bat, *Myotis volans* (SC)

Yuma myotis bat, *Myotis yumanensis* (SC)

San Francisco dusky-footed woodrat, *Neotoma fuscipes annectens* (SC)

San Joaquin pocket mouse, *Perognathus inornatus* (SC)

## Birds

Swainson's hawk, *Buteo Swainsoni* (CA)

little willow flycatcher, *Empidonax traillii brewsteri* (CA)

greater sandhill crane, *Grus canadensis tabida* (CA)

black rail, *Laterallus jamaicensis coturniculus* (CA)

bank swallow, *Riparia riparia* (CA)

Aleutian Canada goose, *Branta canadensis leucopareia* (D)

American peregrine falcon, *Falco peregrinus anatum* (D)

Snowy Egret, *Egretta thula* (MB)

tricolored blackbird, *Agelaius tricolor* (SC)

grasshopper sparrow, *Ammodramus savannarum* (SC)

short-eared owl, *Asio flammeus* (SC)

western burrowing owl, *Athene cunicularia hypugaea* (SC)

American bittern, *Botaurus lentiginosus* (SC)

ferruginous hawk, *Buteo regalis* (SC)

Lawrence's goldfinch, *Carduelis lawrencei* (SC)

black tern, *Chlidonias niger* (SC)  
white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)  
common loon, *Gavia immer* (SC)  
loggerhead shrike, *Lanius ludovicianus* (SC)  
Lewis' woodpecker, *Melanerpes lewis* (SC)  
long-billed curlew, *Numenius americanus* (SC)  
white-faced ibis, *Plegadis chihi* (SC)  
rufous hummingbird, *Selasphorus rufus* (SC)  
Brewer's sparrow, *Spizella breweri* (SC)  
California thrasher, *Toxostoma redivivum* (SC)

#### Reptiles

silvery legless lizard, *Anniella pulchra pulchra* (SC)  
northwestern pond turtle, *Clemmys marmorata marmorata* (SC)  
southwestern pond turtle, *Clemmys marmorata pallida* (SC)  
California horned lizard, *Phrynosoma coronatum frontale* (SC)

#### Amphibians

foothill yellow-legged frog, *Rana boylei* (SC)  
western spadefoot toad, *Scaphiopus hammondi* (SC)

#### Fish

green sturgeon, *Acipenser medirostris* (SC)  
river lamprey, *Lampetra ayresi* (SC)  
Kern brook lamprey, *Lampetra hubbsi* (SC)  
Pacific lamprey, *Lampetra tridentata* (SC)  
longfin smelt, *Spirinchus thaleichthys* (SC)

#### Invertebrates

Antioch Dunes anthicid beetle, *Anthicus antiochensis* (SC)  
Sacramento anthicid beetle, *Anthicus sacramento* (SC)  
Midvalley fairy shrimp, *Branchinecta mesovallensis* (SC)  
San Joaquin dune beetle, *Coelus gracilis* (SC)  
curved-foot hygrotus diving beetle, *Hygrotus curvipes* (SC)  
California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

#### Plants

Boggs Lake hedge-hyssop, *Gratiola heterosepala* (CA)  
Suisun Marsh aster, *Aster lentus* (SC)  
valley spearscale, *Atriplex joaquiniana* (SC)  
Tuolumne coyote-thistle, *Eryngium pinnatisectum* (SC)  
Ahart's rush, *Juncus leiospermus* var. *ahartii* (SC)

delta tule-pea, *Lathyrus jepsonii* var. *jepsonii* (SC)

legenere, *Legenere limosa* (SC)

Mason's lilaeopsis, *Lilaeopsis masonii* (SC)

pincushion navarretia, *Naverretia myersii* spp. *myersii* (SC)

valley sagittaria, *Sagittaria sanfordii* (SC)

Northern California black walnut, *Juglans californica* var. *hindsii* (SC) \*

KEY:

(E) <i>Endangered</i>	Listed (in the Federal Register) as being in danger of extinction.
(T) <i>Threatened</i>	Listed as likely to become endangered within the foreseeable future.
(P) <i>Proposed</i>	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX) <i>Proposed</i>	Proposed as an area essential to the conservation of the species.
<i>Critical Habitat</i>	
(C) <i>Candidate</i>	Candidate to become a <i>proposed</i> species.
(SC) <i>Species of</i>	Other species of concern to the Service.
<i>Concern</i>	
(D) <i>Delisted</i>	Delisted. Status to be monitored for 5 years.
(CA) <i>State-Listed</i>	Listed as threatened or endangered by the State of California.
* <i>Extirpated</i>	Possibly extirpated from the area.
** <i>Extinct</i>	Possibly extinct
<i>Critical Habitat</i>	Area essential to the conservation of a species.

## **APPENDIX E.**

### **Acoustical Analysis**

**Gateway West Business Park(P00-064) and  
Friedman Retail Development (P01-104)  
City of Sacramento, CA**

---

**ACOUSTICAL ANALYSIS**  
**GATEWAY WEST LOTS A, B, K, L & M**  
**SACRAMENTO, CALIFORNIA**

**PREPARED FOR**

**SYCAMORE ENVIRONMENTAL CONSULTANTS, INC.**  
**6355 RIVERSIDE BOULEVARD, SUITE C**  
**SACRAMENTO, CALIFORNIA 95831**

**PREPARED BY**

**BROWN-BUNTIN ASSOCIATES, INC.**  
**VISALIA, CALIFORNIA**

**APRIL 2, 2002**

## INTRODUCTION

The project consists of proposed office buildings on Lots A, B, L & M, and a major supermarket on Lot K of the Gateway West Development in Sacramento, California. An acoustical analysis of these uses has been conducted to determine if noise impacts exist, and to recommend needed mitigation measures. The findings and recommendations of this report are based on the site plans provided to us that are shown as Figures 1, 2, and 3 in this report. Revisions of those plans may affect our findings and recommendations.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise.

### CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

For office buildings, the City of Sacramento Noise Element considers exterior noise levels that are 65 dB  $L_{dn}$  or less to be "normally acceptable." Noise levels that are 65 to 75 dB  $L_{dn}$  are "conditionally acceptable" and should be mitigated to 65 dB  $L_{dn}$  or less. The City of Sacramento considers only outdoor congregation areas of office buildings to be noise-sensitive. Parking lots, landscape areas, walkways and other similar areas are not considered to be noise-sensitive.

Single-family residential uses that may be impacted by fixed noise sources (e.g., the supermarket) have an exterior compatibility standard of 60 dB  $L_{dn}$  or less.

### LOTS A, B, L & M OFFICE BUILDINGS

The major noise source affecting the proposed office buildings is traffic on I-5. The FHWA Highway Traffic Noise Prediction Model was used to calculate future (2015) traffic noise levels. The traffic data used in BBA's 1999<sup>1</sup> acoustical analysis of the Gateway West Development was used to calculate traffic noise levels on Lots A, B L & M.

---

<sup>1</sup>Brown-Buntin Associates, Inc., *Acoustical Analysis, Gateway West Development, Sacramento, California*, November 13, 1997.

Outdoor congregation areas have not been specified for Lots B, L & M. Figure 1 shows the location of the Year 2015 65 dB  $L_{dn}$  traffic noise contour on unimproved Lots A, B, L & M (that is, without structures). Office building outdoor congregation areas that are placed outside the contour can be considered to have a satisfactory noise environment and will not need additional mitigation.

For the office buildings to be located on Lot A, outdoor congregation areas (“Plazas”) have been specified. These are identified as plaza A, B and C on Figure 2. Since these plazas are located next to and between office buildings, the buildings will provide partial noise shielding. The resulting future traffic noise exposure at plazas A, B and C will be 68, 69 and 69 dB  $L_{dn}$ , respectively. These noise levels exceed the City’s 65 dB  $L_{dn}$  criterion; therefore mitigation must be provided.

There are two alternative methods of mitigation. The first is to construct a sound wall around the north, east and west perimeters of the plazas. Table I lists minimum wall heights necessary to reduce future traffic noise levels to 65 dB  $L_{dn}$  or below in the plazas.

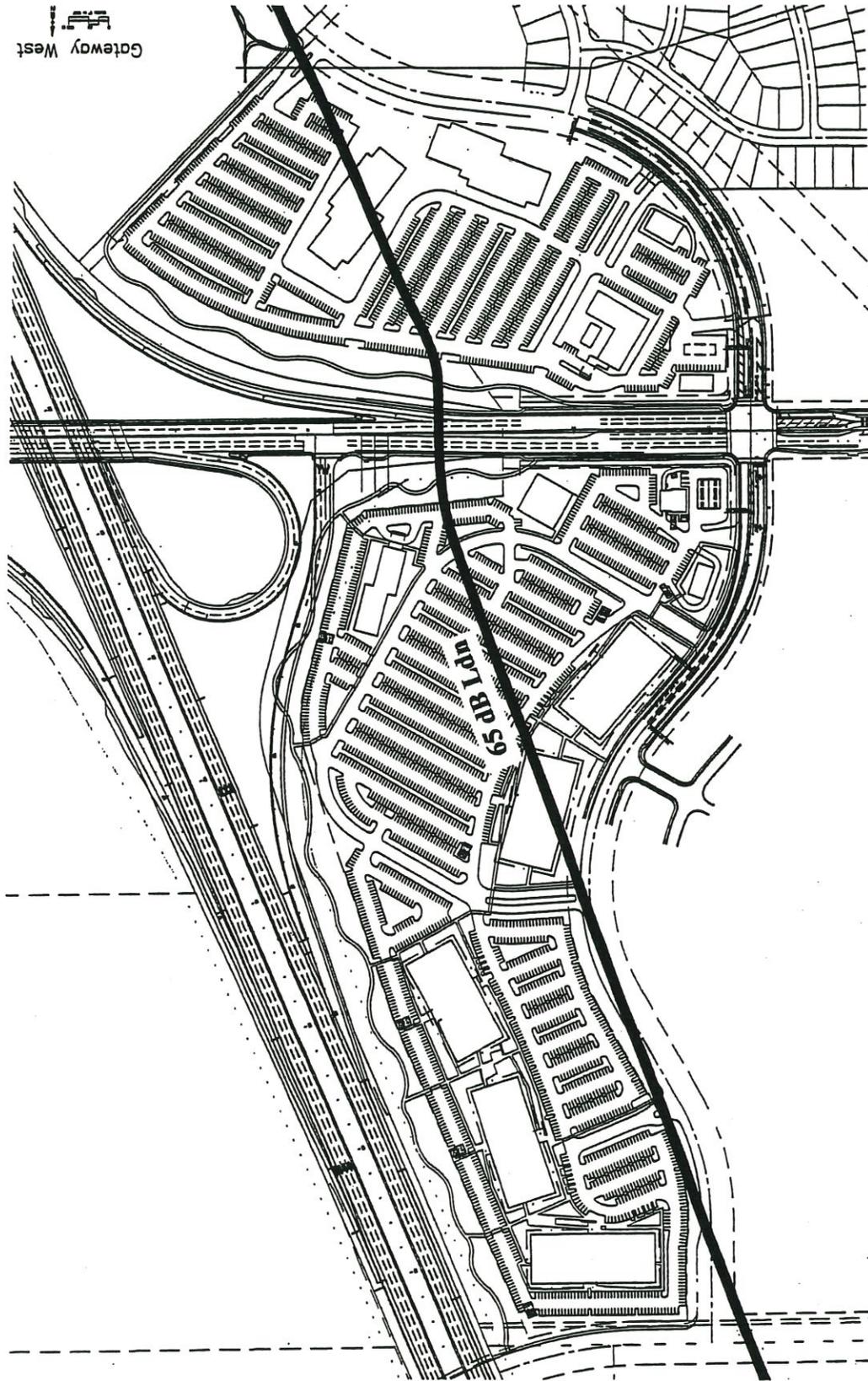
<b>TABLE I</b> <b>MINIMUM WALL HEIGHTS</b> <b>REQUIRED TO REDUCE FUTURE TRAFFIC</b> <b>NOISE LEVELS TO 65 dB LDN OR BELOW</b>			
Plaza	Location	No Wall	Required Wall Height/Resulting Noise Level*
A	Between Buildings A & B	68 dB $L_{dn}$	6’/62 dB $L_{dn}$
B	Between Buildings B & C	69 dB $L_{dn}$	6’/64 dB $L_{dn}$
C	Between Buildings B & C	69 dB $L_{dn}$	6’/64 dB $L_{dn}$
*3-sided wall along north, east and west sides of Plazas			

The second mitigation alternative is to move the plazas to the west side of the office buildings. This way, the office building itself acts as a sound wall, requiring no further mitigation to achieve a noise level of 65 dB  $L_{dn}$  or below.

### LOT K SUPERMARKET

A supermarket and smaller retail stores are proposed on Lot K of the Gateway West Development. No specific data about the type of supermarket, truck delivery information, and data concerning the

**Figure 1**  
**I-5 Future 65 dB Ldn Contour Location**  
**on Unimproved Site**





type and number of mechanical equipment noise sources are available at this time. It was assumed that the proposed store would be similar to a SaveMart Supermarket in Clovis, California that was analyzed by BBA. Following are descriptions of the major noise sources studied for the Clovis store and an analysis of assumed noise impacts, as they may affect the residential area south of the proposed supermarket. The location of the proposed supermarket in relation to the adjoining residential area is shown in Figure 3.

**Truck Deliveries:**

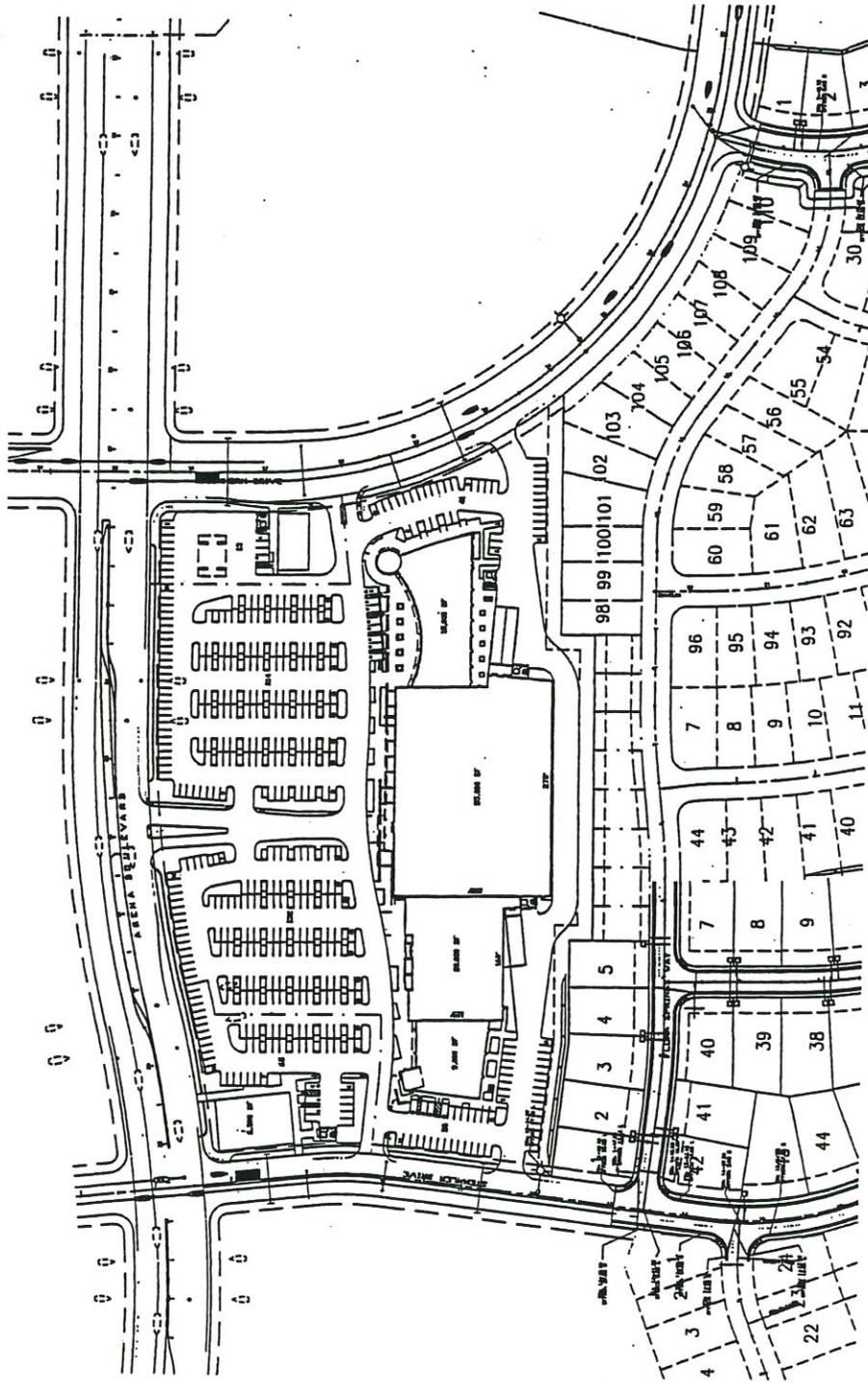
The truck loading dock will be located on the south side of the market. About 11 truck deliveries are assumed during a typical busy day. The following is a breakdown of vehicle types. It is assumed that truck deliveries could occur at any hour.

- Tractor/Trailer - 6/day (incl. 1 refrigeration truck)
- Light Trucks (beverage, etc.) - 5/day

Each truck would travel to the loading dock area, turn around and then return the same way. Each truck would therefore pass by the single-family homes located south of the proposed supermarket. Table II shows reference noise levels for typical passbys of trucks in terms of the Sound Exposure Level (SEL) at a reference distance of 100 feet. The approximate distance from trucks to the nearest homes is approximately 40 feet.

<b>TABLE II</b> <b>REFERENCE NOISE LEVELS</b> <b>SLOWLY MOVING TRUCKS</b>	
Truck Type	SEL, dB @ 100'
Heavy Truck	80.0
Heavy Truck w/Refrigeration Unit	81.0
Light Truck	67.4
Source: Measurements conducted by BBA at various locations in Ceres, Fresno and Visalia, California.	

**Figure 3**  
**Proposed Supermarket Site**



Friedman Site

To determine truck noise levels in terms of the  $L_{dn}$ , the following standard formula was used.

$$L_{dn} = \text{mean SEL} + 10 \log N_{eq} - 49.4$$

where,

the mean SEL's are shown in Table II at 100 feet.

$N_{eq}$  is the equivalent number of truck trips during a typical busy day determined by adding 10 times the number of nighttime trips (10 p.m.-7 a.m.) to the actual number of daytime trips (7 a.m.-10 p.m.), and

The number 49.4 is a time constant equal to  $10 \log$  the number of seconds in the day.

Using the above described formula, the noise level in terms of  $L_{dn}$  at 100 feet is about 48 dB. It was assumed that noise from slowly moving trucks would diminish at the standard rate of 6 dB/doubling of distance. At 40 feet, which represents the nearest homes, the  $L_{dn}$  would be about 56 dB. This level is less than the 60 dB  $L_{dn}$  compatibility standard specified by the City of Sacramento.

### **Loading Docks:**

A loading dock will be located near the southeast corner of the store about 70 feet from the nearest residences. Noise sources at a loading dock include banging and clanging of metal doors and other equipment, heavy trucks and step vans coming and going, refuse trucks passing by, talking and joking of employees and P.A. systems. For a typical busy hour that assumes two heavy trucks arriving, unloading and then departing, the hourly average ( $L_{eq}$ ) noise level is approximately 64 dBA at 90 feet, assuming this loading dock is similar to others analyzed by BBA.

To determine loading dock noise in terms of the  $L_{dn}$  it is necessary to assume the number of hours per day the loading dock will be used and the number of trucks per hour. We assumed one truck delivery per hour for 6 hours per day for calculating  $L_{dn}$  values. This equals 6 deliveries per day. It is further assumed that the loading docks would be used for 3 hours during the daytime (7:00 a.m.-10:00 p.m.) and 3 hours during the nighttime (10:00 p.m.-7:00 a.m.). During one of the nighttime hours, it was assumed that the truck would be refrigerated.  $L_{dn}$  may be calculated using the following formula:

$$L_{dn} = 10 \log \frac{1}{24} \left[ D \times 10^{(L_d/10)} + N \times 10^{(L_n+10)/10} \right]$$

Where,

$L_d$  is the  $L_{eq}$  for the one daytime hour (7 a.m.-10 p.m.),

$L_n$  is the  $L_{eq}$  for the one nighttime hour (10 p.m.-7 a.m.),

$D$  is the number of daytime hours the loading dock is in operation, and

$N$  is the number of nighttime hours the loading dock is in operation.

Using the above formula, the loading dock  $L_{dn}$  at 90 feet is about 61 dB. At 70 feet, the  $L_{dn}$  is about 63 dB.

This level exceeds the 60 dB  $L_{dn}$  standard applied by the City of Sacramento.

### **Rooftop Mechanical Equipment:**

Noise levels produced by rooftop mechanical equipment usually satisfy local noise compatibility criteria if the air conditioning units are shielded from view at the nearest residences. This can be accomplished by constructing individual shields around air conditioning units, or by constructing a parapet wall along the roof edge that is at least 3 feet high.

### **MITIGATION MEASURES**

Combined noise exposure from slowly moving trucks and loading dock activity is approximately 64 dB  $L_{dn}$  at the nearest homes (logarithmically adding 63 dB plus 56 dB yields 64 dB). Since this noise level exceeds the City's 60 dB  $L_{dn}$  criterion, mitigation is necessary. Using a sound barrier attenuation program, it was determined that an 8-foot-high wall located along the north perimeter of the homes south of the supermarket would reduce truck and loading dock noise levels to approximately 59 dB. This noise level satisfies the City's 60 dB  $L_{dn}$  criterion.

The above described analysis assumes that the characteristics of the proposed supermarket would be very similar to another supermarket analyzed by BBA. Actual noise levels and mitigation measures may differ if this assumption is incorrect.

Respectfully submitted,



Bill C. Thiessen

Senior Consultant

## APPENDIX A

### ACOUSTICAL TERMINOLOGY

**AMBIENT NOISE LEVEL:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**DNL/ $L_{dn}$ :** Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**$L_{eq}$ :** Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period.  $L_{eq}$  is typically computed over 1, 8 and 24-hour sample periods.

**NOTE:** The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while  $L_{eq}$  represents the average noise exposure for a shorter time period, typically one hour.

**$L_{max}$ :** The maximum noise level recorded during a noise event.

**$L_n$ :** The sound level exceeded "n" percent of the time during a sample interval ( $L_{90}$ ,  $L_{50}$ ,  $L_{10}$ , etc.). For example,  $L_{10}$  equals the level exceeded 10 percent of the time.

## ACOUSTICAL TERMINOLOGY

### **NOISE EXPOSURE CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

### **NOISE LEVEL REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

### **SEL or SENEL:**

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

### **SOUND LEVEL:**

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

### **SOUND TRANSMISSION CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

**ATTACHMENT E**  
**AINOR SIGNS INC. HIGHWAY SIGN RECOMMENDATIONS**



12/9/19

Attn: John Margowski,

We are recommending an 80' pylon sign for Gateway West for the following reasons:

- Increased visibility from both directions of travel.
- Improved public safety for the following reasons:
  - 70 MPH speed limit reduces reaction time for travelers to merge and safely exit the freeway.
  - The height will ensure the signage is visible above low-lying fog for both northbound and southbound travelers.
  - The sign is designed to ensure the best line-of-sight for both north and southbound travelers due to the slope of the off-ramp, and height of the over-pass.
- If height was reduced, the over-pass would block the line of sight from the traffic heading northbound.

Delta Shores, Natomas Crossings, and Natomas Marketplace are all roughly 70' pylons within 25 miles of Gateway West. All of these existing signs are directly off I-80 & I-5 with no slopes or obstructions to the visibility, making the added height to Gateway West's pylon necessary.

All aspects of this proposed signage package are designed to ensure maximum visibility and safety of the public traveling near, and too, the Gateway West center.

Sincerely,

**Joseph Bergh**

**President**

**Ainor Signs, Inc.**

**ATTACHMENT F**  
**CALEEMOD OUTPUTS**

**Gateway West**  
**Sacramento County, Mitigation Report**

**Construction Mitigation Summary**

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**OFFROAD Equipment Mitigation**

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	10	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.13300E-002	1.48500E-001	1.78970E-001	2.90000E-004	9.07000E-003	9.07000E-003	0.00000E+000	2.51496E+001	2.51496E+001	1.71000E-003	0.00000E+000	2.51923E+001
Cranes	3.52000E-002	4.11550E-001	1.70030E-001	5.00000E-004	1.67500E-002	1.54100E-002	0.00000E+000	4.36875E+001	4.36875E+001	1.41300E-002	0.00000E+000	4.40407E+001
Excavators	2.29000E-003	2.15300E-002	3.27200E-002	5.00000E-005	1.04000E-003	9.60000E-004	0.00000E+000	4.53767E+000	4.53767E+000	1.47000E-003	0.00000E+000	4.57435E+000
Forklifts	3.77000E-002	3.44330E-001	3.44630E-001	4.50000E-004	2.42800E-002	2.23300E-002	0.00000E+000	3.96831E+001	3.96831E+001	1.28300E-002	0.00000E+000	4.00039E+001
Generator Sets	3.49000E-002	3.09250E-001	3.62850E-001	6.50000E-004	1.62900E-002	1.62900E-002	0.00000E+000	5.56729E+001	5.56729E+001	2.82000E-003	0.00000E+000	5.57434E+001
Graders	4.53000E-003	5.92500E-002	1.76700E-002	7.00000E-005	1.88000E-003	1.73000E-003	0.00000E+000	5.82126E+000	5.82126E+000	1.88000E-003	0.00000E+000	5.86833E+000
Pavers	4.92000E-003	5.19000E-002	5.81000E-002	9.00000E-005	2.51000E-003	2.31000E-003	0.00000E+000	8.25649E+000	8.25649E+000	2.67000E-003	0.00000E+000	8.32324E+000
Paving Equipment	3.84000E-003	3.88100E-002	5.08300E-002	8.00000E-005	1.92000E-003	1.76000E-003	0.00000E+000	7.15688E+000	7.15688E+000	2.31000E-003	0.00000E+000	7.21475E+000
Rollers	3.79000E-003	3.84800E-002	3.76100E-002	5.00000E-005	2.35000E-003	2.16000E-003	0.00000E+000	4.61011E+000	4.61011E+000	1.49000E-003	0.00000E+000	4.64739E+000
Rubber Tired Dozers	1.83100E-002	1.92000E-001	7.06600E-002	1.50000E-004	9.32000E-003	8.57000E-003	0.00000E+000	1.31348E+001	1.31348E+001	4.25000E-003	0.00000E+000	1.32410E+001
Tractors/Loaders/Backhoes	5.52600E-002	5.59660E-001	6.74180E-001	9.30000E-004	3.27500E-002	3.01300E-002	0.00000E+000	8.15081E+001	8.15081E+001	2.63600E-002	0.00000E+000	8.21671E+001
Welders	2.95300E-002	1.48120E-001	1.69050E-001	2.50000E-004	7.19000E-003	7.19000E-003	0.00000E+000	1.85397E+001	1.85397E+001	2.39000E-003	0.00000E+000	1.85995E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	2.13300E-002	1.48500E-001	1.78970E-001	2.90000E-004	9.07000E-003	9.07000E-003	0.00000E+000	2.51495E+001	2.51495E+001	1.71000E-003	0.00000E+000	2.51923E+001
Cranes	3.52000E-002	4.11550E-001	1.70030E-001	5.00000E-004	1.67500E-002	1.54100E-002	0.00000E+000	4.36874E+001	4.36874E+001	1.41300E-002	0.00000E+000	4.40406E+001
Excavators	2.29000E-003	2.15300E-002	3.27200E-002	5.00000E-005	1.04000E-003	9.60000E-004	0.00000E+000	4.53766E+000	4.53766E+000	1.47000E-003	0.00000E+000	4.57435E+000
Forklifts	3.77000E-002	3.44330E-001	3.44630E-001	4.50000E-004	2.42800E-002	2.23300E-002	0.00000E+000	3.96830E+001	3.96830E+001	1.28300E-002	0.00000E+000	4.00039E+001
Generator Sets	3.49000E-002	3.09250E-001	3.62850E-001	6.50000E-004	1.62900E-002	1.62900E-002	0.00000E+000	5.56729E+001	5.56729E+001	2.82000E-003	0.00000E+000	5.57433E+001
Graders	4.53000E-003	5.92500E-002	1.76700E-002	7.00000E-005	1.88000E-003	1.73000E-003	0.00000E+000	5.82125E+000	5.82125E+000	1.88000E-003	0.00000E+000	5.86832E+000
Pavers	4.92000E-003	5.19000E-002	5.81000E-002	9.00000E-005	2.51000E-003	2.31000E-003	0.00000E+000	8.25648E+000	8.25648E+000	2.67000E-003	0.00000E+000	8.32323E+000
Paving Equipment	3.84000E-003	3.88100E-002	5.08300E-002	8.00000E-005	1.92000E-003	1.76000E-003	0.00000E+000	7.15688E+000	7.15688E+000	2.31000E-003	0.00000E+000	7.21474E+000
Rollers	3.79000E-003	3.84800E-002	3.76100E-002	5.00000E-005	2.35000E-003	2.16000E-003	0.00000E+000	4.61011E+000	4.61011E+000	1.49000E-003	0.00000E+000	4.64738E+000
Rubber Tired Dozers	1.83100E-002	1.92000E-001	7.06600E-002	1.50000E-004	9.32000E-003	8.57000E-003	0.00000E+000	1.31348E+001	1.31348E+001	4.25000E-003	0.00000E+000	1.32410E+001
Tractors/Loaders/Balckhoes	5.52600E-002	5.59660E-001	6.74180E-001	9.30000E-004	3.27500E-002	3.01300E-002	0.00000E+000	8.15080E+001	8.15080E+001	2.63600E-002	0.00000E+000	8.21670E+001
Welders	2.95300E-002	1.48120E-001	1.69050E-001	2.50000E-004	7.19000E-003	7.19000E-003	0.00000E+000	1.85397E+001	1.85397E+001	2.39000E-003	0.00000E+000	1.85995E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19286E-006	1.19286E-006	0.00000E+000	0.00000E+000	1.19084E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.14449E-006	1.14449E-006	0.00000E+000	0.00000E+000	1.13531E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.20377E-006	2.20377E-006	0.00000E+000	0.00000E+000	0.00000E+000
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.00799E-006	1.00799E-006	0.00000E+000	0.00000E+000	1.24988E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07772E-006	1.07772E-006	0.00000E+000	0.00000E+000	1.25575E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.71784E-006	1.71784E-006	0.00000E+000	0.00000E+000	1.70406E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21117E-006	1.21117E-006	0.00000E+000	0.00000E+000	1.20146E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.38605E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.15175E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	7.61335E-007	7.61335E-007	0.00000E+000	0.00000E+000	7.55229E-007
Tractors/Loaders/Balckhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.22687E-006	1.22687E-006	0.00000E+000	0.00000E+000	1.21703E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07876E-006	1.07876E-006	0.00000E+000	0.00000E+000	1.07530E-006

**Fugitive Dust Mitigation**

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction		
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00	

No	Clean Paved Road	% PM Reduction	0.00			
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Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Grading	Fugitive Dust	0.06	0.03	0.06	0.03	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.05	0.02	0.05	0.02	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Percent Reduction Summary**

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.30	4.04	7.75	12.20	9.92	9.99	0.00	12.20	12.20	8.31	0.00	12.20
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.13	0.37		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.18	0.20		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.10			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site	
Yes	Neighborhood Enhancements	Provide Traffic Calming Measures			25.00
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.05		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.15		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"	4.50		
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program	10.00		
	Commute	Commute Subtotal	0.00		

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.15		

### Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

### Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

**Water Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

**Solid Waste Mitigation**

Mitigation Measures	Input Value
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Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	111.00	Room	3.70	50.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	3.70	0
Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,600.00	0
High Turnover (Sit Down Restaurant)	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
High Turnover (Sit Down Restaurant)	3.95	1000sqft	0.09	3,954.00	0
Other Asphalt Surfaces	50.00	1000sqft	1.15	50,000.00	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>	2023
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	387.0987	<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**

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Project Characteristics - SMUD CO2 Intensity adjusted based on RPS requirements

Land Use - Land Uses based on project application

Construction Phase - Construction schedule based on applicant provided information and assumptions for off-site improvements

Grading - Based on size of site and off-site improvement areas

Vehicle Trips - Weekday trip rates based on trip generation analysis prepared by DKS

Energy Use - Energy intensity adjusted per 2019 CBSC

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	197.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	4/22/2022	2/15/2022
tblConstructionPhase	PhaseEndDate	2/25/2022	2/1/2022
tblConstructionPhase	PhaseEndDate	4/9/2021	4/2/2021
tblConstructionPhase	PhaseEndDate	3/25/2022	4/30/2021
tblConstructionPhase	PhaseEndDate	3/12/2021	3/5/2021
tblConstructionPhase	PhaseStartDate	3/26/2022	5/15/2021
tblConstructionPhase	PhaseStartDate	4/10/2021	5/1/2021
tblConstructionPhase	PhaseStartDate	3/13/2021	3/6/2021
tblConstructionPhase	PhaseStartDate	2/26/2022	4/3/2021
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	3.59	2.51
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	4.49	3.14

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tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	33.04	23.13
tblEnergyUse	T24NG	4.49	3.14
tblGrading	AcresOfGrading	10.00	6.77
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialExported	0.00	50.00
tblGrading	MaterialImported	0.00	800.00
tblLandUse	LandUseSquareFeet	161,172.00	50.00
tblLandUse	LandUseSquareFeet	2,258.80	3.70
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	3,950.00	3,954.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	387.0987
tblVehicleTrips	WD_TR	542.60	61.54
tblVehicleTrips	WD_TR	496.12	179.22
tblVehicleTrips	WD_TR	127.15	51.22
tblVehicleTrips	WD_TR	8.17	13.59
tblVehicleTrips	WD_TR	44.32	69.39

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2021	5-31-2021	0.7562	0.7562
2	6-1-2021	8-31-2021	0.7613	0.7613
3	9-1-2021	11-30-2021	0.7536	0.7536
4	12-1-2021	2-28-2022	0.5085	0.5085
		Highest	0.7613	0.7613

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	0.0680	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-003
Energy	8.0700e-003	0.0734	0.0616	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	153.1502	153.1502	7.0200e-003	2.6000e-003	154.1006
Mobile	0.9308	3.2633	7.1351	0.0185	1.4971	0.0163	1.5135	0.4013	0.0152	0.4165	0.0000	1,705.7327	1,705.7327	0.0952	0.0000	1,708.1137
Waste						0.0000	0.0000		0.0000	0.0000	35.5458	0.0000	35.5458	2.1007	0.0000	88.0631
Water						0.0000	0.0000		0.0000	0.0000	2.1855	5.9183	8.1037	7.9700e-003	4.8400e-003	9.7465
<b>Total</b>	<b>1.0068</b>	<b>3.3367</b>	<b>7.1992</b>	<b>0.0190</b>	<b>1.4971</b>	<b>0.0219</b>	<b>1.5191</b>	<b>0.4013</b>	<b>0.0208</b>	<b>0.4221</b>	<b>37.7312</b>	<b>1,864.8059</b>	<b>1,902.5371</b>	<b>2.2109</b>	<b>7.4400e-003</b>	<b>1,960.0290</b>

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**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	0.0680	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-003
Energy	8.0700e-003	0.0734	0.0616	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	153.1502	153.1502	7.0200e-003	2.6000e-003	154.1006
Mobile	0.9093	3.1315	6.5818	0.0163	1.2801	0.0147	1.2948	0.3431	0.0137	0.3568	0.0000	1,497.5525	1,497.5525	0.0873	0.0000	1,499.7357
Waste						0.0000	0.0000		0.0000	0.0000	35.5458	0.0000	35.5458	2.1007	0.0000	88.0631
Water						0.0000	0.0000		0.0000	0.0000	2.1855	5.9183	8.1037	7.9700e-003	4.8400e-003	9.7465
<b>Total</b>	<b>0.9854</b>	<b>3.2049</b>	<b>6.6459</b>	<b>0.0167</b>	<b>1.2801</b>	<b>0.0203</b>	<b>1.3004</b>	<b>0.3431</b>	<b>0.0193</b>	<b>0.3624</b>	<b>37.7312</b>	<b>1,656.6258</b>	<b>1,694.3570</b>	<b>2.2030</b>	<b>7.4400e-003</b>	<b>1,751.6510</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
<b>Percent Reduction</b>	<b>2.13</b>	<b>3.95</b>	<b>7.69</b>	<b>11.92</b>	<b>14.50</b>	<b>7.39</b>	<b>14.40</b>	<b>14.50</b>	<b>7.31</b>	<b>14.15</b>	<b>0.00</b>	<b>11.16</b>	<b>10.94</b>	<b>0.36</b>	<b>0.00</b>	<b>10.63</b>

**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	Site Preparation	Site Preparation	3/1/2021	3/5/2021	5	5	
2	Grading	Grading	3/6/2021	4/2/2021	5	20	
3	Paving	Paving	4/3/2021	4/30/2021	5	20	
4	Building Construction	Building Construction	5/1/2021	2/1/2022	5	197	
5	Architectural Coating	Architectural Coating	5/15/2021	2/15/2022	5	197	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 6.77**

**Acres of Paving: 1.15**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,918; Non-Residential Outdoor: 7,306; Striped Parking Area: 3,000 (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
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	125.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

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**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1012	0.0529	1.0000e-004		5.1100e-003	5.1100e-003		4.7000e-003	4.7000e-003	0.0000	8.3589	8.3589	2.7000e-003	0.0000	8.4265
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1012</b>	<b>0.0529</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>5.1100e-003</b>	<b>0.0503</b>	<b>0.0248</b>	<b>4.7000e-003</b>	<b>0.0295</b>	<b>0.0000</b>	<b>8.3589</b>	<b>8.3589</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4265</b>

**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	2.0000e-005	7.9000e-004	1.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2269	0.2269	1.0000e-005	0.0000	0.2272
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	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2829	0.2829	1.0000e-005	0.0000	0.2831
<b>Total</b>	<b>1.8000e-004</b>	<b>8.9000e-004</b>	<b>1.3200e-003</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.5097</b>	<b>0.5097</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.5103</b>

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**3.2 Site Preparation - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1012	0.0529	1.0000e-004		5.1100e-003	5.1100e-003		4.7000e-003	4.7000e-003	0.0000	8.3589	8.3589	2.7000e-003	0.0000	8.4265
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1012</b>	<b>0.0529</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>5.1100e-003</b>	<b>0.0503</b>	<b>0.0248</b>	<b>4.7000e-003</b>	<b>0.0295</b>	<b>0.0000</b>	<b>8.3589</b>	<b>8.3589</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4265</b>

**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	2.0000e-005	7.9000e-004	1.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2269	0.2269	1.0000e-005	0.0000	0.2272
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	1.6000e-004	1.0000e-004	1.1400e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2829	0.2829	1.0000e-005	0.0000	0.2831
<b>Total</b>	<b>1.8000e-004</b>	<b>8.9000e-004</b>	<b>1.3200e-003</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.5097</b>	<b>0.5097</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.5103</b>

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**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0639	0.0000	0.0639	0.0335	0.0000	0.0335	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
<b>Total</b>	<b>0.0229</b>	<b>0.2474</b>	<b>0.1586</b>	<b>3.0000e-004</b>	<b>0.0639</b>	<b>0.0116</b>	<b>0.0755</b>	<b>0.0335</b>	<b>0.0107</b>	<b>0.0442</b>	<b>0.0000</b>	<b>26.0537</b>	<b>26.0537</b>	<b>8.4300e-003</b>	<b>0.0000</b>	<b>26.2644</b>

**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	4.5000e-004	0.0165	3.7700e-003	5.0000e-005	1.0500e-003	6.0000e-005	1.1100e-003	2.9000e-004	5.0000e-005	3.4000e-004	0.0000	4.7265	4.7265	2.7000e-004	0.0000	4.7333
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	5.2000e-004	3.4000e-004	3.8000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9429	0.9429	2.0000e-005	0.0000	0.9435
<b>Total</b>	<b>9.7000e-004</b>	<b>0.0168</b>	<b>7.5700e-003</b>	<b>6.0000e-005</b>	<b>2.1500e-003</b>	<b>7.0000e-005</b>	<b>2.2200e-003</b>	<b>5.8000e-004</b>	<b>6.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>5.6693</b>	<b>5.6693</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>5.6768</b>

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**3.3 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0639	0.0000	0.0639	0.0335	0.0000	0.0335	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
<b>Total</b>	<b>0.0229</b>	<b>0.2474</b>	<b>0.1586</b>	<b>3.0000e-004</b>	<b>0.0639</b>	<b>0.0116</b>	<b>0.0755</b>	<b>0.0335</b>	<b>0.0107</b>	<b>0.0442</b>	<b>0.0000</b>	<b>26.0537</b>	<b>26.0537</b>	<b>8.4300e-003</b>	<b>0.0000</b>	<b>26.2643</b>

**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	4.5000e-004	0.0165	3.7700e-003	5.0000e-005	1.0500e-003	6.0000e-005	1.1100e-003	2.9000e-004	5.0000e-005	3.4000e-004	0.0000	4.7265	4.7265	2.7000e-004	0.0000	4.7333
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	5.2000e-004	3.4000e-004	3.8000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9429	0.9429	2.0000e-005	0.0000	0.9435
<b>Total</b>	<b>9.7000e-004</b>	<b>0.0168</b>	<b>7.5700e-003</b>	<b>6.0000e-005</b>	<b>2.1500e-003</b>	<b>7.0000e-005</b>	<b>2.2200e-003</b>	<b>5.8000e-004</b>	<b>6.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>5.6693</b>	<b>5.6693</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>5.6768</b>

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**3.4 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	1.5100e-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>0.0141</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

**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	5.2000e-004	3.4000e-004	3.8000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9429	0.9429	2.0000e-005	0.0000	0.9435
<b>Total</b>	<b>5.2000e-004</b>	<b>3.4000e-004</b>	<b>3.8000e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.9429</b>	<b>0.9429</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.9435</b>

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**3.4 Paving - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	1.5100e-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>0.0141</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

**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	5.2000e-004	3.4000e-004	3.8000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9429	0.9429	2.0000e-005	0.0000	0.9435
<b>Total</b>	<b>5.2000e-004</b>	<b>3.4000e-004</b>	<b>3.8000e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.9429</b>	<b>0.9429</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.9435</b>

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**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6826	202.6826	0.0489	0.0000	203.9051
<b>Total</b>	<b>0.1663</b>	<b>1.5253</b>	<b>1.4503</b>	<b>2.3600e-003</b>		<b>0.0839</b>	<b>0.0839</b>		<b>0.0789</b>	<b>0.0789</b>	<b>0.0000</b>	<b>202.6826</b>	<b>202.6826</b>	<b>0.0489</b>	<b>0.0000</b>	<b>203.9051</b>

**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	3.0300e-003	0.0985	0.0263	2.3000e-004	5.6300e-003	2.7000e-004	5.9000e-003	1.6300e-003	2.6000e-004	1.8900e-003	0.0000	22.5845	22.5845	1.2900e-003	0.0000	22.6168
Worker	8.1800e-003	5.3500e-003	0.0598	1.6000e-004	0.0174	1.2000e-004	0.0175	4.6100e-003	1.1000e-004	4.7300e-003	0.0000	14.8502	14.8502	3.9000e-004	0.0000	14.8599
<b>Total</b>	<b>0.0112</b>	<b>0.1038</b>	<b>0.0861</b>	<b>3.9000e-004</b>	<b>0.0230</b>	<b>3.9000e-004</b>	<b>0.0234</b>	<b>6.2400e-003</b>	<b>3.7000e-004</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>37.4347</b>	<b>37.4347</b>	<b>1.6800e-003</b>	<b>0.0000</b>	<b>37.4767</b>

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**3.5 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6824	202.6824	0.0489	0.0000	203.9048
<b>Total</b>	<b>0.1663</b>	<b>1.5253</b>	<b>1.4503</b>	<b>2.3600e-003</b>		<b>0.0839</b>	<b>0.0839</b>		<b>0.0789</b>	<b>0.0789</b>	<b>0.0000</b>	<b>202.6824</b>	<b>202.6824</b>	<b>0.0489</b>	<b>0.0000</b>	<b>203.9048</b>

**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	3.0300e-003	0.0985	0.0263	2.3000e-004	5.6300e-003	2.7000e-004	5.9000e-003	1.6300e-003	2.6000e-004	1.8900e-003	0.0000	22.5845	22.5845	1.2900e-003	0.0000	22.6168
Worker	8.1800e-003	5.3500e-003	0.0598	1.6000e-004	0.0174	1.2000e-004	0.0175	4.6100e-003	1.1000e-004	4.7300e-003	0.0000	14.8502	14.8502	3.9000e-004	0.0000	14.8599
<b>Total</b>	<b>0.0112</b>	<b>0.1038</b>	<b>0.0861</b>	<b>3.9000e-004</b>	<b>0.0230</b>	<b>3.9000e-004</b>	<b>0.0234</b>	<b>6.2400e-003</b>	<b>3.7000e-004</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>37.4347</b>	<b>37.4347</b>	<b>1.6800e-003</b>	<b>0.0000</b>	<b>37.4767</b>

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**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0188	0.1718	0.1800	3.0000e-004		8.9000e-003	8.9000e-003		8.3700e-003	8.3700e-003	0.0000	25.4898	25.4898	6.1100e-003	0.0000	25.6424
<b>Total</b>	<b>0.0188</b>	<b>0.1718</b>	<b>0.1800</b>	<b>3.0000e-004</b>		<b>8.9000e-003</b>	<b>8.9000e-003</b>		<b>8.3700e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>25.4898</b>	<b>25.4898</b>	<b>6.1100e-003</b>	<b>0.0000</b>	<b>25.6424</b>

**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	3.5000e-004	0.0118	3.0500e-003	3.0000e-005	7.1000e-004	3.0000e-005	7.4000e-004	2.0000e-004	3.0000e-005	2.3000e-004	0.0000	2.8142	2.8142	1.6000e-004	0.0000	2.8182
Worker	9.6000e-004	6.0000e-004	6.9100e-003	2.0000e-005	2.1800e-003	1.0000e-005	2.2000e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.8000	1.8000	4.0000e-005	0.0000	1.8011
<b>Total</b>	<b>1.3100e-003</b>	<b>0.0124</b>	<b>9.9600e-003</b>	<b>5.0000e-005</b>	<b>2.8900e-003</b>	<b>4.0000e-005</b>	<b>2.9400e-003</b>	<b>7.8000e-004</b>	<b>4.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>4.6143</b>	<b>4.6143</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>4.6193</b>

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**3.5 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0188	0.1718	0.1800	3.0000e-004		8.9000e-003	8.9000e-003		8.3700e-003	8.3700e-003	0.0000	25.4898	25.4898	6.1100e-003	0.0000	25.6424
<b>Total</b>	<b>0.0188</b>	<b>0.1718</b>	<b>0.1800</b>	<b>3.0000e-004</b>		<b>8.9000e-003</b>	<b>8.9000e-003</b>		<b>8.3700e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>25.4898</b>	<b>25.4898</b>	<b>6.1100e-003</b>	<b>0.0000</b>	<b>25.6424</b>

**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	3.5000e-004	0.0118	3.0500e-003	3.0000e-005	7.1000e-004	3.0000e-005	7.4000e-004	2.0000e-004	3.0000e-005	2.3000e-004	0.0000	2.8142	2.8142	1.6000e-004	0.0000	2.8182
Worker	9.6000e-004	6.0000e-004	6.9100e-003	2.0000e-005	2.1800e-003	1.0000e-005	2.2000e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.8000	1.8000	4.0000e-005	0.0000	1.8011
<b>Total</b>	<b>1.3100e-003</b>	<b>0.0124</b>	<b>9.9600e-003</b>	<b>5.0000e-005</b>	<b>2.8900e-003</b>	<b>4.0000e-005</b>	<b>2.9400e-003</b>	<b>7.8000e-004</b>	<b>4.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>4.6143</b>	<b>4.6143</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>4.6193</b>

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**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0181	0.1260	0.1500	2.5000e-004		7.7600e-003	7.7600e-003		7.7600e-003	7.7600e-003	0.0000	21.0643	21.0643	1.4500e-003	0.0000	21.1005
<b>Total</b>	<b>0.0806</b>	<b>0.1260</b>	<b>0.1500</b>	<b>2.5000e-004</b>		<b>7.7600e-003</b>	<b>7.7600e-003</b>		<b>7.7600e-003</b>	<b>7.7600e-003</b>	<b>0.0000</b>	<b>21.0643</b>	<b>21.0643</b>	<b>1.4500e-003</b>	<b>0.0000</b>	<b>21.1005</b>

**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	1.4300e-003	9.3000e-004	0.0104	3.0000e-005	3.0300e-003	2.0000e-005	3.0500e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000	2.5929	2.5929	7.0000e-005	0.0000	2.5946
<b>Total</b>	<b>1.4300e-003</b>	<b>9.3000e-004</b>	<b>0.0104</b>	<b>3.0000e-005</b>	<b>3.0300e-003</b>	<b>2.0000e-005</b>	<b>3.0500e-003</b>	<b>8.1000e-004</b>	<b>2.0000e-005</b>	<b>8.3000e-004</b>	<b>0.0000</b>	<b>2.5929</b>	<b>2.5929</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>2.5946</b>

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**3.6 Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0181	0.1260	0.1500	2.5000e-004		7.7600e-003	7.7600e-003		7.7600e-003	7.7600e-003	0.0000	21.0643	21.0643	1.4500e-003	0.0000	21.1005
<b>Total</b>	<b>0.0806</b>	<b>0.1260</b>	<b>0.1500</b>	<b>2.5000e-004</b>		<b>7.7600e-003</b>	<b>7.7600e-003</b>		<b>7.7600e-003</b>	<b>7.7600e-003</b>	<b>0.0000</b>	<b>21.0643</b>	<b>21.0643</b>	<b>1.4500e-003</b>	<b>0.0000</b>	<b>21.1005</b>

**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	1.4300e-003	9.3000e-004	0.0104	3.0000e-005	3.0300e-003	2.0000e-005	3.0500e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000	2.5929	2.5929	7.0000e-005	0.0000	2.5946
<b>Total</b>	<b>1.4300e-003</b>	<b>9.3000e-004</b>	<b>0.0104</b>	<b>3.0000e-005</b>	<b>3.0300e-003</b>	<b>2.0000e-005</b>	<b>3.0500e-003</b>	<b>8.1000e-004</b>	<b>2.0000e-005</b>	<b>8.3000e-004</b>	<b>0.0000</b>	<b>2.5929</b>	<b>2.5929</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>2.5946</b>

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**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0121					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2700e-003	0.0225	0.0290	5.0000e-005		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	4.0852	4.0852	2.7000e-004	0.0000	4.0919
<b>Total</b>	<b>0.0154</b>	<b>0.0225</b>	<b>0.0290</b>	<b>5.0000e-005</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>4.0852</b>	<b>4.0852</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>4.0919</b>

**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	2.6000e-004	1.6000e-004	1.8600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4849	0.4849	1.0000e-005	0.0000	0.4852
<b>Total</b>	<b>2.6000e-004</b>	<b>1.6000e-004</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>5.9000e-004</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>0.4849</b>	<b>0.4849</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4852</b>

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**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0121					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2700e-003	0.0225	0.0290	5.0000e-005		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	4.0852	4.0852	2.7000e-004	0.0000	4.0919
<b>Total</b>	<b>0.0154</b>	<b>0.0225</b>	<b>0.0290</b>	<b>5.0000e-005</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>4.0852</b>	<b>4.0852</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>4.0919</b>

**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	2.6000e-004	1.6000e-004	1.8600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4849	0.4849	1.0000e-005	0.0000	0.4852
<b>Total</b>	<b>2.6000e-004</b>	<b>1.6000e-004</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>5.9000e-004</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>0.4849</b>	<b>0.4849</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4852</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive 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	0.9093	3.1315	6.5818	0.0163	1.2801	0.0147	1.2948	0.3431	0.0137	0.3568	0.0000	1,497.5525	1,497.5525	0.0873	0.0000	1,499.7357
Unmitigated	0.9308	3.2633	7.1351	0.0185	1.4971	0.0163	1.5135	0.4013	0.0152	0.4165	0.0000	1,705.7327	1,705.7327	0.0952	0.0000	1,708.1137

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	984.64	3,271.52	2670.08	615,852	526,554
Fast Food Restaurant with Drive Thru	465.97	1,877.28	1411.07	554,433	474,040
High Turnover (Sit Down Restaurant)	136.76	422.85	352.01	185,164	158,315
High Turnover (Sit Down Restaurant)	202.32	625.56	520.77	273,932	234,212
Hotel	1,508.49	909.09	660.45	2,002,437	1,712,084
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	185.27	112.25	54.55	192,033	164,188
Strip Mall	185.27	112.25	54.55	192,033	164,188
<b>Total</b>	<b>3,668.72</b>	<b>7,330.79</b>	<b>5,723.48</b>	<b>4,015,884</b>	<b>3,433,581</b>

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**4.3 Trip Type Information**

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
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15
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
Convenience Market With Gas Pumps	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Fast Food Restaurant with Drive Thru	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
High Turnover (Sit Down Restaurant)	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Hotel	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Other Asphalt Surfaces	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Strip Mall	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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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					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	73.2712	73.2712	5.4900e-003	1.1400e-003	73.7469
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	73.2712	73.2712	5.4900e-003	1.1400e-003	73.7469
NaturalGas Mitigated	8.0700e-003	0.0734	0.0616	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	79.8790	79.8790	1.5300e-003	1.4600e-003	80.3537
NaturalGas Unmitigated	8.0700e-003	0.0734	0.0616	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	79.8790	79.8790	1.5300e-003	1.4600e-003	80.3537

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	15.0701	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.1000e-004
Fast Food Restaurant with Drive Thru	415485	2.2400e-003	0.0204	0.0171	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1719	22.1719	4.2000e-004	4.1000e-004	22.3036
High Turnover (Sit Down Restaurant)	426352	2.3000e-003	0.0209	0.0176	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.7518	22.7518	4.4000e-004	4.2000e-004	22.8870
High Turnover (Sit Down Restaurant)	631857	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7183	33.7183	6.5000e-004	6.2000e-004	33.9187
Hotel	1432.9	1.0000e-005	7.0000e-005	6.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0769
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
Strip Mall	10866.8	1.2000e-004	1.0700e-003	8.9000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1598	1.1598	2.0000e-005	2.0000e-005	1.1667
<b>Total</b>		<b>8.0800e-003</b>	<b>0.0734</b>	<b>0.0616</b>	<b>4.5000e-004</b>		<b>5.5800e-003</b>	<b>5.5800e-003</b>		<b>5.5800e-003</b>	<b>5.5800e-003</b>	<b>0.0000</b>	<b>79.8790</b>	<b>79.8790</b>	<b>1.5300e-003</b>	<b>1.4700e-003</b>	<b>80.3537</b>

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**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					
Convenience Market With Gas Pumps	15.0701	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.1000e-004
Fast Food Restaurant with Drive Thru	415485	2.2400e-003	0.0204	0.0171	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1719	22.1719	4.2000e-004	4.1000e-004	22.3036
High Turnover (Sit Down Restaurant)	426352	2.3000e-003	0.0209	0.0176	1.3000e-004		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	22.7518	22.7518	4.4000e-004	4.2000e-004	22.8870
High Turnover (Sit Down Restaurant)	631857	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7183	33.7183	6.5000e-004	6.2000e-004	33.9187
Hotel	1432.9	1.0000e-005	7.0000e-005	6.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0769
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
Strip Mall	10866.8	1.2000e-004	1.0700e-003	8.9000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1598	1.1598	2.0000e-005	2.0000e-005	1.1667
<b>Total</b>		<b>8.0800e-003</b>	<b>0.0734</b>	<b>0.0616</b>	<b>4.5000e-004</b>		<b>5.5800e-003</b>	<b>5.5800e-003</b>		<b>5.5800e-003</b>	<b>5.5800e-003</b>	<b>0.0000</b>	<b>79.8790</b>	<b>79.8790</b>	<b>1.5300e-003</b>	<b>1.4700e-003</b>	<b>80.3537</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			
Convenience Market With Gas Pumps	39.1904	6.8800e-003	0.0000	0.0000	6.9300e-003
Fast Food Restaurant with Drive Thru	101582	17.8363	1.3400e-003	2.8000e-004	17.9521
High Turnover (Sit Down Restaurant)	104239	18.3028	1.3700e-003	2.8000e-004	18.4216
High Turnover (Sit Down Restaurant)	154483	27.1249	2.0300e-003	4.2000e-004	27.3010
Hotel	436.15	0.0766	1.0000e-005	0.0000	0.0771
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	28259.5	9.9239	7.4000e-004	1.5000e-004	9.9883
<b>Total</b>		<b>73.2712</b>	<b>5.4900e-003</b>	<b>1.1300e-003</b>	<b>73.7469</b>

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	39.1904	6.8800e-003	0.0000	0.0000	6.9300e-003
Fast Food Restaurant with Drive Thru	101582	17.8363	1.3400e-003	2.8000e-004	17.9521
High Turnover (Sit Down Restaurant)	104239	18.3028	1.3700e-003	2.8000e-004	18.4216
High Turnover (Sit Down Restaurant)	154483	27.1249	2.0300e-003	4.2000e-004	27.3010
Hotel	436.15	0.0766	1.0000e-005	0.0000	0.0771
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	28259.5	9.9239	7.4000e-004	1.5000e-004	9.9883
<b>Total</b>		<b>73.2712</b>	<b>5.4900e-003</b>	<b>1.1300e-003</b>	<b>73.7469</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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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	0.0680	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-003
Unmitigated	0.0680	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-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	7.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-003
<b>Total</b>	<b>0.0680</b>	<b>2.0000e-005</b>	<b>2.4400e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.7500e-003</b>	<b>4.7500e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.0700e-003</b>

Gateway West - Sacramento County, Annual

**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	7.4700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7500e-003	4.7500e-003	1.0000e-005	0.0000	5.0700e-003
<b>Total</b>	<b>0.0680</b>	<b>2.0000e-005</b>	<b>2.4400e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.7500e-003</b>	<b>4.7500e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.0700e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Gateway West - Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.1037	7.9700e-003	4.8400e-003	9.7465
Unmitigated	8.1037	7.9700e-003	4.8400e-003	9.7465

Gateway West - Sacramento County, Annual

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.2686	2.2000e-004	1.3000e-004	0.3134
Fast Food Restaurant with Drive Thru	0.789188 / 0.0503737	1.0006	1.0200e-003	6.2000e-004	1.2103
High Turnover (Sit Down Restaurant)	2.00939 / 0.128259	2.5477	2.5800e-003	1.5700e-003	3.0815
Hotel	2.81571 / 0.312857	3.6519	3.6300e-003	2.2100e-003	4.4004
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.395547 / 0.242432	0.6350	5.2000e-004	3.1000e-004	0.7409
<b>Total</b>		<b>8.1038</b>	<b>7.9700e-003</b>	<b>4.8400e-003</b>	<b>9.7465</b>

Gateway West - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.2686	2.2000e-004	1.3000e-004	0.3134
Fast Food Restaurant with Drive Thru	0.789188 / 0.0503737	1.0006	1.0200e-003	6.2000e-004	1.2103
High Turnover (Sit Down Restaurant)	2.00939 / 0.128259	2.5477	2.5800e-003	1.5700e-003	3.0815
Hotel	2.81571 / 0.312857	3.6519	3.6300e-003	2.2100e-003	4.4004
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.395547 / 0.242432	0.6350	5.2000e-004	3.1000e-004	0.7409
<b>Total</b>		<b>8.1038</b>	<b>7.9700e-003</b>	<b>4.8400e-003</b>	<b>9.7465</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Gateway West - Sacramento County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.5458	2.1007	0.0000	88.0631
Unmitigated	35.5458	2.1007	0.0000	88.0631

**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	29.95	6.0796	0.3593	0.0000	15.0619
High Turnover (Sit Down Restaurant)	78.78	15.9916	0.9451	0.0000	39.6186
Hotel	60.77	12.3358	0.7290	0.0000	30.5613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.61	1.1388	0.0673	0.0000	2.8213
<b>Total</b>		<b>35.5458</b>	<b>2.1007</b>	<b>0.0000</b>	<b>88.0631</b>

Gateway West - 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	29.95	6.0796	0.3593	0.0000	15.0619
High Turnover (Sit Down Restaurant)	78.78	15.9916	0.9451	0.0000	39.6186
Hotel	60.77	12.3358	0.7290	0.0000	30.5613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.61	1.1388	0.0673	0.0000	2.8213
<b>Total</b>		<b>35.5458</b>	<b>2.1007</b>	<b>0.0000</b>	<b>88.0631</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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Gateway West - Sacramento County, Annual

**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Gateway West - Sacramento County, Summer

**Gateway West**  
**Sacramento County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	111.00	Room	3.70	50.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	3.70	0
Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,600.00	0
High Turnover (Sit Down Restaurant)	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
High Turnover (Sit Down Restaurant)	3.95	1000sqft	0.09	3,954.00	0
Other Asphalt Surfaces	50.00	1000sqft	1.15	50,000.00	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>	2023
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	387.0987	<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**

## Gateway West - Sacramento County, Summer

Project Characteristics - SMUD CO2 Intensity adjusted based on RPS requirements

Land Use - Land Uses based on project application

Construction Phase - Construction schedule based on applicant provided information and assumptions for off-site improvements

Grading - Based on size of site and off-site improvement areas

Vehicle Trips - Weekday trip rates based on trip generation analysis prepared by DKS

Energy Use - Energy intensity adjusted per 2019 CBSC

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	197.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	4/22/2022	2/15/2022
tblConstructionPhase	PhaseEndDate	2/25/2022	2/1/2022
tblConstructionPhase	PhaseEndDate	4/9/2021	4/2/2021
tblConstructionPhase	PhaseEndDate	3/25/2022	4/30/2021
tblConstructionPhase	PhaseEndDate	3/12/2021	3/5/2021
tblConstructionPhase	PhaseStartDate	3/26/2022	5/15/2021
tblConstructionPhase	PhaseStartDate	4/10/2021	5/1/2021
tblConstructionPhase	PhaseStartDate	3/13/2021	3/6/2021
tblConstructionPhase	PhaseStartDate	2/26/2022	4/3/2021
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	3.59	2.51
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	4.49	3.14

## Gateway West - Sacramento County, Summer

tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	33.04	23.13
tblEnergyUse	T24NG	4.49	3.14
tblGrading	AcresOfGrading	10.00	6.77
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialExported	0.00	50.00
tblGrading	MaterialImported	0.00	800.00
tblLandUse	LandUseSquareFeet	161,172.00	50.00
tblLandUse	LandUseSquareFeet	2,258.80	3.70
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	3,950.00	3,954.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	387.0987
tblVehicleTrips	WD_TR	542.60	61.54
tblVehicleTrips	WD_TR	496.12	179.22
tblVehicleTrips	WD_TR	127.15	51.22
tblVehicleTrips	WD_TR	8.17	13.59
tblVehicleTrips	WD_TR	44.32	69.39

## 2.0 Emissions Summary

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Gateway West - 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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Energy	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
Mobile	12.0671	30.6343	67.4581	0.1759	13.3650	0.1459	13.5109	3.5722	0.1358	3.7080		17,846.6978	17,846.6978	0.9503		17,870.4549
<b>Total</b>	<b>12.4844</b>	<b>31.0365</b>	<b>67.8154</b>	<b>0.1783</b>	<b>13.3650</b>	<b>0.1765</b>	<b>13.5415</b>	<b>3.5722</b>	<b>0.1664</b>	<b>3.7386</b>		<b>18,329.2137</b>	<b>18,329.2137</b>	<b>0.9596</b>	<b>8.8500e-003</b>	<b>18,355.8406</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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Energy	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
Mobile	11.8728	29.5854	61.6494	0.1547	11.4271	0.1319	11.5589	3.0542	0.1227	3.1769		15,701.7492	15,701.7492	0.8706		15,723.5139
<b>Total</b>	<b>12.2902</b>	<b>29.9876</b>	<b>62.0067</b>	<b>0.1572</b>	<b>11.4271</b>	<b>0.1625</b>	<b>11.5896</b>	<b>3.0542</b>	<b>0.1533</b>	<b>3.2076</b>		<b>16,184.2651</b>	<b>16,184.2651</b>	<b>0.8800</b>	<b>8.8500e-003</b>	<b>16,208.8997</b>

## Gateway West - 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	1.56	3.38	8.57	11.88	14.50	7.96	14.41	14.50	7.87	14.20	0.00	11.70	11.70	8.30	0.00	11.70

### 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	Site Preparation	Site Preparation	3/1/2021	3/5/2021	5	5	
2	Grading	Grading	3/6/2021	4/2/2021	5	20	
3	Paving	Paving	4/3/2021	4/30/2021	5	20	
4	Building Construction	Building Construction	5/1/2021	2/1/2022	5	197	
5	Architectural Coating	Architectural Coating	5/15/2021	2/15/2022	5	197	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.77

Acres of Paving: 1.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,918; Non-Residential Outdoor: 7,306; Striped Parking Area: 3,000 (Architectural Coating – sqft)

#### OffRoad Equipment

Gateway West - 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
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	125.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Gateway West - Sacramento County, Summer

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0683	0.0000	18.0683	9.9310	0.0000	9.9310			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0683</b>	<b>2.0445</b>	<b>20.1128</b>	<b>9.9310</b>	<b>1.8809</b>	<b>11.8119</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

**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	8.4400e-003	0.3062	0.0705	9.4000e-004	0.0209	1.0700e-003	0.0219	5.7100e-003	1.0200e-003	6.7300e-003		100.6881	100.6881	5.6600e-003		100.8297
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	0.0721	0.0369	0.5385	1.3900e-003	0.1369	9.2000e-004	0.1379	0.0363	8.5000e-004	0.0372		137.9662	137.9662	3.6700e-003		138.0580
<b>Total</b>	<b>0.0806</b>	<b>0.3432</b>	<b>0.6089</b>	<b>2.3300e-003</b>	<b>0.1578</b>	<b>1.9900e-003</b>	<b>0.1598</b>	<b>0.0420</b>	<b>1.8700e-003</b>	<b>0.0439</b>		<b>238.6544</b>	<b>238.6544</b>	<b>9.3300e-003</b>		<b>238.8878</b>

Gateway West - Sacramento County, Summer

**3.2 Site Preparation - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0683	0.0000	18.0683	9.9310	0.0000	9.9310			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0683</b>	<b>2.0445</b>	<b>20.1128</b>	<b>9.9310</b>	<b>1.8809</b>	<b>11.8119</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

**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	8.4400e-003	0.3062	0.0705	9.4000e-004	0.0209	1.0700e-003	0.0219	5.7100e-003	1.0200e-003	6.7300e-003		100.6881	100.6881	5.6600e-003		100.8297
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	0.0721	0.0369	0.5385	1.3900e-003	0.1369	9.2000e-004	0.1379	0.0363	8.5000e-004	0.0372		137.9662	137.9662	3.6700e-003		138.0580
<b>Total</b>	<b>0.0806</b>	<b>0.3432</b>	<b>0.6089</b>	<b>2.3300e-003</b>	<b>0.1578</b>	<b>1.9900e-003</b>	<b>0.1598</b>	<b>0.0420</b>	<b>1.8700e-003</b>	<b>0.0439</b>		<b>238.6544</b>	<b>238.6544</b>	<b>9.3300e-003</b>		<b>238.8878</b>

Gateway West - Sacramento County, Summer

**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3914	0.0000	6.3914	3.3506	0.0000	3.3506			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>6.3914</b>	<b>1.1599</b>	<b>7.5513</b>	<b>3.3506</b>	<b>1.0671</b>	<b>4.4177</b>		<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

**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	0.0440	1.5950	0.3670	4.8900e-003	0.1087	5.5700e-003	0.1143	0.0298	5.3300e-003	0.0351		524.4174	524.4174	0.0295		525.1549
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	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.1041</b>	<b>1.6258</b>	<b>0.8157</b>	<b>6.0400e-003</b>	<b>0.2228</b>	<b>6.3400e-003</b>	<b>0.2292</b>	<b>0.0600</b>	<b>6.0400e-003</b>	<b>0.0661</b>		<b>639.3893</b>	<b>639.3893</b>	<b>0.0326</b>		<b>640.2033</b>

Gateway West - Sacramento County, Summer

**3.3 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3914	0.0000	6.3914	3.3506	0.0000	3.3506			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>6.3914</b>	<b>1.1599</b>	<b>7.5513</b>	<b>3.3506</b>	<b>1.0671</b>	<b>4.4177</b>	<b>0.0000</b>	<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

**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	0.0440	1.5950	0.3670	4.8900e-003	0.1087	5.5700e-003	0.1143	0.0298	5.3300e-003	0.0351		524.4174	524.4174	0.0295		525.1549
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	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.1041</b>	<b>1.6258</b>	<b>0.8157</b>	<b>6.0400e-003</b>	<b>0.2228</b>	<b>6.3400e-003</b>	<b>0.2292</b>	<b>0.0600</b>	<b>6.0400e-003</b>	<b>0.0661</b>		<b>639.3893</b>	<b>639.3893</b>	<b>0.0326</b>		<b>640.2033</b>

Gateway West - Sacramento County, Summer

**3.4 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.1507					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4062</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**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	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

Gateway West - Sacramento County, Summer

**3.4 Paving - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.1507					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4062</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**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	0.0601	0.0308	0.4487	1.1500e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		114.9719	114.9719	3.0600e-003		115.0483
<b>Total</b>	<b>0.0601</b>	<b>0.0308</b>	<b>0.4487</b>	<b>1.1500e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>114.9719</b>	<b>114.9719</b>	<b>3.0600e-003</b>		<b>115.0483</b>

Gateway West - Sacramento County, Summer

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**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	0.0340	1.1048	0.2821	2.7100e-003	0.0662	3.0300e-003	0.0692	0.0191	2.9000e-003	0.0219		287.6257	287.6257	0.0157		288.0187
Worker	0.1082	0.0554	0.8077	2.0800e-003	0.2054	1.3900e-003	0.2068	0.0545	1.2800e-003	0.0558		206.9493	206.9493	5.5100e-003		207.0870
<b>Total</b>	<b>0.1422</b>	<b>1.1602</b>	<b>1.0898</b>	<b>4.7900e-003</b>	<b>0.2716</b>	<b>4.4200e-003</b>	<b>0.2760</b>	<b>0.0735</b>	<b>4.1800e-003</b>	<b>0.0777</b>		<b>494.5750</b>	<b>494.5750</b>	<b>0.0212</b>		<b>495.1057</b>

Gateway West - Sacramento County, Summer

**3.5 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**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	0.0340	1.1048	0.2821	2.7100e-003	0.0662	3.0300e-003	0.0692	0.0191	2.9000e-003	0.0219		287.6257	287.6257	0.0157		288.0187
Worker	0.1082	0.0554	0.8077	2.0800e-003	0.2054	1.3900e-003	0.2068	0.0545	1.2800e-003	0.0558		206.9493	206.9493	5.5100e-003		207.0870
<b>Total</b>	<b>0.1422</b>	<b>1.1602</b>	<b>1.0898</b>	<b>4.7900e-003</b>	<b>0.2716</b>	<b>4.4200e-003</b>	<b>0.2760</b>	<b>0.0735</b>	<b>4.1800e-003</b>	<b>0.0777</b>		<b>494.5750</b>	<b>494.5750</b>	<b>0.0212</b>		<b>495.1057</b>

Gateway West - Sacramento County, Summer

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

**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	0.0315	1.0504	0.2599	2.6900e-003	0.0662	2.6500e-003	0.0688	0.0190	2.5400e-003	0.0216		285.1167	285.1167	0.0153		285.4984
Worker	0.1010	0.0498	0.7439	2.0000e-003	0.2054	1.3500e-003	0.2067	0.0545	1.2400e-003	0.0557		199.5276	199.5276	4.9500e-003		199.6514
<b>Total</b>	<b>0.1326</b>	<b>1.1002</b>	<b>1.0038</b>	<b>4.6900e-003</b>	<b>0.2716</b>	<b>4.0000e-003</b>	<b>0.2756</b>	<b>0.0735</b>	<b>3.7800e-003</b>	<b>0.0773</b>		<b>484.6443</b>	<b>484.6443</b>	<b>0.0202</b>		<b>485.1498</b>

Gateway West - Sacramento County, Summer

**3.5 Building Construction - 2022**

**Mitigated Construction On-Site**

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

**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	0.0315	1.0504	0.2599	2.6900e-003	0.0662	2.6500e-003	0.0688	0.0190	2.5400e-003	0.0216		285.1167	285.1167	0.0153		285.4984
Worker	0.1010	0.0498	0.7439	2.0000e-003	0.2054	1.3500e-003	0.2067	0.0545	1.2400e-003	0.0557		199.5276	199.5276	4.9500e-003		199.6514
<b>Total</b>	<b>0.1326</b>	<b>1.1002</b>	<b>1.0038</b>	<b>4.6900e-003</b>	<b>0.2716</b>	<b>4.0000e-003</b>	<b>0.2756</b>	<b>0.0735</b>	<b>3.7800e-003</b>	<b>0.0773</b>		<b>484.6443</b>	<b>484.6443</b>	<b>0.0202</b>		<b>485.1498</b>

Gateway West - Sacramento County, Summer

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>0.9771</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0200	0.0103	0.1496	3.8000e-004	0.0380	2.6000e-004	0.0383	0.0101	2.4000e-004	0.0103		38.3240	38.3240	1.0200e-003		38.3495
<b>Total</b>	<b>0.0200</b>	<b>0.0103</b>	<b>0.1496</b>	<b>3.8000e-004</b>	<b>0.0380</b>	<b>2.6000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.4000e-004</b>	<b>0.0103</b>		<b>38.3240</b>	<b>38.3240</b>	<b>1.0200e-003</b>		<b>38.3495</b>

Gateway West - Sacramento County, Summer

**3.6 Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>0.9771</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0200	0.0103	0.1496	3.8000e-004	0.0380	2.6000e-004	0.0383	0.0101	2.4000e-004	0.0103		38.3240	38.3240	1.0200e-003		38.3495
<b>Total</b>	<b>0.0200</b>	<b>0.0103</b>	<b>0.1496</b>	<b>3.8000e-004</b>	<b>0.0380</b>	<b>2.6000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.4000e-004</b>	<b>0.0103</b>		<b>38.3240</b>	<b>38.3240</b>	<b>1.0200e-003</b>		<b>38.3495</b>

Gateway West - Sacramento County, Summer

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>0.9627</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**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	0.0187	9.2300e-003	0.1378	3.7000e-004	0.0380	2.5000e-004	0.0383	0.0101	2.3000e-004	0.0103		36.9496	36.9496	9.2000e-004		36.9725
<b>Total</b>	<b>0.0187</b>	<b>9.2300e-003</b>	<b>0.1378</b>	<b>3.7000e-004</b>	<b>0.0380</b>	<b>2.5000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.3000e-004</b>	<b>0.0103</b>		<b>36.9496</b>	<b>36.9496</b>	<b>9.2000e-004</b>		<b>36.9725</b>

Gateway West - Sacramento County, Summer

**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>0.9627</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**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	0.0187	9.2300e-003	0.1378	3.7000e-004	0.0380	2.5000e-004	0.0383	0.0101	2.3000e-004	0.0103		36.9496	36.9496	9.2000e-004		36.9725
<b>Total</b>	<b>0.0187</b>	<b>9.2300e-003</b>	<b>0.1378</b>	<b>3.7000e-004</b>	<b>0.0380</b>	<b>2.5000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.3000e-004</b>	<b>0.0103</b>		<b>36.9496</b>	<b>36.9496</b>	<b>9.2000e-004</b>		<b>36.9725</b>

**4.0 Operational Detail - Mobile**

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Gateway West - Sacramento County, Summer

**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.8728	29.5854	61.6494	0.1547	11.4271	0.1319	11.5589	3.0542	0.1227	3.1769		15,701.74 92	15,701.74 92	0.8706		15,723.51 39
Unmitigated	12.0671	30.6343	67.4581	0.1759	13.3650	0.1459	13.5109	3.5722	0.1358	3.7080		17,846.69 78	17,846.69 78	0.9503		17,870.45 49

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	984.64	3,271.52	2670.08	615,852	526,554
Fast Food Restaurant with Drive Thru	465.97	1,877.28	1411.07	554,433	474,040
High Turnover (Sit Down Restaurant)	136.76	422.85	352.01	185,164	158,315
High Turnover (Sit Down Restaurant)	202.32	625.56	520.77	273,932	234,212
Hotel	1,508.49	909.09	660.45	2,002,437	1,712,084
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	185.27	112.25	54.55	192,033	164,188
Strip Mall	185.27	112.25	54.55	192,033	164,188
<b>Total</b>	<b>3,668.72</b>	<b>7,330.79</b>	<b>5,723.48</b>	<b>4,015,884</b>	<b>3,433,581</b>

Gateway West - Sacramento County, Summer

**4.3 Trip Type Information**

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
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15
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
Convenience Market With Gas Pumps	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Fast Food Restaurant with Drive Thru	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
High Turnover (Sit Down Restaurant)	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Hotel	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Other Asphalt Surfaces	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Strip Mall	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Gateway West - 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	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
NaturalGas Unmitigated	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411

Gateway West - 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					
Convenience Market With Gas Pumps	0.0412879	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		4.8600e-003	4.8600e-003	0.0000	0.0000	4.8900e-003
Fast Food Restaurant with Drive Thru	1138.32	0.0123	0.1116	0.0937	6.7000e-004		8.4800e-003	8.4800e-003		8.4800e-003	8.4800e-003		133.9195	133.9195	2.5700e-003	2.4600e-003	134.7153
High Turnover (Sit Down Restaurant)	1168.09	0.0126	0.1145	0.0962	6.9000e-004		8.7000e-003	8.7000e-003		8.7000e-003	8.7000e-003		137.4220	137.4220	2.6300e-003	2.5200e-003	138.2386
High Turnover (Sit Down Restaurant)	1731.12	0.0187	0.1697	0.1426	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.6606	203.6606	3.9000e-003	3.7300e-003	204.8709
Hotel	3.92575	4.0000e-005	3.8000e-004	3.2000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4619	0.4619	1.0000e-005	1.0000e-005	0.4646
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
Strip Mall	29.772	6.4000e-004	5.8400e-003	4.9000e-003	4.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		7.0052	7.0052	1.3000e-004	1.3000e-004	7.0468
<b>Total</b>		<b>0.0442</b>	<b>0.4021</b>	<b>0.3377</b>	<b>2.4200e-003</b>		<b>0.0306</b>	<b>0.0306</b>		<b>0.0306</b>	<b>0.0306</b>		<b>482.4740</b>	<b>482.4740</b>	<b>9.2400e-003</b>	<b>8.8500e-003</b>	<b>485.3411</b>

Gateway West - 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					
Convenience Market With Gas Pumps	4.12879e-005	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		4.8600e-003	4.8600e-003	0.0000	0.0000	4.8900e-003
Fast Food Restaurant with Drive Thru	1.13832	0.0123	0.1116	0.0937	6.7000e-004		8.4800e-003	8.4800e-003		8.4800e-003	8.4800e-003		133.9195	133.9195	2.5700e-003	2.4600e-003	134.7153
High Turnover (Sit Down Restaurant)	1.16809	0.0126	0.1145	0.0962	6.9000e-004		8.7000e-003	8.7000e-003		8.7000e-003	8.7000e-003		137.4220	137.4220	2.6300e-003	2.5200e-003	138.2386
High Turnover (Sit Down Restaurant)	1.73112	0.0187	0.1697	0.1426	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.6606	203.6606	3.9000e-003	3.7300e-003	204.8709
Hotel	0.00392575	4.0000e-005	3.8000e-004	3.2000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4619	0.4619	1.0000e-005	1.0000e-005	0.4646
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
Strip Mall	0.029772	6.4000e-004	5.8400e-003	4.9000e-003	4.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		7.0052	7.0052	1.3000e-004	1.3000e-004	7.0468
<b>Total</b>		<b>0.0442</b>	<b>0.4021</b>	<b>0.3377</b>	<b>2.4200e-003</b>		<b>0.0306</b>	<b>0.0306</b>		<b>0.0306</b>	<b>0.0306</b>		<b>482.4740</b>	<b>482.4740</b>	<b>9.2400e-003</b>	<b>8.8500e-003</b>	<b>485.3411</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Gateway West - 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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Unmitigated	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447

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	0.0409					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8100e-003	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
<b>Total</b>	<b>0.3731</b>	<b>1.8000e-004</b>	<b>0.0196</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0419</b>	<b>0.0419</b>	<b>1.1000e-004</b>		<b>0.0447</b>

Gateway West - 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	0.0409					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8100e-003	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
<b>Total</b>	<b>0.3731</b>	<b>1.8000e-004</b>	<b>0.0196</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0419</b>	<b>0.0419</b>	<b>1.1000e-004</b>		<b>0.0447</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

Gateway West - 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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Gateway West - Sacramento County, Winter

**Gateway West**  
**Sacramento County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	111.00	Room	3.70	50.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	3.70	0
Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,600.00	0
High Turnover (Sit Down Restaurant)	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
Strip Mall	2.67	1000sqft	0.06	2,668.00	0
High Turnover (Sit Down Restaurant)	3.95	1000sqft	0.09	3,954.00	0
Other Asphalt Surfaces	50.00	1000sqft	1.15	50,000.00	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>	2023
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	387.0987	<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**

## Gateway West - Sacramento County, Winter

Project Characteristics - SMUD CO2 Intensity adjusted based on RPS requirements

Land Use - Land Uses based on project application

Construction Phase - Construction schedule based on applicant provided information and assumptions for off-site improvements

Grading - Based on size of site and off-site improvement areas

Vehicle Trips - Weekday trip rates based on trip generation analysis prepared by DKS

Energy Use - Energy intensity adjusted per 2019 CBSC

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	197.00
tblConstructionPhase	NumDays	230.00	197.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	4/22/2022	2/15/2022
tblConstructionPhase	PhaseEndDate	2/25/2022	2/1/2022
tblConstructionPhase	PhaseEndDate	4/9/2021	4/2/2021
tblConstructionPhase	PhaseEndDate	3/25/2022	4/30/2021
tblConstructionPhase	PhaseEndDate	3/12/2021	3/5/2021
tblConstructionPhase	PhaseStartDate	3/26/2022	5/15/2021
tblConstructionPhase	PhaseStartDate	4/10/2021	5/1/2021
tblConstructionPhase	PhaseStartDate	3/13/2021	3/6/2021
tblConstructionPhase	PhaseStartDate	2/26/2022	4/3/2021
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	8.80	6.16
tblEnergyUse	T24E	3.59	2.51
tblEnergyUse	T24E	3.26	2.28
tblEnergyUse	T24NG	4.49	3.14

## Gateway West - Sacramento County, Winter

tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	59.66	41.76
tblEnergyUse	T24NG	33.04	23.13
tblEnergyUse	T24NG	4.49	3.14
tblGrading	AcresOfGrading	10.00	6.77
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialExported	0.00	50.00
tblGrading	MaterialImported	0.00	800.00
tblLandUse	LandUseSquareFeet	161,172.00	50.00
tblLandUse	LandUseSquareFeet	2,258.80	3.70
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00
tblLandUse	LandUseSquareFeet	3,950.00	3,954.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	387.0987
tblVehicleTrips	WD_TR	542.60	61.54
tblVehicleTrips	WD_TR	496.12	179.22
tblVehicleTrips	WD_TR	127.15	51.22
tblVehicleTrips	WD_TR	8.17	13.59
tblVehicleTrips	WD_TR	44.32	69.39

## 2.0 Emissions Summary

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Gateway West - 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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Energy	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
Mobile	8.3228	31.5326	72.4840	0.1594	13.3650	0.1497	13.5147	3.5722	0.1395	3.7117		16,162.8355	16,162.8355	1.0107		16,188.1021
<b>Total</b>	<b>8.7401</b>	<b>31.9348</b>	<b>72.8413</b>	<b>0.1618</b>	<b>13.3650</b>	<b>0.1804</b>	<b>13.5454</b>	<b>3.5722</b>	<b>0.1701</b>	<b>3.7423</b>		<b>16,645.3514</b>	<b>16,645.3514</b>	<b>1.0200</b>	<b>8.8500e-003</b>	<b>16,673.4879</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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Energy	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
Mobile	8.1371	30.3336	67.8403	0.1403	11.4271	0.1357	11.5628	3.0542	0.1264	3.1806		14,225.4984	14,225.4984	0.9362		14,248.9023
<b>Total</b>	<b>8.5545</b>	<b>30.7359</b>	<b>68.1975</b>	<b>0.1427</b>	<b>11.4271</b>	<b>0.1663</b>	<b>11.5934</b>	<b>3.0542</b>	<b>0.1570</b>	<b>3.2112</b>		<b>14,708.0144</b>	<b>14,708.0144</b>	<b>0.9455</b>	<b>8.8500e-003</b>	<b>14,734.2881</b>

## Gateway West - 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	2.12	3.75	6.38	11.80	14.50	7.78	14.41	14.50	7.71	14.19	0.00	11.64	11.64	7.30	0.00	11.63

### 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	Site Preparation	Site Preparation	3/1/2021	3/5/2021	5	5	
2	Grading	Grading	3/6/2021	4/2/2021	5	20	
3	Paving	Paving	4/3/2021	4/30/2021	5	20	
4	Building Construction	Building Construction	5/1/2021	2/1/2022	5	197	
5	Architectural Coating	Architectural Coating	5/15/2021	2/15/2022	5	197	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.77

Acres of Paving: 1.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 21,918; Non-Residential Outdoor: 7,306; Striped Parking Area: 3,000 (Architectural Coating – sqft)

#### OffRoad Equipment

Gateway West - 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
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	125.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	11.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Gateway West - Sacramento County, Winter

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0683	0.0000	18.0683	9.9310	0.0000	9.9310			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0683</b>	<b>2.0445</b>	<b>20.1128</b>	<b>9.9310</b>	<b>1.8809</b>	<b>11.8119</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

**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	8.7000e-003	0.3181	0.0753	9.2000e-004	0.0209	1.1100e-003	0.0220	5.7100e-003	1.0600e-003	6.7700e-003		99.1278	99.1278	5.9200e-003		99.2758
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	0.0664	0.0456	0.4593	1.2200e-003	0.1369	9.2000e-004	0.1379	0.0363	8.5000e-004	0.0372		121.1696	121.1696	3.2300e-003		121.2503
<b>Total</b>	<b>0.0751</b>	<b>0.3637</b>	<b>0.5346</b>	<b>2.1400e-003</b>	<b>0.1578</b>	<b>2.0300e-003</b>	<b>0.1598</b>	<b>0.0420</b>	<b>1.9100e-003</b>	<b>0.0439</b>		<b>220.2973</b>	<b>220.2973</b>	<b>9.1500e-003</b>		<b>220.5261</b>

Gateway West - Sacramento County, Winter

**3.2 Site Preparation - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0683	0.0000	18.0683	9.9310	0.0000	9.9310			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0683</b>	<b>2.0445</b>	<b>20.1128</b>	<b>9.9310</b>	<b>1.8809</b>	<b>11.8119</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

**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	8.7000e-003	0.3181	0.0753	9.2000e-004	0.0209	1.1100e-003	0.0220	5.7100e-003	1.0600e-003	6.7700e-003		99.1278	99.1278	5.9200e-003		99.2758
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	0.0664	0.0456	0.4593	1.2200e-003	0.1369	9.2000e-004	0.1379	0.0363	8.5000e-004	0.0372		121.1696	121.1696	3.2300e-003		121.2503
<b>Total</b>	<b>0.0751</b>	<b>0.3637</b>	<b>0.5346</b>	<b>2.1400e-003</b>	<b>0.1578</b>	<b>2.0300e-003</b>	<b>0.1598</b>	<b>0.0420</b>	<b>1.9100e-003</b>	<b>0.0439</b>		<b>220.2973</b>	<b>220.2973</b>	<b>9.1500e-003</b>		<b>220.5261</b>

Gateway West - Sacramento County, Winter

**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3914	0.0000	6.3914	3.3506	0.0000	3.3506			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>6.3914</b>	<b>1.1599</b>	<b>7.5513</b>	<b>3.3506</b>	<b>1.0671</b>	<b>4.4177</b>		<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

**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	0.0453	1.6565	0.3923	4.8100e-003	0.1087	5.7600e-003	0.1145	0.0298	5.5100e-003	0.0353		516.2904	516.2904	0.0308		517.0613
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	0.0554	0.0380	0.3827	1.0100e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.1007</b>	<b>1.6945</b>	<b>0.7750</b>	<b>5.8200e-003</b>	<b>0.2228</b>	<b>6.5300e-003</b>	<b>0.2294</b>	<b>0.0600</b>	<b>6.2200e-003</b>	<b>0.0662</b>		<b>617.2650</b>	<b>617.2650</b>	<b>0.0335</b>		<b>618.1033</b>

Gateway West - Sacramento County, Winter

**3.3 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3914	0.0000	6.3914	3.3506	0.0000	3.3506			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
<b>Total</b>	<b>2.2903</b>	<b>24.7367</b>	<b>15.8575</b>	<b>0.0296</b>	<b>6.3914</b>	<b>1.1599</b>	<b>7.5513</b>	<b>3.3506</b>	<b>1.0671</b>	<b>4.4177</b>	<b>0.0000</b>	<b>2,871.9285</b>	<b>2,871.9285</b>	<b>0.9288</b>		<b>2,895.1495</b>

**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	0.0453	1.6565	0.3923	4.8100e-003	0.1087	5.7600e-003	0.1145	0.0298	5.5100e-003	0.0353		516.2904	516.2904	0.0308		517.0613
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	0.0554	0.0380	0.3827	1.0100e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.1007</b>	<b>1.6945</b>	<b>0.7750</b>	<b>5.8200e-003</b>	<b>0.2228</b>	<b>6.5300e-003</b>	<b>0.2294</b>	<b>0.0600</b>	<b>6.2200e-003</b>	<b>0.0662</b>		<b>617.2650</b>	<b>617.2650</b>	<b>0.0335</b>		<b>618.1033</b>

Gateway West - Sacramento County, Winter

**3.4 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.1507					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4062</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**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	0.0554	0.0380	0.3827	1.0100e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.0554</b>	<b>0.0380</b>	<b>0.3827</b>	<b>1.0100e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>100.9746</b>	<b>100.9746</b>	<b>2.6900e-003</b>		<b>101.0419</b>

Gateway West - Sacramento County, Winter

**3.4 Paving - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.1507					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4062</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

**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	0.0554	0.0380	0.3827	1.0100e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.0554</b>	<b>0.0380</b>	<b>0.3827</b>	<b>1.0100e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>100.9746</b>	<b>100.9746</b>	<b>2.6900e-003</b>		<b>101.0419</b>

Gateway West - Sacramento County, Winter

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**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	0.0360	1.1230	0.3272	2.6500e-003	0.0662	3.2200e-003	0.0694	0.0191	3.0800e-003	0.0221		280.2273	280.2273	0.0170		280.6529
Worker	0.0997	0.0684	0.6889	1.8300e-003	0.2054	1.3900e-003	0.2068	0.0545	1.2800e-003	0.0558		181.7544	181.7544	4.8400e-003		181.8754
<b>Total</b>	<b>0.1357</b>	<b>1.1914</b>	<b>1.0161</b>	<b>4.4800e-003</b>	<b>0.2716</b>	<b>4.6100e-003</b>	<b>0.2762</b>	<b>0.0735</b>	<b>4.3600e-003</b>	<b>0.0779</b>		<b>461.9816</b>	<b>461.9816</b>	<b>0.0219</b>		<b>462.5283</b>

Gateway West - Sacramento County, Winter

**3.5 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

**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	0.0360	1.1230	0.3272	2.6500e-003	0.0662	3.2200e-003	0.0694	0.0191	3.0800e-003	0.0221		280.2273	280.2273	0.0170		280.6529
Worker	0.0997	0.0684	0.6889	1.8300e-003	0.2054	1.3900e-003	0.2068	0.0545	1.2800e-003	0.0558		181.7544	181.7544	4.8400e-003		181.8754
<b>Total</b>	<b>0.1357</b>	<b>1.1914</b>	<b>1.0161</b>	<b>4.4800e-003</b>	<b>0.2716</b>	<b>4.6100e-003</b>	<b>0.2762</b>	<b>0.0735</b>	<b>4.3600e-003</b>	<b>0.0779</b>		<b>461.9816</b>	<b>461.9816</b>	<b>0.0219</b>		<b>462.5283</b>

Gateway West - Sacramento County, Winter

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

**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	0.0334	1.0658	0.3018	2.6200e-003	0.0662	2.8300e-003	0.0690	0.0190	2.7100e-003	0.0218		277.7373	277.7373	0.0165		278.1509
Worker	0.0932	0.0615	0.6318	1.7600e-003	0.2054	1.3500e-003	0.2067	0.0545	1.2400e-003	0.0557		175.2466	175.2466	4.3400e-003		175.3552
<b>Total</b>	<b>0.1266</b>	<b>1.1273</b>	<b>0.9335</b>	<b>4.3800e-003</b>	<b>0.2716</b>	<b>4.1800e-003</b>	<b>0.2758</b>	<b>0.0735</b>	<b>3.9500e-003</b>	<b>0.0775</b>		<b>452.9840</b>	<b>452.9840</b>	<b>0.0209</b>		<b>453.5061</b>

Gateway West - Sacramento County, Winter

**3.5 Building Construction - 2022**

**Mitigated Construction On-Site**

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

**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	0.0334	1.0658	0.3018	2.6200e-003	0.0662	2.8300e-003	0.0690	0.0190	2.7100e-003	0.0218		277.7373	277.7373	0.0165		278.1509
Worker	0.0932	0.0615	0.6318	1.7600e-003	0.2054	1.3500e-003	0.2067	0.0545	1.2400e-003	0.0557		175.2466	175.2466	4.3400e-003		175.3552
<b>Total</b>	<b>0.1266</b>	<b>1.1273</b>	<b>0.9335</b>	<b>4.3800e-003</b>	<b>0.2716</b>	<b>4.1800e-003</b>	<b>0.2758</b>	<b>0.0735</b>	<b>3.9500e-003</b>	<b>0.0775</b>		<b>452.9840</b>	<b>452.9840</b>	<b>0.0209</b>		<b>453.5061</b>

Gateway West - Sacramento County, Winter

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>0.9771</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0185	0.0127	0.1276	3.4000e-004	0.0380	2.6000e-004	0.0383	0.0101	2.4000e-004	0.0103		33.6582	33.6582	9.0000e-004		33.6806
<b>Total</b>	<b>0.0185</b>	<b>0.0127</b>	<b>0.1276</b>	<b>3.4000e-004</b>	<b>0.0380</b>	<b>2.6000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.4000e-004</b>	<b>0.0103</b>		<b>33.6582</b>	<b>33.6582</b>	<b>9.0000e-004</b>		<b>33.6806</b>

Gateway West - Sacramento County, Winter

**3.6 Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>0.9771</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0185	0.0127	0.1276	3.4000e-004	0.0380	2.6000e-004	0.0383	0.0101	2.4000e-004	0.0103		33.6582	33.6582	9.0000e-004		33.6806
<b>Total</b>	<b>0.0185</b>	<b>0.0127</b>	<b>0.1276</b>	<b>3.4000e-004</b>	<b>0.0380</b>	<b>2.6000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.4000e-004</b>	<b>0.0103</b>		<b>33.6582</b>	<b>33.6582</b>	<b>9.0000e-004</b>		<b>33.6806</b>

Gateway West - Sacramento County, Winter

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>0.9627</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**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	0.0173	0.0114	0.1170	3.3000e-004	0.0380	2.5000e-004	0.0383	0.0101	2.3000e-004	0.0103		32.4531	32.4531	8.0000e-004		32.4732
<b>Total</b>	<b>0.0173</b>	<b>0.0114</b>	<b>0.1170</b>	<b>3.3000e-004</b>	<b>0.0380</b>	<b>2.5000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.3000e-004</b>	<b>0.0103</b>		<b>32.4531</b>	<b>32.4531</b>	<b>8.0000e-004</b>		<b>32.4732</b>

Gateway West - Sacramento County, Winter

**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.7582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>0.9627</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**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	0.0173	0.0114	0.1170	3.3000e-004	0.0380	2.5000e-004	0.0383	0.0101	2.3000e-004	0.0103		32.4531	32.4531	8.0000e-004		32.4732
<b>Total</b>	<b>0.0173</b>	<b>0.0114</b>	<b>0.1170</b>	<b>3.3000e-004</b>	<b>0.0380</b>	<b>2.5000e-004</b>	<b>0.0383</b>	<b>0.0101</b>	<b>2.3000e-004</b>	<b>0.0103</b>		<b>32.4531</b>	<b>32.4531</b>	<b>8.0000e-004</b>		<b>32.4732</b>

**4.0 Operational Detail - Mobile**

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Gateway West - Sacramento County, Winter

**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	8.1371	30.3336	67.8403	0.1403	11.4271	0.1357	11.5628	3.0542	0.1264	3.1806		14,225.49 84	14,225.49 84	0.9362		14,248.90 23
Unmitigated	8.3228	31.5326	72.4840	0.1594	13.3650	0.1497	13.5147	3.5722	0.1395	3.7117		16,162.83 55	16,162.83 55	1.0107		16,188.10 21

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	984.64	3,271.52	2670.08	615,852	526,554
Fast Food Restaurant with Drive Thru	465.97	1,877.28	1411.07	554,433	474,040
High Turnover (Sit Down Restaurant)	136.76	422.85	352.01	185,164	158,315
High Turnover (Sit Down Restaurant)	202.32	625.56	520.77	273,932	234,212
Hotel	1,508.49	909.09	660.45	2,002,437	1,712,084
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	185.27	112.25	54.55	192,033	164,188
Strip Mall	185.27	112.25	54.55	192,033	164,188
<b>Total</b>	<b>3,668.72</b>	<b>7,330.79</b>	<b>5,723.48</b>	<b>4,015,884</b>	<b>3,433,581</b>

Gateway West - Sacramento County, Winter

**4.3 Trip Type Information**

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
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	37	20	43
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Strip Mall	10.00	5.00	6.50	16.60	64.40	19.00	45	40	15
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
Convenience Market With Gas Pumps	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Fast Food Restaurant with Drive Thru	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
High Turnover (Sit Down Restaurant)	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Hotel	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Other Asphalt Surfaces	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817
Strip Mall	0.562895	0.037862	0.207220	0.115570	0.017815	0.005092	0.018559	0.023754	0.002009	0.001969	0.005819	0.000618	0.000817

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Gateway West - 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	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411
NaturalGas Unmitigated	0.0442	0.4021	0.3377	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.4740	482.4740	9.2500e-003	8.8500e-003	485.3411

Gateway West - 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					
Convenience Market With Gas Pumps	0.0412879	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		4.8600e-003	4.8600e-003	0.0000	0.0000	4.8900e-003
Fast Food Restaurant with Drive Thru	1138.32	0.0123	0.1116	0.0937	6.7000e-004		8.4800e-003	8.4800e-003		8.4800e-003	8.4800e-003		133.9195	133.9195	2.5700e-003	2.4600e-003	134.7153
High Turnover (Sit Down Restaurant)	1168.09	0.0126	0.1145	0.0962	6.9000e-004		8.7000e-003	8.7000e-003		8.7000e-003	8.7000e-003		137.4220	137.4220	2.6300e-003	2.5200e-003	138.2386
High Turnover (Sit Down Restaurant)	1731.12	0.0187	0.1697	0.1426	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.6606	203.6606	3.9000e-003	3.7300e-003	204.8709
Hotel	3.92575	4.0000e-005	3.8000e-004	3.2000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4619	0.4619	1.0000e-005	1.0000e-005	0.4646
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
Strip Mall	29.772	6.4000e-004	5.8400e-003	4.9000e-003	4.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		7.0052	7.0052	1.3000e-004	1.3000e-004	7.0468
<b>Total</b>		<b>0.0442</b>	<b>0.4021</b>	<b>0.3377</b>	<b>2.4200e-003</b>		<b>0.0306</b>	<b>0.0306</b>		<b>0.0306</b>	<b>0.0306</b>		<b>482.4740</b>	<b>482.4740</b>	<b>9.2400e-003</b>	<b>8.8500e-003</b>	<b>485.3411</b>

Gateway West - 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					
Convenience Market With Gas Pumps	4.12879e-005	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		4.8600e-003	4.8600e-003	0.0000	0.0000	4.8900e-003
Fast Food Restaurant with Drive Thru	1.13832	0.0123	0.1116	0.0937	6.7000e-004		8.4800e-003	8.4800e-003		8.4800e-003	8.4800e-003		133.9195	133.9195	2.5700e-003	2.4600e-003	134.7153
High Turnover (Sit Down Restaurant)	1.16809	0.0126	0.1145	0.0962	6.9000e-004		8.7000e-003	8.7000e-003		8.7000e-003	8.7000e-003		137.4220	137.4220	2.6300e-003	2.5200e-003	138.2386
High Turnover (Sit Down Restaurant)	1.73112	0.0187	0.1697	0.1426	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.6606	203.6606	3.9000e-003	3.7300e-003	204.8709
Hotel	0.00392575	4.0000e-005	3.8000e-004	3.2000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4619	0.4619	1.0000e-005	1.0000e-005	0.4646
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
Strip Mall	0.029772	6.4000e-004	5.8400e-003	4.9000e-003	4.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004		7.0052	7.0052	1.3000e-004	1.3000e-004	7.0468
<b>Total</b>		<b>0.0442</b>	<b>0.4021</b>	<b>0.3377</b>	<b>2.4200e-003</b>		<b>0.0306</b>	<b>0.0306</b>		<b>0.0306</b>	<b>0.0306</b>		<b>482.4740</b>	<b>482.4740</b>	<b>9.2400e-003</b>	<b>8.8500e-003</b>	<b>485.3411</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Gateway West - 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	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
Unmitigated	0.3731	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447

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	0.0409					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8100e-003	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
<b>Total</b>	<b>0.3731</b>	<b>1.8000e-004</b>	<b>0.0196</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0419</b>	<b>0.0419</b>	<b>1.1000e-004</b>		<b>0.0447</b>

Gateway West - 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	0.0409					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8100e-003	1.8000e-004	0.0196	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0447
<b>Total</b>	<b>0.3731</b>	<b>1.8000e-004</b>	<b>0.0196</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0419</b>	<b>0.0419</b>	<b>1.1000e-004</b>		<b>0.0447</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

Gateway West - 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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**ATTACHMENT G**  
**HEALTH RISK ASSESSMENT MODELING**

HARP2 - HRACalc (dated 16088) 10/5/2017 3:25:07 PM - Output Log

GLCs loaded successfully  
Pollutants loaded successfully  
\*\*\*\*\*

RISK SCENARIO SETTINGS

Receptor Type: Resident  
Scenario: All  
Calculation Method: Derived

\*\*\*\*\*  
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25  
Total Exposure Duration: 30

Exposure Duration Bin Distribution  
3rd Trimester Bin: 0.25  
0<2 Years Bin: 2  
2<9 Years Bin: 0  
2<16 Years Bin: 14  
16<30 Years Bin: 14  
16 to 70 Years Bin: 0

\*\*\*\*\*  
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True  
Soil: False  
Dermal: False  
Mother's milk: False  
Water: False  
Fish: False  
Homegrown crops: False  
Beef: False  
Dairy: False  
Pig: False  
Chicken: False  
Egg: False

\*\*\*\*\*  
INHALATION

Daily breathing rate: LongTerm24HR

\*\*Worker Adjustment Factors\*\*

Worker adjustment factors enabled: NO

\*\*Fraction at time at home\*\*

3rd Trimester to 16 years: OFF

16 years to 70 years: ON

\*\*\*\*\*

TIER 2 SETTINGS

Tier2 not used.

\*\*\*\*\*

Calculating cancer risk

Cancer risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Resident\GatewayWest\_Resident\_CancerRisk.csv

Calculating chronic risk

Chronic risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Resident\GatewayWest\_Resident\_NCChronicRisk.csv

Calculating acute risk

Acute risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Resident\GatewayWest\_Resident\_NCAcuteRisk.csv

HRA ran successfully

\*HARP - HRACalc v16088 10/5/2017 3:25:07 PM - Cancer Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	RISK_SUM	SCENARIO	DETAILS	INH_RISK	SOIL_RISK	DERMAL_RISK
1	Resident	Benzene	71432	Benzene	0.07694	6.05E-06	30YrCancerDerived	*	6.05E-06	0.00E+00	0.00E+00

MMILK_RISK	WATER_RISK	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK	PIG_RISK	CHICKEN_RISK	EGG_RISK	1ST_DRIVER	2ND_DRIVER
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATION	

PASTURE_CONC	FISH_CONC	WATER_CONC
0.00E+00	0.00E+00	0.00E+00

\*HARP - HRACalc v16088 10/5/2017 3:25:07 PM - Chronic Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DEVEL
1	Resident	Benzene	71432	Benzene	0.07694	NonCancerChronicDerived	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

RESP	SKIN	EYE	BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE	DERMAL_DOSE	MMILK_DOSE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.56E-02	0.00E+00	0.00E+00	*	7.69E-02	0.00E+00	0.00E+00	0.00E+00

WATER_DOSE	FISH_DOSE	CROP_DOSE	BEEF_DOSE	DAIRY_DOSE	PIG_DOSE	CHICKEN_DOSE	EGG_DOSE	1ST_DRIVER	2ND_DRIVER	3RD_DRIVER
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATION		

PASTURE_CONC	FISH_CONC	WATER_CONC
0.00E+00	0.00E+00	0.00E+00

\*HARP - HRACalc v16088 10/5/2017 3:25:07 PM - Acute Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DEVEL
1	Resident	Benzene	71432	Benzene	1.92942	NonCancerAcute	0.00E+00	0.00E+00	7.15E-02	0.00E+00	0.00E+00	7.15E-02

RESP	SKIN	EYE	BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.15E-02	0.00E+00	0.00E+00

HARP2 - HRACalc (dated 16088) 10/5/2017 3:27:31 PM - Output Log

GLCs loaded successfully  
Pollutants loaded successfully  
\*\*\*\*\*

RISK SCENARIO SETTINGS

Receptor Type: Worker  
Scenario: All  
Calculation Method: Derived

\*\*\*\*\*  
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: 16  
Total Exposure Duration: 25

Exposure Duration Bin Distribution  
3rd Trimester Bin: 0  
0<2 Years Bin: 0  
2<9 Years Bin: 0  
2<16 Years Bin: 0  
16<30 Years Bin: 0  
16 to 70 Years Bin: 25

\*\*\*\*\*  
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True  
Soil: True  
Dermal: True  
Mother's milk: False  
Water: False  
Fish: False  
Homegrown crops: False  
Beef: False  
Dairy: False  
Pig: False  
Chicken: False  
Egg: False

\*\*\*\*\*  
INHALATION

Daily breathing rate: Moderate8HR

\*\*Worker Adjustment Factors\*\*

Worker adjustment factors enabled: NO

\*\*Fraction at time at home\*\*

3rd Trimester to 16 years: OFF

16 years to 70 years: OFF

\*\*\*\*\*

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05

Soil mixing depth (m): 0.01

Dermal climate: Mixed

\*\*\*\*\*

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.

Calculating cancer risk

Cancer risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Worker\GatewayWest\_Worker\_CancerRisk.csv

Calculating chronic risk

Chronic risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Worker\GatewayWest\_Worker\_NCChronicRisk.csv

Calculating acute risk

Acute risk saved to: C:\Users\jbyrne\Desktop\Other AQ software\HARP2\Gateway West\Worker\GatewayWest\_Worker\_NCAcuteRisk.csv

HRA ran successfully

\*HARP - HRACalc v16088 10/5/2017 3:27:31 PM - Cancer Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	RISK_SUM	SCENARIO	DETAILS	INH_RISK	SOIL_RISK	DERMAL_RISK	MMILK_RISK
1	Worker	Benzene	71432	Benzene	0.22688	1.28E-06	25YrCancerDerived	*	1.28E-06	0.00E+00	0.00E+00	0.00E+00

WATER_RISK	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK	PIG_RISK	CHICKEN_RISK	EGG_RISK	1ST_DRIVER	2ND_DRIVER	PASTURE_CONC
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATION		0.00E+00

FISH_CONC	WATER_CONC
0.00E+00	0.00E+00

\*HARP - HRACalc v16088 10/5/2017 3:27:31 PM - Chronic Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS	IMMUN	KIDNEY	GILV
1	Worker	Benzene	71432	Benzene	0.22688	NonCancerChronicDerived	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

REPRO/DEVEL	RESP	SKIN	EYE	BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.56E-02	0.00E+00	0.00E+00	*	2.27E-01	0.00E+00

DERMAL_DOSE	MMILK_DOSE	WATER_DOSE	FISH_DOSE	CROP_DOSE	BEEF_DOSE	DAIRY_DOSE	PIG_DOSE	CHICKEN_DOSE	EGG_DOSE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1ST_DRIVER	2ND_DRIVER	3RD_DRIVER	PASTURE_CONC	FISH_CONC	WATER_CONC
INHALATION			0.00E+00	0.00E+00	0.00E+00

\*HARP - HRACalc v16088 10/5/2017 3:27:31 PM - Acute Risk

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DEVEL
1	Worker	Benzene	71432	Benzene	2.15717	NonCancerAcute	0.00E+00	0.00E+00	7.99E-02	0.00E+00	0.00E+00	7.99E-02

RESP	SKIN	EYE	BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.99E-02	0.00E+00	0.00E+00