Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Prepared by:

City of Sacramento
Community Development Department

June 2015

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1.0 SUMMARY

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

1.1 Project Description/Proposed Action

The proposed project involves the demolition of interior and north and west facades of the Marshall Hotel building, retaining the east and south facades, and demolition of the Jade Hotel to the north. The project would convert and expand the existing Marshall Hotel (most recently a single room occupancy residential hotel) to a new tourist hotel. The Marshall Hotel is also referred to in this EIR as the Hotel Marshall, based on historic references.

The project would demolish the current interior configuration of the Marshall Hotel. A new interior and a taller structure would be constructed above the Marshall Hotel's east façade on the entire north portion of the site and extending the new structure on the north.

The project proposes construction of a completely new building behind the historic 7th Street and L Street facades, to be joined with the new tower, which would span over a portion of the historic building and the site of the demolished non-historic building. The remaining historic facades would be rehabilitated to the historic building's period of significance. The resulting combination would be designated as a Hyatt-branded lifestyle boutique hotel. The new ten-story hotel would have 163 guest rooms and approximately 5,000 square feet of ground floor retail. A 0.26-acre parcel would result from merger of the two existing parcels

Proposals for demolition of an aggregate of 50 or more linear feet of exterior wall or more than 50% of a historic building's footprint requires Preservation development project review under the Sacramento City Code.

1.2 Consequences/Significant Effects/Mitigation

The project would remove the interior of the Hotel Marshall and demolish a substantial portion of the building, which is a Sacramento Register Landmark and eligible for listing in the California Register. The proposed demolition, retaining only the two significant primary street facades of the historic building, would result in a **significant impact** to a recognized historical resource. There would also be a loss of building fabric, some of which is not historically significant. The only interior original distinctive elements that would be lost are the stair railings and balustrades between the floors.

The proposed rehabilitation of the two primary corner facades would be undertaken in such a way as to preserve, rehabilitate, or, in certain instances, restore significant exterior architectural features now in a state of disrepair, or which have been lost to alteration, and are subject to further deterioration. The careful rehabilitation action would enhance the façade elevations and ensure their retention as part of the architectural heritage and history of Sacramento.

The Initial Study (Appendix B) identifies other potentially significant impacts of the project that would be reduced to a less-than-significant level with the implementation of the identified mitigation measures. These include impacts for air quality and hazards. The Initial Study concludes that with the exception of these areas, and impacts to historic resources discussed in this Draft EIR, the project would have less-than-significant impacts on other technical areas evaluated by the City.

1.3 Areas of Controversy

The proposed project involves the demolition of most of the former Marshall Hotel/Hotel Clayton, a City of Sacramento landmark, retaining the East and South façades. There is controversy with regard to a façade-only project and the potential unavoidable impact on a historic resource.

1.4 Alternatives

Four alternatives were considered as a part of the environmental review for the project. Characteristics of each of the alternatives and an analysis of potential environmental effects are presented in Chapter 5 (Alternatives to the Proposed Project) of this EIR. The following alternatives were evaluated: no project alternative, renovate Marshall Hotel, with or without demolition of Jade Hotel, and demolish Jade Hotel/expand Marshall Hotel.

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2.0 PROJECT DESCRIPTION

2.1 Project location and data

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco bay area to the west, the Sierra Nevada Mountains and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The city is bisected by major freeways including Interstate 5 (I-5), which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno and points east; and U.S. Highway 50, which provides an east-west connection between Sacramento and South Lake Tahoe. The Union Pacific Railroad tracks transect Sacramento, and daily Amtrak service is provided from the Sacramento Valley Station two blocks north of the project site, which connects Sacramento to the bay area, the central valley south to Bakersfield, Amtrak regional bus connections throughout northern California, and points east.

The project site is located at 1122 7th street and 1118 7th street at the northwest corner of 7th and I streets in downtown Sacramento (APN: 006-0091-024-0000 and 006-0091-023-0000). The project site is generally bounded by 3rd street to the west, 7th street to the east, J Street to the north, and L Street to the south.

The Marshall Hotel (also referred to in this EIR as the Hotel Marshall) has been owned by the Presidio Companies (applicant) for approximately six years. In November 2014, the applicant submitted an application to the City for entitlements to rehabilitate the existing Marshall Hotel and adaptively reuse it for hotel and retail uses. In March 2015, the City prepared and circulated a Notice of Preparation (NOP) as required by the California Environmental Quality Act (CEQA) for the preparation of an environmental impact report for the proposed rehabilitation and adaptive reuse project to solicit input from responsible and trustee agencies and the general public on issues to be addressed in an EIR to be prepared that would evaluate the potential environmental impacts of the proposed project. The NOP was circulated from March 27, 2015 to April 27, 2015. A copy of the NOP and responses are included as Appendix A.

Project Data

Address: ..... 1122 7th Street, Sacramento, California
Apn: .....006-0091-024 (& 023)
Site Area: .....0.26 Acres (11,200sf)
Building Area: .....….96, 948 sf
Building Height .....….10 Stories (123' High)
General Plan Designation……...Central Business District
Zoning: .....C-3-SPD (Central Business District, Entertainment and Sports Center Special Planning District)

1st Floor: Hotel Lobby, Office, Retail & Back of House
2nd - 5th Floors: 21 Hotel Rooms per Floor = 84 Rooms
6th Floor: Meeting Rooms & 15 Hotel Rooms
7th – 10th Floors: 16 Hotel Rooms per Floor = 64 Rooms

2.2 Project Components

The proposed project involves the demolition of the building interior and north and west facades of the Marshall Hotel building, retaining the east and south facades, and demolition of the Jade Hotel to the north. The project would convert and expand the existing Marshall Hotel (most recently used as a single-room occupancy residential hotel) to a new tourist hotel.

The project would demolish the current interior configuration of the Marshall Hotel. A new interior and a taller structure would be constructed above the Marshall Hotel's east façade on the entire north portion of the site and extending the new structure on the north.

The project proposes construction of a completely new building behind the historic 7th Street and L Street facades, to be joined with the new tower, which would span over a portion of the historic building and the site of the demolished non-historic building. The remaining historic facades would be rehabilitated to the historic building's period of significance. The resulting combination would be designated as a Hyatt-branded lifestyle boutique hotel. The resulting ten-

story hotel would have 163 guest rooms and approximately 5,000 square feet of ground floor retail. A 0.26-acre parcel would result from merger of the two existing parcels.

The project proposes to respect the historical significance of the Marshall Hotel and its previous use as the Hotel Clayton by introducing design and use elements that tie into this significance by, for example, creating user spaces (bar and other entertainment areas) that would have a name, look and feel associated with the historical use.

No parking on the project site would be provided. The applicant/operator would provide valet parking, and would utilize parking structures and facilities in the vicinity of the project to accommodate parking requirements.

2.3 Demolition and Construction

The project includes demolition of the Jade Hotel and portions of the Marshall Hotel. Construction of the hotel would occur over approximately eighteen (18) months.

Demolition of the Jade Hotel and portions of the Marshall Hotel buildings, including removal of foundations on the project site, is expected to last approximately three months. Demolition would take place with a number of excavators, loaders, and dump trucks.

Special precautions would be put into effect as the demolition work proceeds in proximity to existing occupied buildings and the Entertainment and Sports Center (ESC) that is under construction. Physical research would be undertaken on each existing building, including examination of the ESC's practice facility immediately west of the project site. This research would involve removal of existing expansion joint covers (vertical and horizontal) and possibly the expansion joint material to allow visual inspection of the space between the adjacent building walls.

Coincident with physical review of the buildings, a search for any and all construction documentation on the existing buildings would be performed. The responsible contractor would visit with each building manager as appropriate to review the sequence of construction activities that would be near residents or office tenants, prior to initiation of any demolition activity. The applicant would identify a responsible representative of the contractor to respond to concerns relating to the ongoing project.

The historic building façades would be shored and supported by concrete or shotcrete walls that would stabilize the existing façades until permanent construction of new walls are completed. The existing basement, which was used to house the boiler and pumps, would be cleared, demolished and backfilled with compacted engineered fill with a proper soil profile for construction of the new foundation system. The applicant anticipates that the new foundation system would be a cast-in-place concrete mat foundation. Construction of this portion of the building would take require approximately two (2) months. During the foundation phase, construction employment would average about 15 workers, with a peak of 25 workers.

The construction phase would involve the building erection of steel, concrete and precast concrete elements, and would occur over a period of approximately six (6) months. Construction would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. During this phase, construction employment would average about 140 workers, with a peak of 220 workers.

Interior and exterior finish work would occur over approximately four months. This phase would involve a wide variety of construction activities involving creating interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and similar building amenities. During this phase, construction employment would average about 100 workers with a peak of about 150 workers.

Exterior site work and landscaping would be undertaken over a period of approximately six months. During this final phase, construction employment would average 20 workers with a peak of 40 workers.

During construction, the entire project site would be fenced off.

2.4 Project Objectives

The objectives for the Proposed Project are:

- Rehabilitate the architecturally significant features of the registered historic structure and provide adaptive reuses for a dilapidated, vacant and functionally obsolete 100 year-old building.

- Enhance the continued economic revitalization and urbanization of downtown Sacramento with a modern, lifestyle boutique brand hotel catering to the modern tourist

and traveler.

- Construct and operate a Hyatt-branded, tourist-oriented urban hotel reflecting the character of downtown Sacramento, immediately adjacent to and complementing the new arena and entertainment center's events and activities to better serve its patrons.

- Construct and operate complementary meeting space, entertainment space, dining space, and fitness facilities for patrons of the hotel and downtown businesses residents.

- Create uses that modernize and enhance the downtown tourist and traveler experience, and facilitate downtown tourism.

- Support the shift within the downtown area to environmentally-conscious modes of travel by promoting ride-sharing services and non-vehicular travel by hotel guests and patrons.

2.5 Required Discretionary Actions

The City of Sacramento requires the following discretionary actions for project approval:

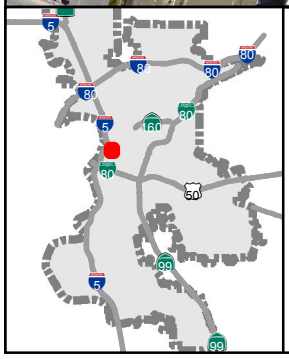
- **EIR Certification.** Approval of the project would require adoption of findings required by CEQA. These include certification that the EIR was completed in compliance with the requirements of CEQA, that the Preservation Commission has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento. Approval of the project would also require adoption of a Mitigation Monitoring Plan, which identifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. Findings are required regarding the impacts, mitigation and alternatives. Because the project would have a significant and unavoidable impact on historic resources, project approval would require adoption of a statement of overriding considerations explaining why the project is being approved despite the environmental effects.

- **Site Plan and Design Review.** Because the proposed project would affect a historic landmark, the site plan and design review required by the City of Sacramento Planning and Development Code would be conducted by the Preservation Commission.

0 500 1,000
Feet

N

PB14-061
Vicinity Map
Hyatt Place Hotel

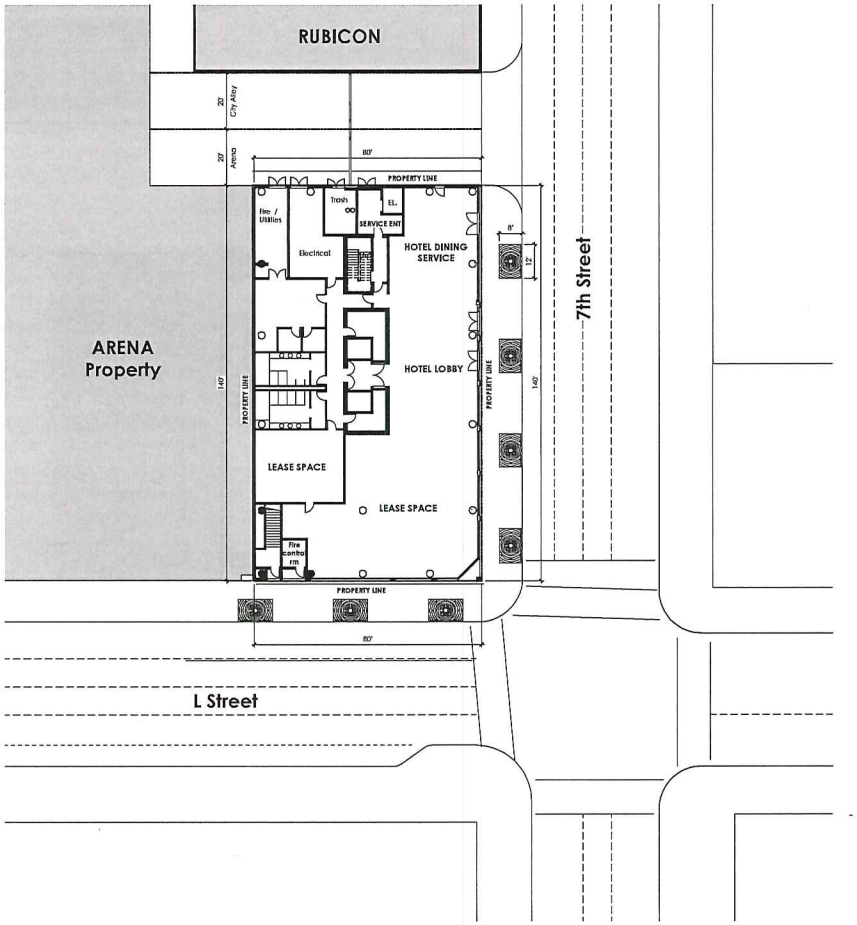


PB14-061
Aerial / Zoning Map
Hyatt Place Hotel

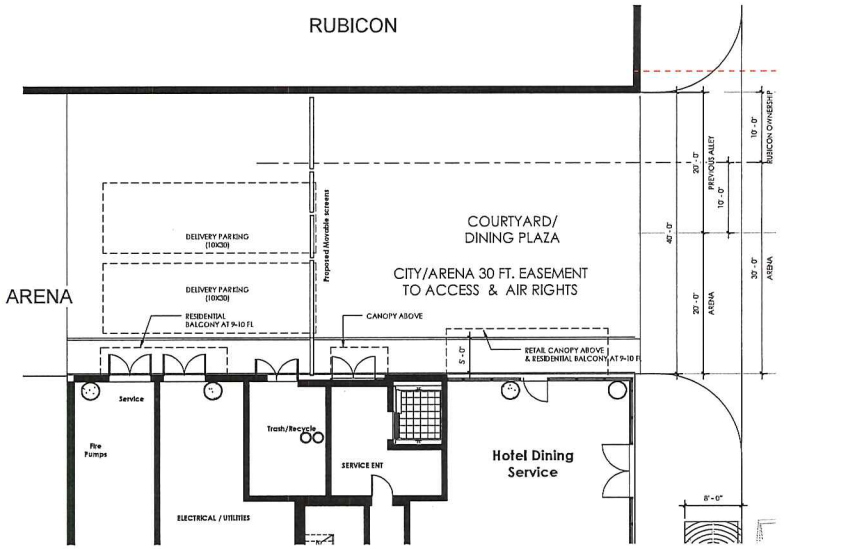
Feet
0 150 300

N

City of Sacramento, Community Development Department GIS



SITE PLAN



ENLARGED PLAN @ ALLEY

VICINITY MAP

1" = 400'-0"

PROJECT DATA

ADDRESS: ..... 1122 7th Street, Sacramento.
APN: ..... 006-0091-024 (& 023)
SITE AREA : 0.26acres (11,200sf)
BUILDING AREA : ..... 96,948 sf
BUILDING HEIGHT ..... 10 Stories (123' High)

ZONING: C-3-SPD

OCCUPANCY TYPE..... A2, A3, B, R1 & R2
CONSTRUCTION TYPE ..... Type IA & Type IIIA

BUILDING DATA

FLOOR	Const. Type	Occ	Area
1st	IA	B/A2	7,615 / 3,581 sf
2nd - 5th	IIIA	R2	10,922 sf (per floor)
6th	IIIA	R2/A3	8,182 / 1,326 sf
7th & 8th	IIIA	R2	8,139 sf (per floor)
9th & 10th	IIIA	R2	8,139 sf (per floor)

1st Floor : Hotel Lobby , Office, Retail & Back of House
2nd - 5th Floors : 21 Hotel Rooms per Floor x4 = 84 rooms
6th Floor: Meeting rooms & 15 Hotel rooms
7th - 10th Floors: 16 Hotel rooms per floor x4 = 64 rooms

Hotel room types

King A2.0	149 rooms
Double A2.0	14 rooms
Total	**163 rooms**

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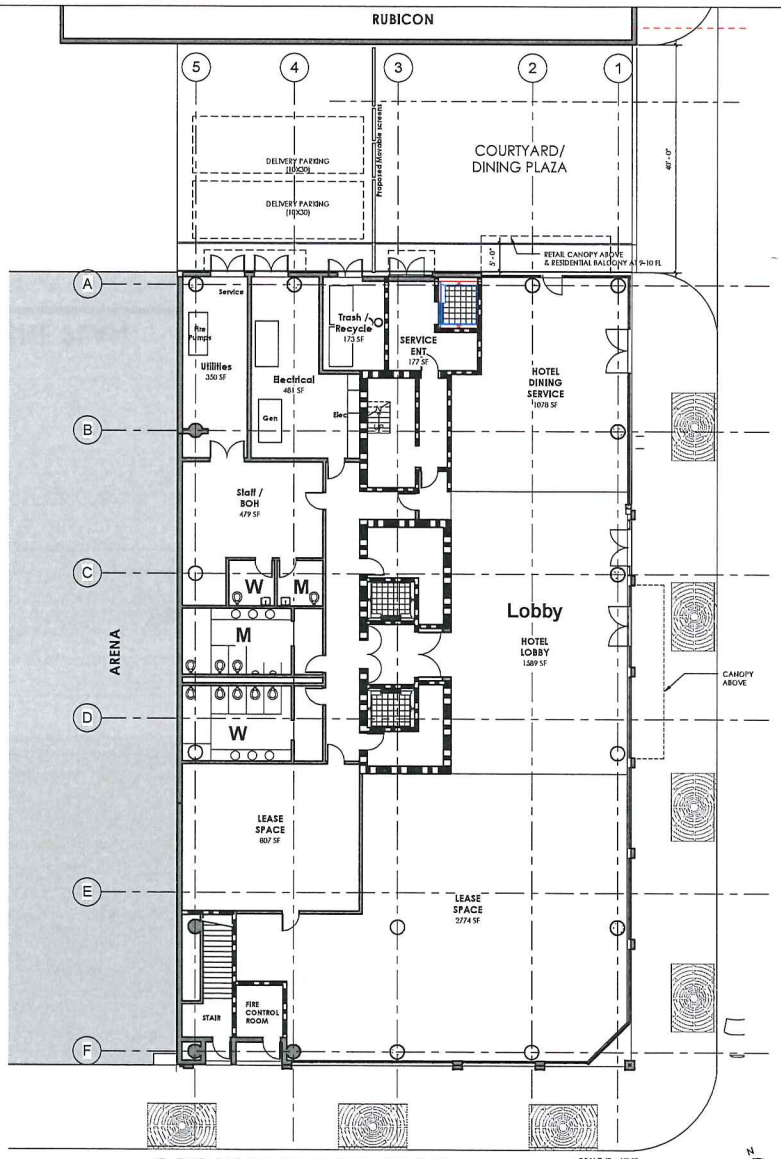
CONCEPTUAL

MARSHALL HOTEL

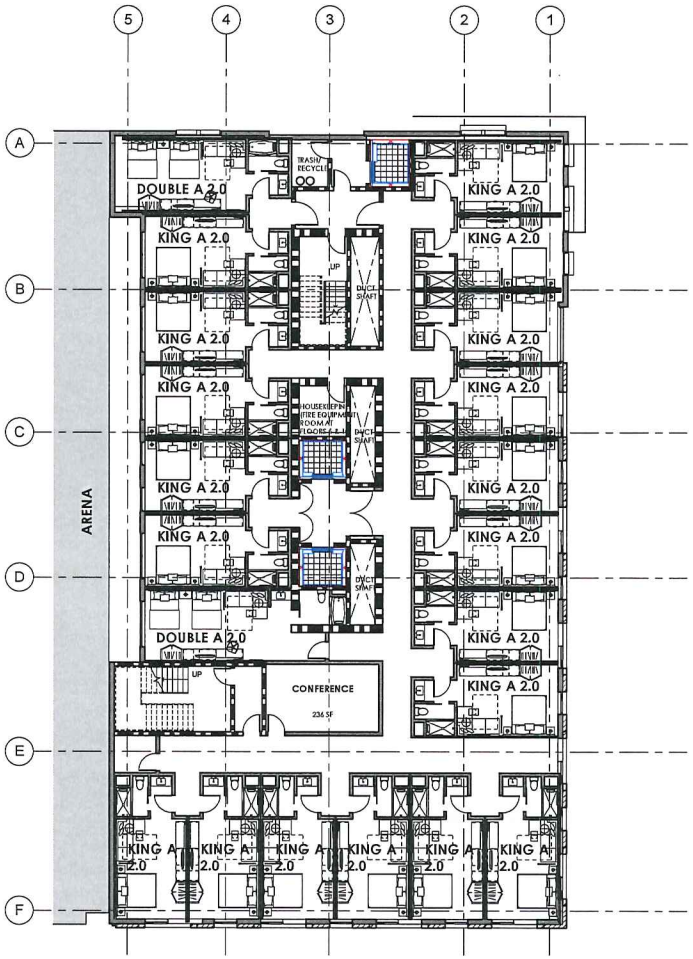
7th & L Street, Sacramento

2/10/15



GROUND FLOOR PLAN

SCALE 1" = 10'-0"



LEVEL 2-5 FLOOR PLAN

HOTEL ROOMS

SCALE 1" = 10'-0"

SUMMARY

LEVEL 1:	RETAIL & OFFICE	
LEVEL 2-5:	21 ROOMS X 4FL =	84 ROOMS
LEVEL 6:	MEETING ROOM +	15 ROOMS
LEVEL 7-10:	16 ROOMS X 4FL =	64 ROOMS
	TOTAL ROOMS:	**163 ROOMS**

ROOM TYPES:

KING A 2.0	149
DOUBLE A 2.0	14
TOTAL	**163**

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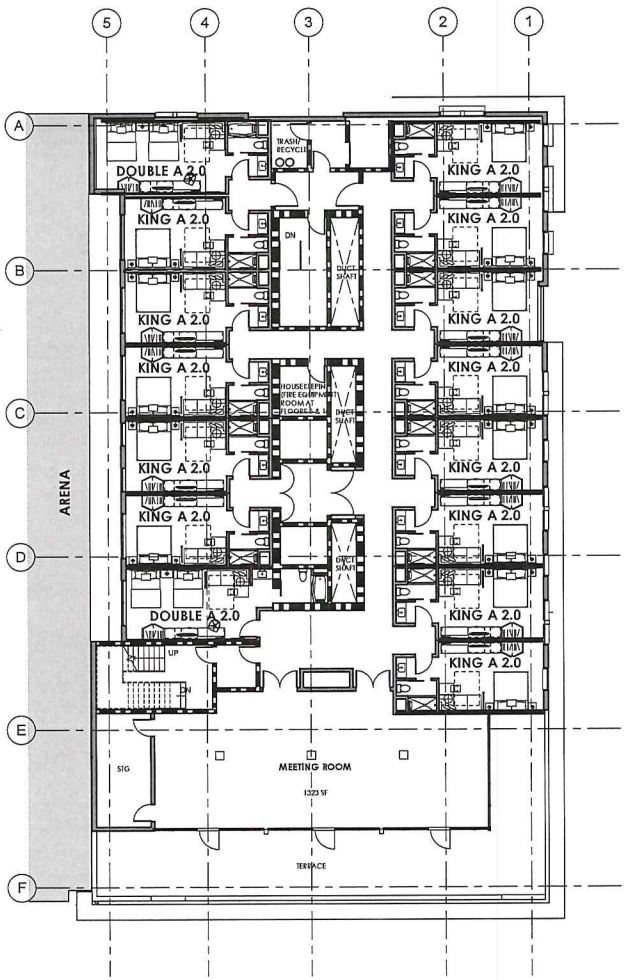
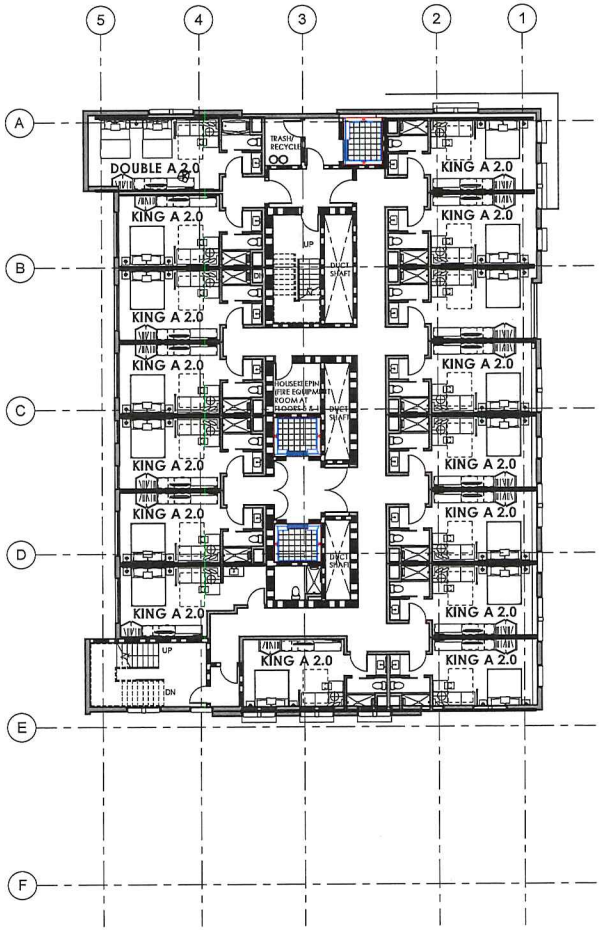


LEVEL 6 FLOOR PLAN

HOTEL ROOMS & MEETING ROOM

SCALE 1" = 10'-0"

0 10 20 30 40



LEVEL 7 -10 FLOOR PLAN

HOTEL ROOMS

SCALE 1" = 10'-0"

0 10 20 30 40

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MARSHALL HOTEL

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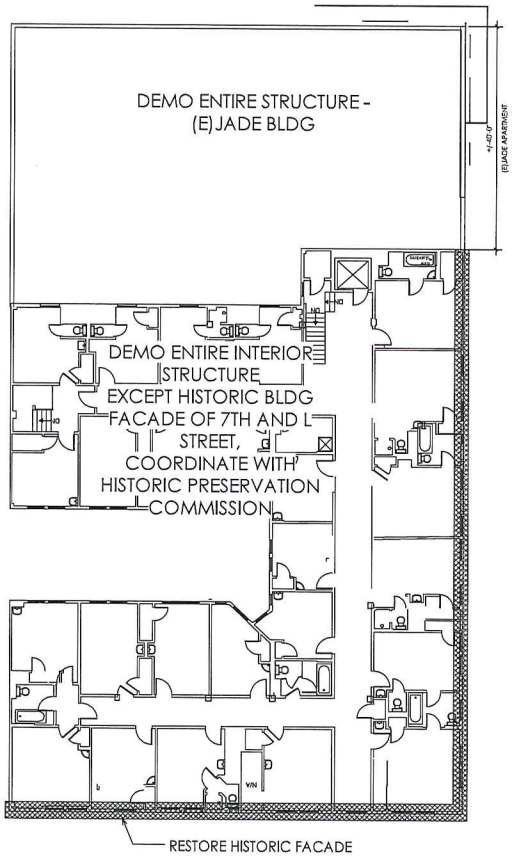
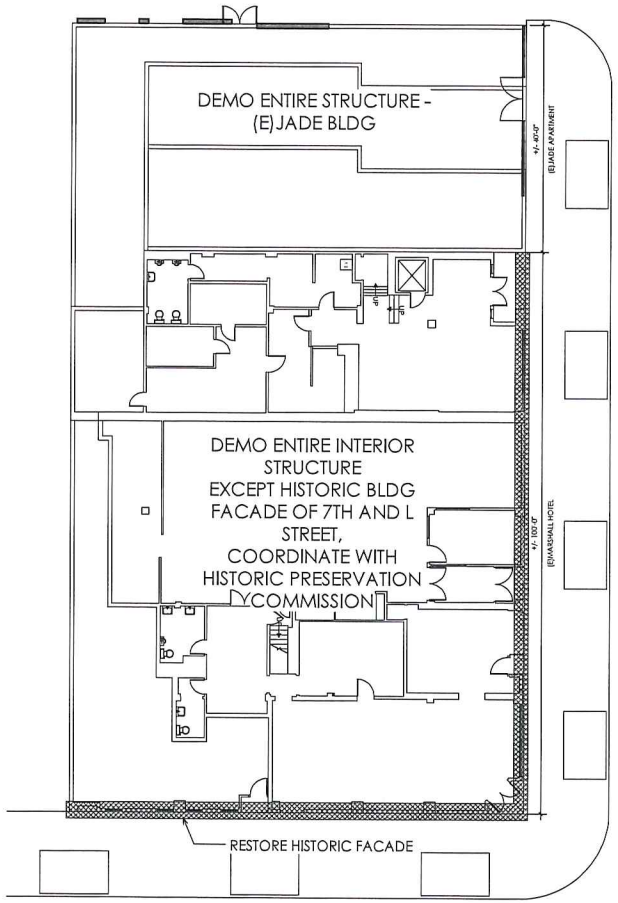
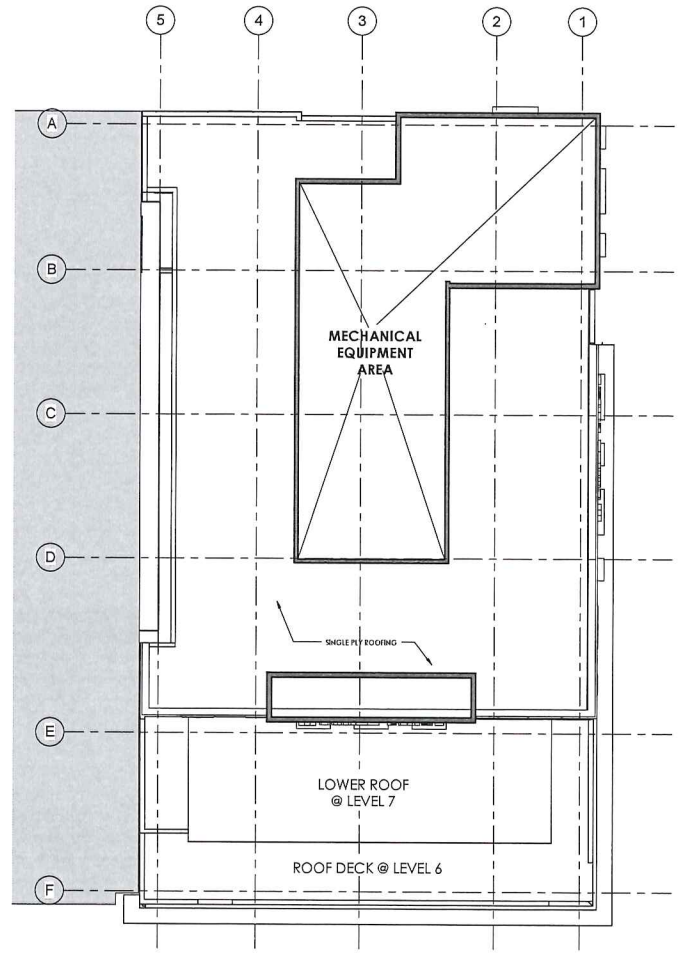


EXISTING/DEMO TYP. UPPER FLOOR PLANS



EXISTING/DEMO GROUND FLOOR PLAN



ROOF PLAN

SCALE 1" = 10'-0"
0 10 20 30 40
N

SCALE 1" = 10'-0"
0 10 20 30 40
N

SCALE 1" = 10'-0"
0 10 20 30 40
N

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CONCEPTUAL

MARSHALL HOTEL

7th & L Street, Sacramento

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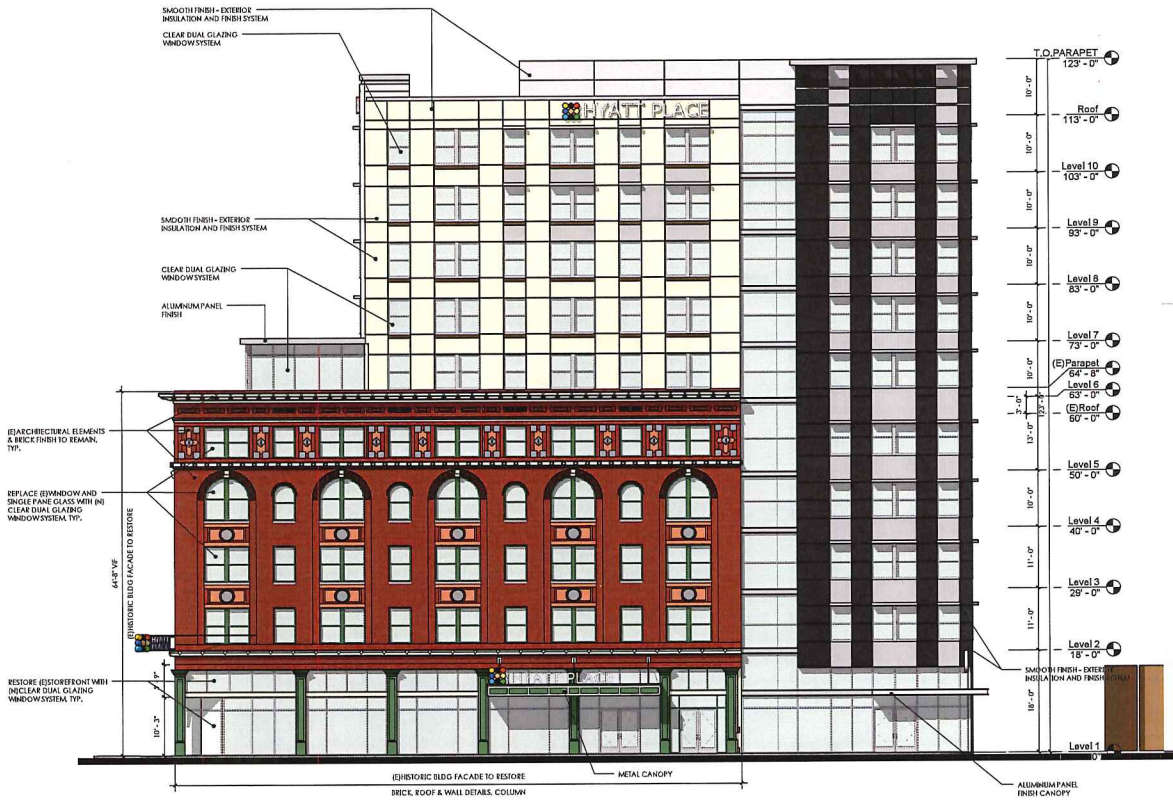

EAST ELEVATION

1" = 10'-0" GRAPHIC SCALE

0 10 20 30 40

SOUTH ELEVATION

1" = 10'-0" GRAPHIC SCALE

0 10 20 30 40

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CONCEPTUAL

MARSHALL HOTEL

7th & L Street, Sacramento

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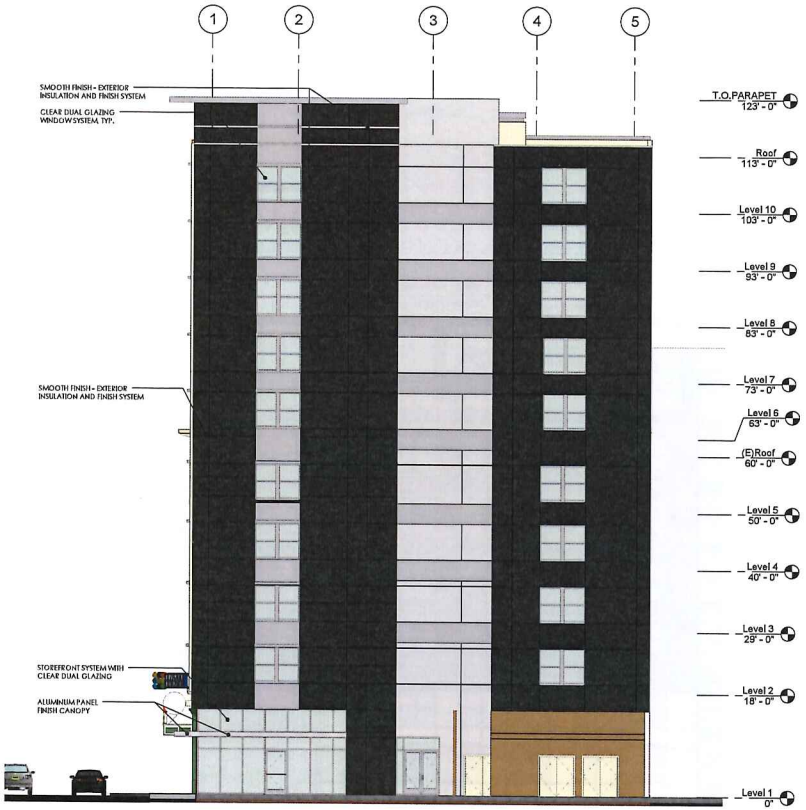

NORTH ELEVATION

1" = 10'-0" GRAPHIC SCALE

0 10 20 30 40

WEST ELEVATION

1" = 10'-0" GRAPHIC SCALE

0 10 20 30 40

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SOUTHEAST CORNER VIEW_REV2

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NORTHEAST CORNER VIEW_REV2

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7th & L Street, Sacramento

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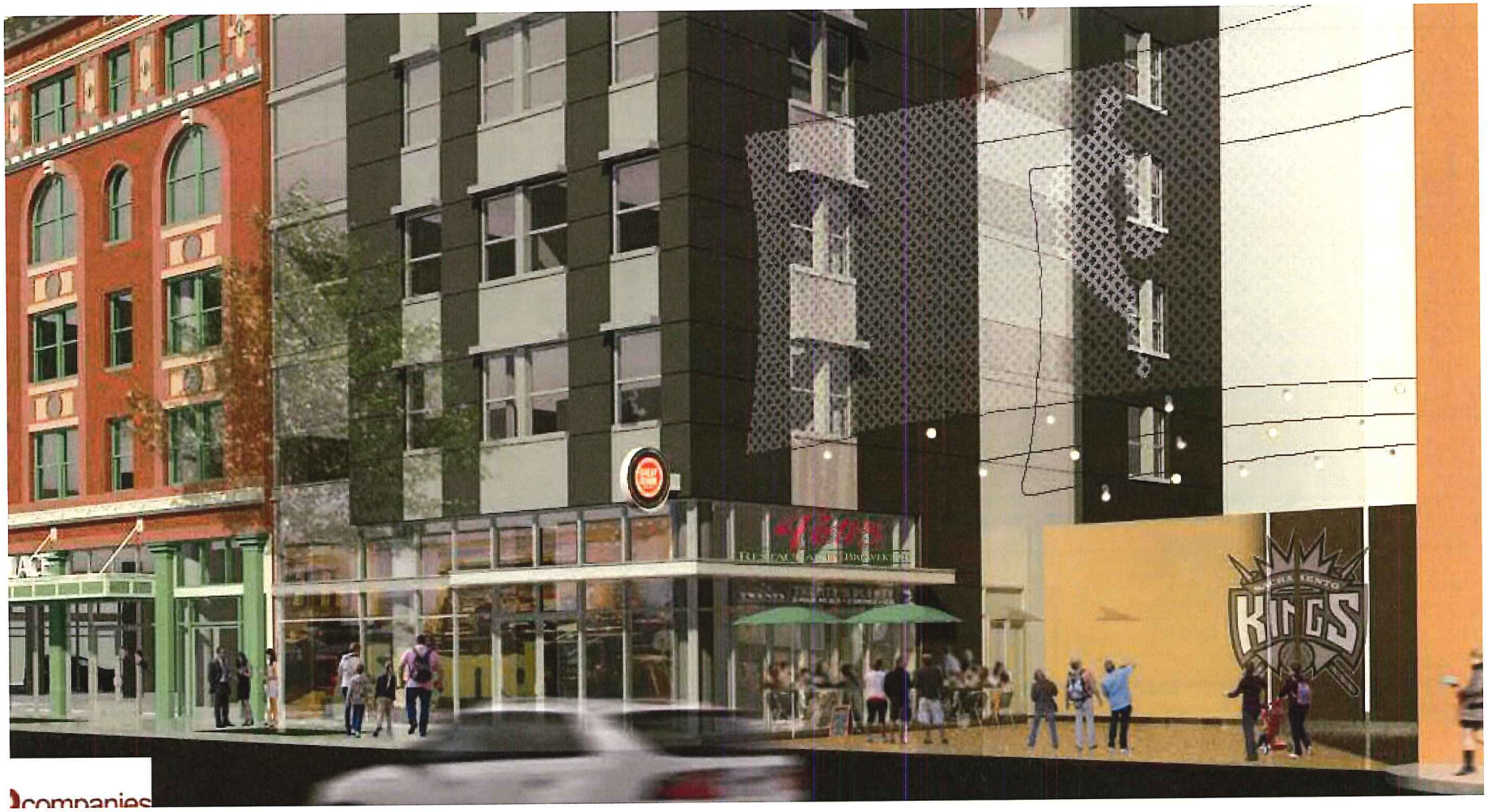

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7th & L Street, Sacramento

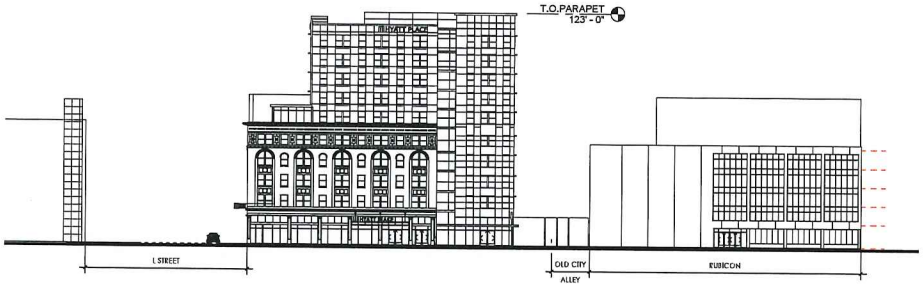
2/10/15

8.1

STREETSCAPE_L STREET

1" = 30'-0" GRAPHIC SCALE

0 30 60 90 120



STREETSCAPE_7TH STREET

1" = 30'-0" GRAPHIC SCALE

0 30 60 90 120

STREETSCAPE DRAWING

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CONCEPTUAL

MARSHALL HOTEL

7th & L Street, Sacramento

2/10/15

PHOTO-1

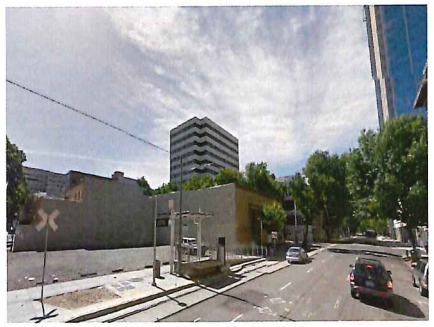


PHOTO-2

PHOTO-3

PHOTO-4

PHOTO-5

PHOTO-6

PHOTO-7

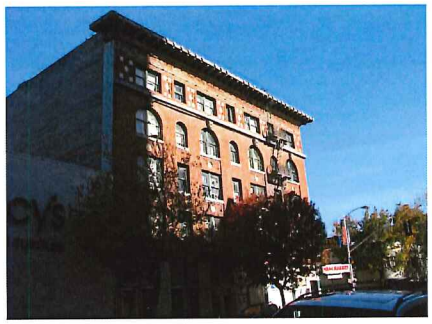
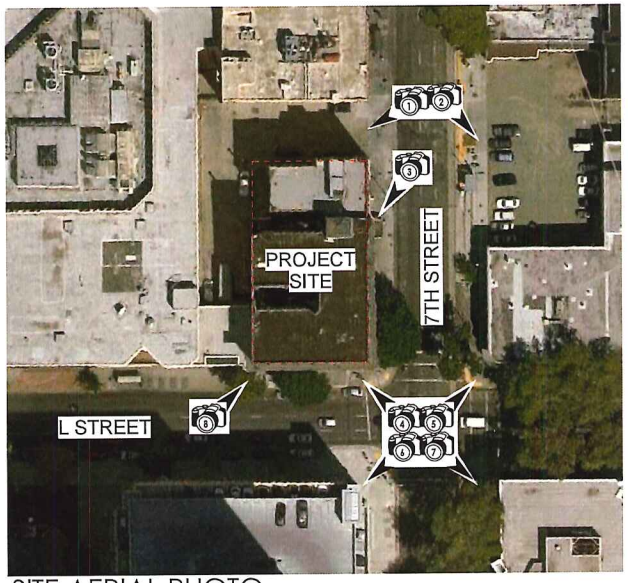


PHOTO-8



SITE AERIAL PHOTO

1" = 30'-0"

SITE PHOTOGRAPHS

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CONCEPTUAL

MARSHALL HOTEL

7th & L Street, Sacramento

2/10/15

3. Land Use and Planning

3.1 Introduction

This chapter describes the 2035 General Plan land use designations and zoning for the project site and the nearby vicinity. Current land uses are also described.

Section 15125 of the CEQA Guidelines states that the EIR shall discuss "any inconsistencies between the Proposed Project and applicable general plans and regional plans…" Potential inconsistencies between the Proposed Project and the City of Sacramento 2035 General Plan and the City's Planning and Development Code would be evaluated in this chapter.

This chapter does not identify environmental impacts and mitigation measures. An EIR may provide information regarding land use, planning and socio-economic effects; however, CEQA does not recognize these issues as typical environmental impacts on the physical environment. Physical impacts on the environment that could result from implementation of the proposed project or project alternatives are not addressed in this chapter, but in the appropriate technical environmental section of this EIR. The analysis in this chapter focuses on consistency with applicable policy documents. This consistency analysis explains whether the project coincides with the overall intent of the goals or policies. It is within the City's purview to interpret its own General Plan and to ultimately decide if the proposed project is consistent or inconsistent with any City goals or policies.

The Initial Study prepared for the Project (see Appendix B) concluded that the proposed project would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan. These issues are not addressed in this EIR.

3.2 Project Location and Vicinity

The project site is located at 1122 7th street and 1118 7th street at the northwest corner of 7th and I streets in downtown Sacramento (APN: 006-0091-024-0000 and 006-0091-023-

0000). The project site is generally bounded by 3rd street to the west, 7th street to the east, J Street to the north, and L Street to the south. The project site is located in an urbanized portion of the community. The project site is currently occupied by the vacant Marshall Hotel and the vacant Jade Hotel. Various stages of the ongoing construction and development of the Entertainment and Sports Center are adjacent to the project site. Other nearby land uses include office buildings and retail/commercial uses.

3.3 Applicable Plans and Regulations

3.3.1 City of Sacramento General Plan

The project site is designated as Urban Center High in the 2035 General Plan. The General Plan States "*Sacramento's Urban Center High provides thriving areas with concentrations of uses similar to downtown. Each center includes employment-intensive uses, high-density housing, and a wide variety of retail uses including large format retail, local shops, restaurants, and services. These areas include major transportation hubs accessible by public transit, major highways and local arterials, and pedestrian travel. Building heights vary from low to high rise (e.g., two to twenty-four stories). Other characteristics, such as building orientation, frontage-type, access, parking, streetscape, and open space, are similar to those in the Central Business District*."

This designation provides for mixed use high-rise development and single-use or mixed-use development within easy access to transit (i.e., ground floor office/retail beneath residential apartments and condominiums) that includes the following: office, retail, and service uses, and multifamily dwellings (e.g., apartments and condominiums).

The particular provisions of the general plan are interpreted by the City in light of the effort originally undertaken in the 2030 General Plan to accommodate future growth within the City limits, and to avoid urban sprawl. One of the key foundations of this policy direction was the goal of reducing greenhouse gas emissions, consistent with the state's emerging legislative and executive directions. The 2035 General Plan has continued that effort, with a continuing focus on the two major sources of greenhouse gas emissions: building and vehicles. Establishing uses in the Sacramento urban core that encourage residents and visitors to travel by means other than the single-occupancy vehicle is a critical component of the policy effort.

The proposed project is consistent with the policy goals adopted by the City as part of its general plan. The 2030 and 2035 general plans, and the master EIRs adopted as part of the general plan process, have recognized that the implementation of the policy would have likely significant and unavoidable effects on various resources, including historic resources. Consistent with the requirements of the California Environmental Quality Act, the general plan requires careful consideration of actions that would adversely affect important resources.

In this case, the proposed project would result in the loss of recognized historic resources. This EIR provides documentation of the resources, both in its discussion of impacts and inclusion of the consultant's report documenting the resources. See Appendix D. As with any project, a determination that the project is consistent with the general plan is required. In addition, because the project would have a significant and unavoidable effect on historic resources, the City would be required to adopt a statement of overriding considerations, which identifies the basis for the City's determination that the project, and its resulting effect on historic resources, should be approved despite this significant effect.

The various components of the proposed project, including the hotel and commercial uses, are allowed under the project site's general plan designation. Any project approval must include a finding of consistency and, as discussed, a statement of the reasons the City would override the loss of historic resources. For purposes of the analysis in this EIR, however, the project is consistent with the policies of the general plan, as well as the underlying intent and goal of the general plan. Approval of the project would be consistent with the City's planning processes, and would not result in unplanned growth or environmental effects that have not been already evaluated.

3.3.2 City of Sacramento Planning and Development Code

The City of Sacramento Planning and Development Code (Sacramento City Code Title 17) is intended to implement the City's general plan through the adoption and administration of zoning laws, ordinances, rules, and regulations and to encourage the most appropriate use of land.

The project site is designated C-3-SPD (Entertainment and Sports Center Special Planning District). This district is intended to provide a mixture of retail, office, governmental, entertainment and visitor-serving uses built on a formal framework of streets and park spaces laid out for the original Sutter land grant in the 1840s.

The Entertainment and Sports Center special planning district (ESC SPD) provides specific development procedures in recognition of the unique position of the surrounding property to the city's Entertainment and Sports Center. This SPD intends to further the city's goals of urban infill through facilitating and encouraging the development of the district and surrounding properties, by limiting certain uses, providing site-specific development standards, and providing a streamlined approval process.

The ESC SPD regulates uses, permit approval processes, and development standards for the physical development of the property, along with the Central City Urban Design Guidelines. The goals of the ESC SPD are to:

1. Develop up to 1.5 million square feet of mixed-use development (office, hotel, retail, and residential);

2. Develop property in a manner to respond to, support, and further the unique site conditions and adjacency to the Entertainment and Sports Center;

3. Ensure on-site architectural design themes are able to be creative and forward-thinking while being compatible with surrounding developed properties;

4. Provide north-south and east-west connections from public streets into the plaza surrounding the entertainment and sports center to connect the downtown core and create view corridors and pedestrian access;

5. Provide safe, dynamic, and attractive mixed-use development to encourage 24-hour activities that support an active streetscape and strengthen connections between the waterfront, the Convention Center, the Capitol, and the Railyards and intermodal facilities;

6. Provide facilities that complement a variety of transportation modes including public transit, bicycling, walking, and driving;

7. Discourage uses that contribute to visual or economic blight;

8. Promote aesthetic improvements to the area by implementing development standards and the Central City Urban Design Guidelines. (Ord. 2014-0014 § 1)

Development within the ESC SPD area is subject to the development standards and design requirements established in the ESC SPD and the Central City Urban Design Guidelines. To the extent there are conflicts between the Central City Urban Design Guidelines, and the development standards within the ESC SPD, the development standards in the ESC SPD shall control.

Review and approval by the decision-making body, in this case, the City's Preservation Commission, would ensure consistency with these provisions.

3.4 Compatibility with Existing and Planned Adjacent Land Uses

The proposed project is evaluated for its compatibility with the existing and planned land uses adjacent to the project site. The evaluation considers the type and intensity of uses in the project vicinity. The analysis evaluates the proposed project and project alternatives with the existing environment to determine if it is compatible with existing and planned uses surrounding the project site. As stated above, the environmental technical section includes discussion of any potential physical/environmental impacts (see discussion of cultural resources in Chapter 4).

Long-term incompatibilities arise when adjacent land uses conflict with each other. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places where people sleep and recreate (e.g., residences and parks). Therefore, some industrial or agricultural uses (which can produce noise, odor, and so on) would not be considered compatible with residential uses, unless buffers, landscaping or screening can be used to protect residents from health hazards or nuisances.

The proposed project would replace vacant hotels with similar uses which are compatible with the existing and planned surrounding commercial and sports/entertainment uses.

4.0 CULTURAL RESOURCES

4.1 Overview

This section describes known historical resources in the proposed project area and discusses the potential of the proposed project and the project alternatives to impact these resources. For purposes of this analysis, the proposed project refers to the Hyatt Boutique Hotel. National, state, and local historic preservation listings and surveys are summarized in this section. This section summarizes data obtained from the Historic Resources Technical Report prepared by Historic Environment Consultants in March 2015 to identify and evaluate historical resources within the project boundaries. The Initial Study (see Appendix B) for the proposed project concluded that impacts associated with paleontology, archaeology, and human remains would result in less-than-significant impacts, and therefore, are not further discussed in this section.

4.2 Environmental Setting

The project site contains two structures. The Hotel Marshall and Jade Apartments are each located directly on the actual site of the proposed project which occupies the northwest corner of 7th and L Streets and northward along 7th Street, almost to the alley between K and L Streets in downtown Sacramento. Currently, the Hotel Marshall occupies most of the corner with the Jade Apartments structure adjacent to the northern edge of the Hotel Marshall but not extending all the way to the alley on the north.

The Hotel Marshall is a five-story reinforced concrete and brick building with steel frame, built on concrete pile foundation. It was constructed in 1911 and has Classical and Chicago School influenced architectural features. The character-defining features of this architect-designed building include a dramatic decorative cornice, bracketed eaves and keystones, original windows both rectangular and arched, brick and terra cotta pattern, belt courses that create a horizontal tripartite composition, and street level cast iron pilasters defining traditional store front openings.

The Jade Apartment building is a roughly L-shaped five-story brick building with minor Spanish Colonial Revival influences including tile roof cornices and an arched entrance

enhanced with rusticated keystone shaped brick elements on the stucco-surfaced façade. It appears to have been placed in service in the early 1930s.

4.3 Historically Significant Resources in the Proposed Project Area

The treatment of cultural resources is governed by federal, State, and local laws and regulations. There are specific criteria for determining whether prehistoric and historic sites or objects are significant and/or protected by law. Federal and State significance criteria are concerned with the resource's significant features and characteristics, integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research.

The Hotel Marshall is listed as a Landmark in the Sacramento Register of Historical and Cultural Resources. See Appendix D for the full historical evaluation of the building. The property meets eligibility Criteria ii and iv for listing in the California Register of Historical Resources due to its associations with Sarah Clayton, an important Sacramento historic figure, its historic role as a downtown Sacramento hotel for 104 years, and its architectural design by Charles Dickey, a master architect in California and Hawaii.

The Hotel Marshall's architectural significance is primarily limited to the two exterior street facades. The interior of the building lacks significant design features or characteristics, and appears to have been repaired and altered at a cost of $104,000 after a fire in 1948. The historic significance of the interior of the building is therefore limited and alterations appear to have affected its historical integrity. The exterior west and north facades do not contribute to the architectural importance of the building and are not significant. The impacts of the proposed project to the historic and architectural significance of the Hotel Marshall are primarily related to the proposed demolition of all of the non-significant portions of the building, the proposed construction of new additions above portions of the original building roof level. The project also proposes the retention and rehabilitation of the exterior east and south primary street facades. The demolition, new construction and rehabilitation are proposed for the development of a Hyatt Boutique Hotel use. (See full description, Appendix D)

The Jade Apartment building does not appear to possess historically significant associations with people or events. Its design features lack distinction and some alterations appear to have occurred, further limiting its architectural importance. The property does not meet eligibility criteria for designation as a Landmark in the Sacramento Register of Historical and Cultural Resources, or for listing in the California Register of Historical Resources.

4.4 Regulatory Context

4.4.1 State

The State Historic Preservation Office, the California Office of Historic Preservation (SHPO) maintains the California Register of Historical Resources (CRHR). A historical resource is deemed to be a significant resource if it is listed in, or determined eligible for listing in, the CRHR. Properties listed in the National Register of Historic Places (NRHP) are automatically eligible for listing in the CRHR. The CRHR can also include properties designated under local ordinances or identified through local historical resource surveys.

Section 21084.1 of the Public Resources Code states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Historical resources are defined in Section 5020.1(k) and criteria for identification of a historical resource are identified in Section 5024.1(g), as stated below. For purposes of this section, a historical resource is a resource listed in, or determined eligible for listing in The CRHR. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1 are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in the local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 does not preclude a lead agency from determining whether the resource may be a historical resource for purposes of this section.

Section 5020.1(k)

"Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

Section 5024.1(g)

A resource identified as significant in a historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

(1) The survey has been or will be included in the State Historic Resources Inventory.

(2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.

(3) The resource is evaluated and determined by the office [of Historic Preservation] to have significance rating of Category 1 to 5 on DPR Form 523.

(4) If the survey is five or more years old at the time of its nomination for inclusion in the California Registry, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

4.4.2 Local

The City of Sacramento adopted the Historic & Cultural Resources Element of the 2035 General Plan (Historic & Cultural Resources Element) March 3, 2015. The Historic & Cultural Resources Element contains specific preservation goals, policies and implementation programs, which form the basis for the city's historic preservation program.

The Historic Preservation sections of Title 17 of the City Code, the Planning & Development Code, includes various sections which includes a "Historic preservation" related definitions section, Section 17.108.090, for "development project", including provision for project review of work proposed on the site, exteriors, or involving significant publically-accessible interiors of a property, as well as the definition of

"demolition" relative to historic properties. The Historic Preservation Chapter of the City Code, Chapter 17.604, contains the criteria for consideration of a property's eligibility for listing in the Sacramento Register of Historic & Cultural Resources (Sacramento Register.) The Code establishes a Preservation Commission (Preservation Commission,) which, per Section 17.604.100, C.1, has:

"…primary responsibilities are to develop and recommend to the council preservation policies appropriate for inclusion in the general plan and other regulatory plans and programs of the city and to provide oversight relative to the maintenance and integrity of the Sacramento register of historic and cultural resources. The preservation commission shall review, nominate and make recommendations to the council on properties eligible for listing in the Sacramento register as landmarks, historic districts and contributing resources as set forth in this chapter. The preservation commission's role in reviewing development projects shall be limited to hearing projects of major significance and appeals of the preservation director's decisions..."

Section 17.604.530 includes provisions for "Lawful demolition, removal or disturbing of listed historic resource," and, Section 17.808 of the City Code provides for the various levels of review of development projects and site plan and design review, from proposed work that could require no review, to proposed projects that require Staff level review, Director level review or Commission level review. All proposed work which is subject to review is considered a discretionary project, and potentially could require environmental review pursuant to the California Environmental Quality Act (CEQA).

4.5 Method of Analysis

The assessment of discretionary project impacts on historic resources under CEQA (CEQA Guidelines, Section 15064.5) is a two-step analysis: first, an analysis must determine whether the project site is an historical resource or contains an historical resource as defined under CEQA; and second, if the site is found to be or contain an historical resource, a separate analysis must determine whether the Proposed Project would cause a substantial adverse change to the resource. Thus, this section has two components. Specifically, the setting discussion describes the existing building or other features on the project site, and assesses whether the buildings or other features are

historical resources for the purposes of CEQA. In addition, the impacts discussion reviews the criteria for significant impacts on historical resources under CEQA, describes the proposed work under the project, and assesses the impact of the Proposed Project on historic architectural resources.

For the purposes of this EIR, the project site includes one historical resource, the Hotel Marshall. (See Appendix D.)

4.6 Effects on Historic Resources.

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (*Secretary's Standards)* are used at the Local, State and Federal levels to guide work involving historical resources, and for CEQA purposes, to evaluate whether proposed work would have a significant impact or not on the historical resource. The Standards provide guidance regarding protecting the setting of historic resources. The setting is the area or environment in which a historic property is found. It may be an urban or suburban neighborhood or a natural landscape in which a building has been constructed.

The elements of setting, such as the relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees together create the character of a district or neighborhood. In some instances, many individual building sites may form a neighborhood or setting.

The guidance states that:

> New work should be compatible with the historic character of the setting in terms size, scale, design, material, color, and texture. It is not recommended that new construction:

- Create a false historical appearance.
- Introduce a new building or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character.
- Introduce new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting.
- Remove a historic building, building feature or landscape feature that is important

in defining the historic character of the setting.

The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.

The guidelines recommend:

Identifying, retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishing such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

Retaining the historic relationship between buildings and landscape features of the setting. For example, preserving the relationship between a town common and its adjacent historic houses, municipal buildings, historic roads, and landscape features.

It is not recommended that new construction:

Remove or radically change those features of the setting which are important in defining the historic character.

Destroy the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials or constructing inappropriately located new street or parking.

Remove or relocate historic buildings or landscape features, thus destroying their historic relationship within the setting.

4.7 Standards of Significance

For the purposes of this EIR, impacts to historical resources are considered significant if the proposed project would:

- Create a substantial adverse change in the significance of a historical resource that would alter its characteristics that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- Demolish, destroy, relocate, or alter historical resources.

4.8 Impacts and Mitigation Measures

The proposed project involves the demolition of interior and north and west facades of the Hotel Marshall building, retaining the east and south street facades, and demolition of the Jade Apartments to the north. The project would convert and expand the existing Hotel Marshall (most recently a single room occupancy residential hotel) to a new tourist hotel.

The project would demolish the current interior configuration of the Hotel Marshall. A new interior and a taller structure would be constructed above the Hotel Marshall's east façade on the entire north portion of the site and extending the new structure onto the existing parcel to the north.

The project proposes construction of a completely new building behind the historic 7th Street and L Street facades, to be joined with the new tower, which would span over a portion of the historic building site and the site of the demolished non-historic Jade Apartments building .The two historic street facades of the Hotel Marshall would be rehabilitated relative to the building's period of significance. The resultant combination would be designated as a Hyatt-branded lifestyle boutique hotel. The new ten-story hotel would have 163 guest rooms and approximately 5,000 square feet of ground floor retail. A 0.26-acre parcel would result from merger of the two existing parcels.

Parking: No parking on the project site is proposed to be provided. The applicant/operator would provide valet parking, and would utilize parking structures and facilities in the vicinity of the project to accommodate any parking needs.

Demolition and Construction

The project includes demolition of the Jade Apartments and portions of the Hotel Marshall with the exception of its' two primary street facades. Construction of the hotel would occur over approximately eighteen (18) months. Demolition of the Jade Apartments and portions of the Hotel Marshall, and foundation work on the project site is expected to last approximately three months. Demolition would take place with a number of excavators, loaders, and dump trucks.

Special precautions would be put into effect as the demolition work proceeds in proximity to the Hotel Marshall's south and east street facades, existing occupied buildings nearby, and the Entertainment and Sports Center (ESC) that is under construction. Physical research would be undertaken on the Hotel Marshall's street facades, as well as on each nearby building, including examination of its relative proximity to ESC's practice facility immediately west of the project site. This research would involve removal of existing expansion joint covers (vertical and horizontal) and possibly the expansion joint material to allow visual inspection of the space between the adjacent building walls.

Coincident with physical review of the buildings, a search for any and all construction documentation on the existing buildings would be performed. The contractor would visit with each building manager to review the sequence of construction activities that would relate to the Hotel Marshall street facades or that would be near residents or office tenants, prior to initiation of any material demolition activity.

It is anticipated, but final determinations as to approach would be made after complete structural evaluation, that the Hotel Marshall's two street façades would be shored and supported by concrete or shotcrete walls that would stabilize and protect the existing façades, both during demolition and until permanent construction of new walls are completed. The existing basement, which was used to house the boiler and pumps, would be cleared, demolished and backfilled with compacted engineered fill with a proper soil profile for construction of the new foundation system. The new foundation system would most likely be a cast-in-place concrete mat foundation and would take place over about two (2) months. During the foundation phase, construction employment would average about 15 workers, with a peak of 25 workers.

The construction phase would involve the building erection of steel, concrete and precast concrete elements, and would take place over a period of approximately six (6) months. Construction would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. During this phase, construction employment would average about 140 workers, with a peak of 220 workers.

Interior and exterior finish work would take place over approximately four months. This phase would involve a wide variety of construction activities involving creating interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. During this phase, construction employment would average about 100 workers with a peak of about 150 workers.

Exterior site work and landscaping would be undertaken over a period of approximately six months. During this final phase, construction employment would average 20 workers with a peak of 40 workers.

During construction, the entire project site would be fenced off.

Impacts

The Secretary of the Interior's Standards for the Treatment of Historic Properties, usually the Rehabilitation Standards, are used to guide the evaluation of a project's impacts to historic resources. The Standards and associated guidelines are recognized as embodying the most common criteria used by cities, states and federal agencies when evaluating changes or work proposed to historical resources. From the National Park Service's website:

> ***The Standards for Rehabilitation…*** *"Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."*
>
> CEQA guidelines 15064.5 note that,

(b) "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment….

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project: (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code…

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Analysis

The proposed project would demolish the interior of the Hotel Marshall and its north and west facades, and retain its two street facades. A new structure would be constructed within the Hotel's two corner street facades to the north and west sides of those two facades, extend north of the Marshall Hotel site, and project above the height of the existing Hotel Marshall on the northern portion of the Hotel roof and extend over the

entire site of the Jade Apartments. This extension of the new hotel height over the existing Marshall Hotel's roof line would be set back to the north from its' L Street/south facade and would extend upward from the Hotel's existing roof on the same vertical plane as the 7th Street/east facade of the Marshall Hotel, though retaining all the existing projecting cornice on the two facades.

The Hotel Marshall, originally built as the Hotel Clayton, is listed individually as a Landmark in the Sacramento Register of Historic and Cultural Resources. The property meets eligibility Criteria # ii and # iv for listing in the California Register of Historical Resources due to its association with Sarah Clayton, an important Sacramento figure, and its architectural design by Charles Dickey, a master architect in California and Hawaii.

The architectural significance of the building is based primarily upon the design, materials and important features of the 7th Street and L Street facades. The remaining interior public hotel lobby has been substantially modified and has not retained significant design features or characteristics. The original ground floor commercial and storefront areas with street entrances have been altered over time by various tenants and, while elements of the original exterior storefronts and ground-floor exterior remain, the alterations are not significant in their own right and do not contribute to the character of the above facades. There is no existing evidence that there was public access to the interior of the hotel beyond the lobby. The interior hallways with carpet and plain moldings, doors and transoms have received some alterations. There have been no photographs found to date showing possible wainscoting or other features that may have been removed from the hallway over time. Shared use bathrooms have been modified as have some of the rooms. Some original interior building features and surfaces may have changed due to a $104,000 remodeling in 1948 after a fire.

The south and east primary street facades of the hotel contain a rich collection of architectural features that are character-defining features of its design and contribute to its significance, and were constructed within its era of significance.

Exterior features on East and South Primary Street Facades:

Brickwork on façade walls from second to fifth floors

Series of brick arches framing paired windows

Eave soffits with modillions

Keystones in form of scrolls

Terra cotta tile insets

Terra cotta air vents beneath cornice

Terra cotta medallions in spandrels

Areas of patterned brick on L Street elevation

Decorative metal cornice with brackets

Dentil course beneath the cornice

Projecting belt courses, with ornamentation, above street level, and below and above top floor

Corner post and cast iron pilasters with decorative capitals, applied to ground floor facades, flanking former store windows, and dividing ground floor frontage into standard divisions

Clerestory (also referred to as transom) window areas above former store front windows

Original show window areas, delineated by iron pilasters

Wood sash and frame windows

Fire escapes: two; one on east and one on south facade

Shadow of original Hotel Clayton letters on wall above hotel entry from 7th Street

Classically derived concrete or plaster molding framing the original entry behind the current non-original canopy

Other original, individual elements on other non-significant portions of the building have also been identified, which could be considered interesting artifacts that convey the history of the building.

Exterior on North Façade:

Sliding fireproof window covers on north elevation light well

Interior:

Stair balustrades

While the Hotel Marshall is noted as a historic property, its architectural significance is limited to the south and east exterior street facades. With the exception of stair balustrades, the interior of the building lacks significant design features or characteristics, and appears to have been repaired and altered at a cost of $104,000 after a fire in 1948. The historic importance of the interior of the building is therefore limited. The exterior west and north facades do not contribute to the architectural importance of the building and are not significant. The north facade contains sliding metal window covers for fire protection from the adjacent Jade Apartments. They comprise an individual original element of the exterior fabric but the north façade would not be considered as a contributing character-defining feature of the building.

The impacts of the project to the historic and architectural significance of the Hotel Marshall would be from the demolition of the non-significant portions of the buildings with the retention of the exterior east and south corner street facades, which would be retained and rehabilitated, and impacts would also be the result of the proposed new increased height from the additional floors to be constructed above portions of the hotel's original roof line, set back from the street facades in most areas, but aligned with the street façade on the northern portion along 7th Street.

The project would remove the interior of the Hotel Marshall and demolish a substantial portion of the building which is a Sacramento Register Landmark and eligible for listing in the California Register. Proposals for demolition of an aggregate of 50 or more linear feet of exterior wall or more than 50% of a historic building's footprint requires Preservation development project review under the City Code. The proposed demolition, retaining only the two significant primary street facades of the historic building, would result in a **significant impact** to a recognized historical resource. There would be loss of building fabric some of which is not historically significant. The only interior original characteristic elements that would be lost are the stair railings and balustrades between the floors.

The interior does not possess significant character-defining features, design distinction, or ornamentation of artistic or architectural value, or that would provide information or architectural inspiration for use in any existing or future application.

The proposed project's new addition will not comply fully with the Secretary of the Interior's Standards for Rehabilitation:

> 9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

The project's proposed new construction over the existing roof line of the Marshall Hotel, would remove the existing roof and the interior of the building. The new construction would be set back from the south faced, to the north, so it would be minimally visible looking back at the hotel at pedestrian level from across L Street. The new construction would be most visible from the sidewalk across 7th Street and, while it is proposed to be designed to be differentiated from the old, it would change the massing and scale of the Hotel Marshall.

The project would not remove the significant historic south and east elevations of the building which will be retained and restored.

The new tower construction on the site of the Jade Apartments would be flush with the surface of the east elevation of the Hotel and extend above its height for about five stories. Its design would be differentiated from the Hotel's facades but would reflect the projecting Hotel cornice and floor heights. The new tower will be taller and larger than the existing Jade Apartments, which is currently part of the 'setting' of the Hotel Marshall. The construction of a taller building north of the Hotel Marshall, on its own, would not have an impact, since the hotel is located in a densely developed downtown setting, but rather it is the proposed extension of that taller mass directly above the northern portion of the east façade of the Hotel Marshall that would cause the impact to the historical resource.

10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The project would replace the entire interior of the Hotel Marshall with new construction, create a new elevation on the west, remove the current north elevation and incorporate it into the new tower, and add five stories above the Hotel on the northern portion of the Hotel Marshall footprint. Such extensive new construction would make it impossible to remove and restore the Hotel to its former configuration. This constitutes a **significant impact**.

While the Secretary's Standards for Rehabilitation also recognize the necessity of change for new or continued uses, safety and access in historic buildings, and alterations to the non-publically-accessible portions of the interior of the building could be proposed that would not require any discretionary review or environmental analysis of that as a project for CEQA purposes, considering the proposed project as a whole, it is the lead agencies determination that the propose project would cause a significant impact to the historical resource.

The project would not seem to change the Marshall Hotel's eligibility to the CRHR since the criteria for that eligibility do not address changes to the interior of a building eligible for its exterior architectural values and history.

While the removal of the interior of the building would be a loss, without the project, the building, now vacant and out of date in an urban location that is substantially upgrading its amenities, character, and clientele, would likely further deteriorate and become endangered due to lack of an appropriate and economically viable use. The project would preserve the building's handsome public appearance for the enhancement of the Sacramento community.

Mitigation Measures

Cultural 1 Rehabilitation The proposed rehabilitation of the two corner primary facades of the Hotel Marshall building shall be undertaken in such a way as to preserve,

rehabilitate, or, in certain instances, restore significant exterior architectural features now in a state of disrepair, or which have been lost to alteration, and are subject to further deterioration. The careful rehabilitation action shall enhance the façade elevations and ensure their retention as part of the architectural heritage and history of Sacramento.

Storefront openings shall be rehabilitated to retain original cast-iron pilasters, storefront glazing and entry systems typical of the era of significance, and retention of awning panels and upper clerestory/transom windows above the awning panels, recognizing the need for accessibility and accommodation of new ground floor commercial uses.

The retention and rehabilitation of the larger of the two Hotel Marshall signs, one interpreted within the new Hyatt hotel as part of the story of the building's history, and the other placed in local history repositories, such as the Center for Sacramento History, will contribute to the awareness, understanding, and pride of the Sacramento community in its heritage. The applicant shall incorporate one of the neon hotel signs into a display in the interior of the hotel, and shall offer to donate the other hotel sign to the Center for Sacramento History.

The applicant shall conduct additional research, as directed by the City of Sacramento Preservation Director, to identify the potential presence of former retractable awnings and consider restoring that feature, now long missing.

In order to protect the east and south elevation façade walls during the reconstruction of the interior and the new tower, a sufficient structural system shall be designed and utilized to ensure there is no damage to the two facades or significant elements of those facades during the rehabilitation work, with a focus on protection of its fragile architectural features as a primary concern. Foundation pile driving shall not be used for construction of the new tower due to its potential for damage to the historic facades and nearby historic buildings.

The attachment of the façade sections to a new interior structure shall be undertaken in such a way to ensure there is no damage to the exterior façade or significant architectural fabric or features.

Cultural 2 **Documentation** Prior to any construction activity, the existing building should be recorded photographically and in accord with Level 2 provisions of the Historic American Building Survey.

Cultural 3 **Restoration** Complete restoration of the projecting cornice shall be undertaken during the exterior rehabilitation of the two historic exterior facades. Both fire escapes shall be rehabilitated, though connecting ladders will be removed and windows that may have originally allowed access will be locked with appropriate warning notices on the interior that the fire escapes are not functional and directing hotel occupants to the emergency egress for the building. All new interior partition walls will align with solid exterior façade walls and not cross any of the existing window openings. New structural elements shall be designed in such a way that no structural brace frames will cross any of the existing window openings.

Cultural 4 **Optional Actions** Options for funding preservation projects to mitigate impacts that may be considered as part of the project:

- Fund a survey of all hotels in the city over 45 years of age.
- Fund a digital application historic walking tour of the downtown area
- Fund an oral history program interviewing people important to the history of the Hotel Marshall/Clayton area and the downtown
- Fund processing of collections at local library and/or archival repositories
- Create exhibits/displays of lost historic buildings in the downtown area for public view and/or event attendance.
- Re-create a Clayton Club in the rehabilitated Hotel Marshall.
- Arrange for a potential distribution of salvaged building fabric from the demolition of the interior.

4.9 Residual Impact

Implementation of the mitigation measures identified above would reduce impacts on historic resources. The impact of the project on historic resources would, however, remain **significant and unavoidable.**

5.0 ALTERNATIVES

5.1 Introduction

The proposed project would demolish the Jade Hotel, and demolish the interior portion of the Marshall Hotel. The existing facades of the Marshall Hotel on the east frontage (7th Street) and south frontage (L Street) would be retained. A 10-story hotel structure would be constructed on the project site. The project would have significant and unavoidable effects on historic resources.

The primary intent of the alternatives evaluation in an environmental impact report is to provide information about a reasonable range of potential alternatives to the Proposed Project that could feasibly accomplish most of the basic objectives of the project and avoid or substantially lessen one or more of the significant effects. State CEQA Guidelines section 15126.6(b). The discussion of alternatives focuses on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The EIR is required to discuss a reasonable range of alternatives to the project, or to the location of the project. The purpose of this discussion is to identify other ways the applicant could feasibly achieve most of its objectives while at the same time reducing or eliminating the project's significant effects on the environment. The lead agency may consider various factors in evaluating feasibility: site suitability, economic viability, availability of infrastructure, general plan consistency, other plans and regulatory limitations and whether the project proponent can reasonably acquire, control or otherwise have access to the alternative site.

This chapter identifies the Proposed Project objectives, summarizes the significant effects of the Proposed Project that cannot be avoided or reduced to insignificance, describes the alternatives that were considered but dismissed from further evaluation and the alternatives selected for evaluation, and presents the comparative effects of the alternatives relative to the Proposed Project. As required under section 15126.6(e) of the State CEQA Guidelines, an environmentally superior alternative is recommended and included at the end of this chapter.

5.2 California Environmental Quality Act Requirements

Section 15126.6(a) of the State CEQA Guidelines requires EIRs to describe "…a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of CEQA also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis, as follows:

> *Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.*

The State CEQA Guidelines further require that the alternatives be compared to the project's environmental impacts and that the "no project" alternative be considered (CEQA Guidelines Section 15126.6[d] [e]).

In defining "feasibility" (e.g.," … feasibly attain most of the basic objectives of the project…"), State CEQA Guidelines Section 15126.6(f) (1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here the City of Sacramento City Council. (See PRC Section 21081[a] [3].)

An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the proposed project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project. CEQA provides the following guidelines for discussing alternatives to a proposed project:

> The specific alternative of the "no project" shall also be evaluated along with its impacts....If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines, section 15126.6 subd.(e)(2)).
>
> The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the proposed objectives, or would be more costly (CEQA Guidelines, section 15126.6 subd.(b)).
>
> If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines, section 15126.6 subd.(d)).
>
> The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice....The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making....An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, section 15126.6 subd.(f)).

The requirement that an EIR evaluate alternatives to the proposed project or alternatives that address the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the Public Resources Code and the CEQA Guidelines direct that the EIR need "set forth only those alternatives necessary to permit a reasoned choice."

A discussion of alternatives considered but not analyzed in further detail is included in this chapter, following the discussion of the project alternatives and the comparison of alternatives.

5.3 Project Objectives

The objectives for the Proposed Project are:

- Rehabilitate the architecturally significant features of the registered historic structure and provide adaptive reuses for a dilapidated, vacant and functionally obsolete 100 year-old building.

- Enhance the continued economic revitalization and urbanization of downtown Sacramento with a modern, lifestyle boutique brand hotel catered towards the modern tourist and traveler.

- Construct and operate a Hyatt-branded, tourist-oriented urban hotel reflecting the character of downtown Sacramento, immediately adjacent to and complementing the new arena and entertainment center's events and activities to better serve its patrons.

- Construct and operate complementary meeting space, entertainment space, dining space, and fitness facilities for patrons of the hotel and downtown businesses residents.

- Create uses that modernize and enhance the downtown tourist and traveler experience, and facilitate downtown tourism.

- Support the shift within the downtown area to environmentally-conscious modes of travel by promoting ride-sharing services and non-vehicular travel by hotel guests and patrons.

5.4 Alternatives Considered In This EIR

Alternative 1: No Project Alternative

Alternative 2: Renovate Marshall Hotel, with or without demolition of Jade Hotel

Alternative 3: Demolish Jade Hotel, Expand Marshall Hotel

5.4.1 Alternative 1: No Project/No Development

The purpose of analyzing the No Project Alternative is to allow decision-makers to compare the impacts of the proposed project versus no project. Under the No Project/No Development Alternative, operations related to Sutter Memorial Hospital would be transferred to other SMCS facilities (as already approved), the hospital would be decommissioned, and the existing structures and associated infrastructure on the site would be demolished. The site would not be redeveloped. This alternative assumes that the proposed project would not be built and there would be no new development of the site. Under this alternative, Sutter Memorial Hospital and its associated buildings would be demolished and the site would remain vacant.

The no project alternative assumes that the proposed project is not approved, and that no action is taken. The project site includes two vacant hotel structures, the Jade Hotel and the Marshall Hotel, and these would remain. This alternative does not make any assumptions regarding redevelopment of the structures, because it is possible the structures would remain vacant. The project impacts on historic resources, at least in the short term, would be avoided. The no project alternative would not accomplish any of the applicant's project objectives.

CONCLUSION

Alternative 1, the No Project/No Action Alternative, would result in less impact than the proposed project because it would not result in the development of new residential and commercials uses on the project site and would result in an increase in residential population. In addition, this alternative would not result in the significant and unavoidable impact related to demolition noise because the existing buildings and related infrastructure on the project site would remain. However, Alternative 1 would not meet the project objectives because it would not result in redevelopment of an infill location, would not provide high-quality housing opportunities consistent with and complementary to the overall character of the adjacent neighborhood, and would not connect the existing grid network by extending existing street patterns in the project area.

While the removal of the interior of the building and the demolition of the west and north facades, and the construction of the new hotel structure would be considered a significant impact, without the project, the building, now vacant and functionally obsolete in an urban location that is substantially upgrading its amenities, character, and clientele, would likely further deteriorate and become endangered due to lack of an appropriate and economically viable use.

Though it is also possible either the applicant or others might redevelop the project site in some manner, there is no substantial evidence that such redevelopment would produce a positive financial return, and the City is aware of no development interest in the project site other than the proposed project. In the absence of a project that effectively utilizes the Marshall Hotel property, however, deterioration of the building is a reasonable possibility, resulting in long-term significant effects to historic resources.

5.4.2 Alternative 2: Renovate Marshall Hotel, with or without demolition of Jade Hotel

Nominal height increases on the Marshall Hotel are necessary given the magnitude of increased costs resulting if more than 10 stories are constructed on the Jade Hotel parcel. In particular, construction costs increase significantly once more than 10 stories are constructed, so much that the project would no longer be feasible as a whole. In the end the resulting heights and configuration of the Marshall Hotel and Jade Hotel has been optimized to address both the concerns regarding the historical nature of the Marshall Hotel and the economic factors driving whether the project occurs at all. Any alternative to the proposed project would be no project, which would result in the continued existence of a functionally obsolete and dilapidated building located at an important focal point in the revitalization of downtown.

This alternative would retain and renovate the Marshall Hotel with its existing façade. Demolition of the Jade Hotel might occur, depending on the renovation program. The Jade Hotel site could, for example, be used as parking or uses consistent with the operation of the Marshall Hotel.

CONCLUSION

The City is aware of no substantial evidence that operation of the Marshall Hotel in its current configuration would result in a reasonable financial return, that the Jade Hotel would have economic value or that the Jade Hotel vacant site would have any economic benefit to the operator.

This alternative would avoid the significant effects on historic resources.

5.4.3 Alternative 3: Demolish Jade Hotel, Expand Marshall Hotel

This alternative would demolish the Jade Hotel and expand the Marshall Hotel without adding any development above the existing vertical height.

CONCLUSION

Alternative 3 would result in similar impacts as those identified under the proposed project. This alternative would meet most of the objectives of the project by providing a range of new housing types similar in scope and scale to the existing neighborhood, utilizing an infill location and its proximity to the urban core, contributing to the overall character and livability of the surrounding neighborhood, creating a pedestrian-friendly walkable neighborhood, and providing a diverse mix of open space areas and parks. However, although Alternative 3 would provide access to the new development, it would not connect the existing grid network to the extent that would occur under the proposed project, because Alternative 3 would not provide the extension of 53rd Street onto and across the project site.

5.5 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) states that when the no project alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives. The environmentally superior alternative would be the No Project/No Action Alternative because it would not result in new impacts on the project site, and it would avoid the significant and unavoidable cultural resource impacts associated with the project. However, as discussed above, the No Project/No Action Alternative does not achieve any of the project's objectives, and the alternative that would best achieve some project objectives while reducing impacts would be Alternative 2.

6.0 OTHER CEQA CONSIDERATIONS

6.1 Introduction

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify the following: (1) significant environmental effects of the proposed project, (2) significant environmental effects that cannot be avoided if the proposed project is implemented, (3) significant irreversible environmental changes that would result from implementation of the proposed project, and (4) growth-inducing impacts of the proposed project. Although growth inducement itself is not considered an environmental effect, it could potentially lead to foreseeable physical environmental effects, which are discussed under Growth Inducing Impacts below.

6.2 Significant Environmental Effects

Chapter 4 of this Draft EIR identifies the proposed project's environmental effects, including the level of significance both before and after mitigation. The project's effects on historic resources are significant and unavoidable.

6.3 Significant And Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The project's effects on historic resources are significant and unavoidable.

6.4 Significant Irreversible Environmental Effects

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Section 15126.2(c) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly,

secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- the primary and secondary impacts would generally commit future generations to similar uses;
- the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- the project would involve a large commitment of nonrenewable resources; or
- the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Development of the proposed project would result in the continued commitment of the project site to urban development, thereby precluding any other uses for the lifespan of the project. The most notable significant irreversible impacts are increased generation of pollutants, and the short-term commitment of non-renewable and renewable natural and energy resources, such as water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy.

While the project would result in the use, transport, storage, and disposal of some hazardous wastes, future activities would comply with applicable state and federal laws related to the use, storage, and disposal of hazardous materials, which substantially reduces the likelihood and severity of accidents that could result in irreversible environmental damage. Because the project site would be committed to commercial uses, hazardous materials used would be generally confined to cleaners and solvents.

Resources that would be permanently and consumed once the project is completed include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources.

6.5 Growth Inducing Impacts

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. The EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. Although growth inducement itself is not considered an environmental effect, it could potentially lead to adverse environmental effects. In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service (e.g., water service), the provision of new access to an area, or a change in zoning or general plan amendment approval); or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion).

The project would be developed in a built-out, urban area of downtown Sacramento that contains established land uses and supporting infrastructure (roads, water distribution, wastewater and drainage collection, and energy distribution). An established transportation network exists in the project area that offers local and regional access to the project site. No improvements to streets adjacent to the project site would be required in order to serve the activity generated by the proposed project.

The proposed hotel would use existing public water, sanitary sewer, and storm drainage utility infrastructure. Electricity and natural gas transmission infrastructure presently exists on and in the vicinity of the project site. The project would connect to existing infrastructure. New or modified communication lines would be co-located with other utilities (such as electrical lines) wherever possible.

The proposed project would connect to existing roadways. The proposed project would connect to existing utility infrastructure and would not require the expansion of utilities

infrastructure. The proposed project is located in an existing urban area, and is surrounded by existing development. As a result, the proposed project would be considered an infill project that would redevelop a site on which previous development occurred. Therefore, the proposed project would not result in growth inducing effects.

Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Appendix A – Notice of Preparation and Comments Received

City of
SACRAMENTO
Community Development

ENDORSED
SACRAMENTO COUNTY
MAR 27 2015
DONNA ALLRED, CLERK/RECORDER
BY _____ DEPUTY

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Help Line: 916-264-5011
CityofSacramento.org/dsd

NOTICE OF PREPARATION OF A FOCUSED ENVIRONMENTAL IMPACT REPORT FOR THE HYATT PLACE HOTEL PROJECT (PB14-061)

COMMENT PERIOD: March 27 to April 27, 2015

RECEIVED
MAR 27 2015
STATE CLEARING HOUSE

The City of Sacramento ("City") is the Lead Agency for preparation of a Focused Environmental Impact Report (EIR) for the proposed Hyatt Place Hotel Project. The EIR will evaluate potential significant environmental effects associated with implementation of the proposed project. The EIR is being prepared in compliance with the California Environmental Quality Act (CEQA). The purpose of this NOP is to provide information describing the proposed project and its potential environmental effects to those who may wish to comment regarding the scope and content of the information to be considered in the EIR.

The Hotel Marshall is designated in the Sacramento Register of Historic and Cultural Resources as a Landmark. The City has determined that potentially significant impacts to a historical resource could result from implementation of the project. Therefore, the EIR shall analyze potential cultural resource impacts and, if necessary, potential mitigation measures.

The following issues have been determined to be less than significant and will not be studied in the EIR: Agricultural Resources; Population and Housing; Geology and Soils; Hydrology and Water Quality; Air Quality; Transportation; Biological Resources; Mineral Resources; Hazards; Noise; Public Services and Utilities; Aesthetics; Archaeological resources; and Recreation. As required by CEQA, the EIR will provide relevant information and an explanation of the basis for this determination.

PROJECT DESCRIPTION/LOCATION

The project site is located at 1122 7th Street and 1118 7th Street at the northwest corner of 7th and L Streets in downtown Sacramento (APNs: 006-0091-024-0000 and 006-0091-023-0000).The proposed project involves the demolition of most of the Marshall Hotel building except for its two street facades (east and south facades) and the demolition of the adjoining "Jade Hotel" to the north, converting the existing vacant Marshall hotel (most recently a single room occupancy residential hotel) and the vacant Jade Hotel to a new tourist hotel on one new site. This project would remove the current interior configuration of the Marshall Hotel and build a new interior and construct a somewhat taller structure, above the Marshall Hotel's east façade on the entire north portion of the site and extending the new structure on the north replacing the current Jade Hotel, and new construction on the top of the hotel on the north and west. The resultant combination is proposed to be designated as the Hyatt Place Hotel.

The existing east and south, corner street façades of the architecturally significant Hotel Marshall are proposed to be retained and rehabilitated as needed. The existing interior hallways, rooms, stairs and lobby, as well as interiors of ground floor tenant spaces, are proposed to be demolished.

The Marshall Hotel's primary facades on 7th and L Streets constitute the building's significant features and characteristics, and would be retained and rehabilitated. The overall image of the hotel would be somewhat affected by the new construction, part of which is proposed to rise above it, and part of it adjacent to its northern elevation, but all of which would be set back from the southeast corner of the building. The Jade Hotel building has been found to not be eligible as an historical resource.

COMMENT PERIOD: March 27 to April 27, 2015

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Written comments or questions concerning the EIR for the proposed project should be directed to the environmental project manager at the following address:

Tom Buford, Senior Planner; City of Sacramento, Community Development Department; Environmental Planning Services; 300 Richards Boulevard, 3rd Floor; Sacramento, CA 95811-0218; TBuford@cityofsacramento.org.

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

22 April 2015

Scott Johnson
City of Sacramento
300 Richards Blvd, Third Floor
Sacramento, CA 95811

CERTIFIED MAIL
7014 2870 0000 7535 8669

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, HYATT PLACE HOTEL (PB14-061) PROJECT, SCH# 2015032095, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 30 March 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Hyatt Place Hotel (PB14-061) Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.
There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Tom Buford

From: Lynne Stevenson <lstevenson249@gmail.com>
Sent: Sunday, April 05, 2015 11:45 AM
To: Tom Buford
Subject: Hyatt Place Hotel (PB14-061)

April 5, 2015

Mr. Tom Buford, Senior Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811-0218

Dear Mr. Buford:

Thank you for the opportunity to review the NOP for the City's Hyatt Place Hotel Project (PB14-061). I have the following comments on the scope and content of the EIR for the project:

1. Please include sufficient rationale to support the determination that each of the "issues" (resources) listed in the NOP would be less than significant and thus not studied in the EIR, especially housing (low-income), air quality, transportation, and noise.
2. The Marshall and Jade buildings are quite old so please verify that there will be no asbestos or lead issues during demolition and debris removal.
3. Please discuss the existing conditions and potential effects of the project on greenhouse gases and climate change, significance of those effects, and mitigation measures to reduce any significant effects to less than significant.
4. Please discuss the potential cumulative effects of the project, in particular when considering the effects of the numerous ongoing and future projects in the downtown and midtown areas. Especially consider air quality, traffic and circulation, noise, and low-income housing.

I look forward to reviewing the draft EIR.

Sincerely,
Lynne Stevenson

PRESERVATION SACRAMENTO

(916) 202-4815 - PO Box 162140, Sacramento CA 95816 - info@preservationsacramento.org - PreservationSacramento.org

April 27, 2015
Submitted by email

Tom Buford, Senior Planner
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811-0218
E-mail: TBuford@cityofsacramento.org

Re: Notice of Preparation, Hyatt Place Hotel Project (PB14-061)

Dear Mr. Buford,

The Board of Directors of Preservation Sacramento wishes to provide the attached public comment regarding the above named project. The proposed project effectively demolishes the historic Marshall Hotel despite the relatively intact nature of the interior and alternative means to achieve the developers' goal of reconverting the building to modern hotel use. The proposed project is facadism, not preservation.

The Marshall Hotel is eligible for listing in the National Register of Historic Places for its association with the Clayton family, architect Charles Dickey and the role played by the building in the early 20th century development of Sacramento, including its role as the location of the Clayton Club jazz venue. The Marshall should be considered instead for Historic Preservation Tax Credits to help offset the cost of a historic rehabilitation that can revitalize the hotel as part of this conversion, in conjunction with new construction on the adjacent site of the Jade Hotel, to provide the additional space and rooms needed for the project. A façade-only project represents an unavoidable impact on a historic resource when there are other clearly feasible means of achieving the project goal. A historic rehabilitation conforming to the Secretary of the Interior's Standards, in conjunction with new construction, would mitigate the effect of this project to the necessary extent to eliminate the impact, preserving a building whose historical significance extends far deeper than the exterior walls.

The attached documents outline the historic significance of the building, including its social role, its builders and its architect.

William Burg
President, Board of Directors, Preservation Sacramento

Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)202-4815 – info@sacoldcity.org

January 20, 2015

Matthew Sites, Urban Design/Planning Staff
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, Ca 95811

RE: PB14-061 Hyatt Place Hotel (aka Marshall Hotel)

Mr. Sites,

On behalf of the Sacramento Old City Association Board of Directors, we encourage the City of Sacramento and the applicant to consider project alternatives to the proposed project, including a federal Historic Preservation Tax Credit for the historic Marshall Hotel, and a taller building on the Jade Apartments footprint to compensate for reduced square footage on the Marshall site.

The Marshall hotel is a currently listed City of Sacramento landmark, and is undoubtedly qualified for listing in the National Register of Historic Places, for its association with the Clayton family (the building still bears the original name Hotel Clayton), for its association with master California architect Charles W. Dickey, and for its association with Sacramento African American history as the location of the Clayton Club, one of the only surviving jazz clubs of Sacramento's legendary West End. While SOCA supports conversion of the Marshall Hotel from its former use as a residential hotel to its original role as a boutique hotel (due to replacement of the SRO units by the 7th & H Mercy Housing building) the proposed plan retains only the two exterior walls of the building, without sufficient analysis of the existing historic fabric within the building. Historic preservation tax credits can help offset the costs associated with historic rehabilitation.

Retaining the historic features of the Marshall does not mean compromise in fit or finish for the needs of modern hotel visitors; there are many examples of former residential hotels converted back to boutique hotel use by consolidating rooms and adding modern amenities. Adding greater height to a new adjacent tower creates the opportunity for the proponents to create an architecturally distinct building that shares functions with the existing landmark while becoming a more iconic part of the Sacramento skyline. The renderings shown in the project follow the basic lines of the Marshall Hotel, but is otherwise lacking in architectural distinction. Given the project's site adjacent to the new Kings arena, featuring a very contemporary design, a taller, eye-catching modern addition could complement the historic Chicago School lines of the Marshall/Clayton Hotel while making its own architectural statement.

Attached are documents related to the history of the Clayton family and Charles W. Dickey, provided by SOCA Board member and historian Don Cox, and Sacramento Bee articles regarding the nationally recognized musicians who performed at the Clayton Club.

William Burg
President, SOCA Board of Directors

"All Ashore!
WHO ARE GOING ASHORE"

All Set For
The Merriest
CRUISE
In All Your Life

Boat Departs
TONIGHT
at 7 P. M.

GRAND OPENING

THE
S. S.
CLAYTON CLUB
1126 7th Street

Sacramento's Most Clever Cocktail Lounge
MIXED DRINKS
Of Highest Quality Liquors
Prepared For You By Talented Mixologists
AL OXMAN, CAPTAIN
ENTERTAINMENT
Claud Smith, Singer — Glen Mills at the piano
Designed by William A. Spencer

THE FOLLOWING FIRMS AND INDIVIDUALS CONGRATULATE THE S. S. CLAYTON CLUB

PERFECTION FAN & METAL CO.
Sheet Metal and Ventilating Work
Fans, Coolers, Air Conditioners
Bar and Cafe Equipment
1216 6th Street Capital 1203

M. VIRGA
Painting and Decorating
2367 Harkness Way Main 3102

Ross Wilson
furnished the beautiful
UPHOLSTERING
1224 K Street Main 658

BREUNER'S
furnished the beautiful
FLOOR COVERING
Sixth and K Streets

Phone Main 125 for a
UNION TAXI
Mrs. Littlefield, Prop.

ALTA LAUNDRY
and
Linen Company
2831 M Street Main 366

FARBER'S GROCERY
and Bar Service
418 J St. Phone Main 8377

NEW
CLAYTON HOTEL
7th and L Streets Main 1650

Advertisement for grand opening of Clayton Club, August 30, 1940.

Hotel Clayton Cocktail Lounge Is Remodeled

The S. S. Clayton Club, a cocktail lounge and cafe, reopened for business today at 1126 Seventh Street. Al Oxman and Phil Cooper are the owners and managers.

The nautical theme is featured in the decorations. The establishment has been completely remodeled.

Sacramento Bee article regarding remodel and reopening of the Clayton Club, August 31, 1940.

S. S. CLAYTON CLUB

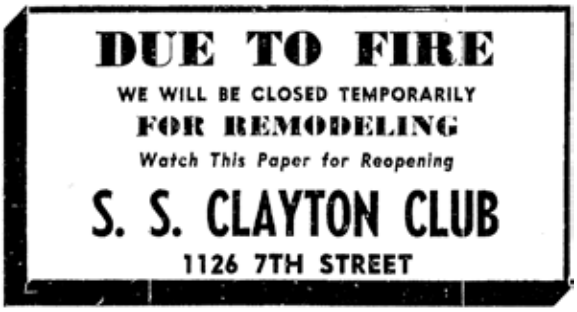
1126 7th Street, now completely remodeled and redecorated, is a truly neighborly spot to meet your friends before going on for your reservation or party. "Al" Oxman, genial host and manager, will do everything to make your visit enjoyable. Glen Mills, pianist, and Virginia Merwin, soloist, will play and sing your requests.

Behind the bar, "Honest Bill" Page, well known all over Butte and Sacramento Counties, and William Raymond, Elmer "Suzie Q" Smith, skilled mixologists, will delight you with perfectly mixed drinks.

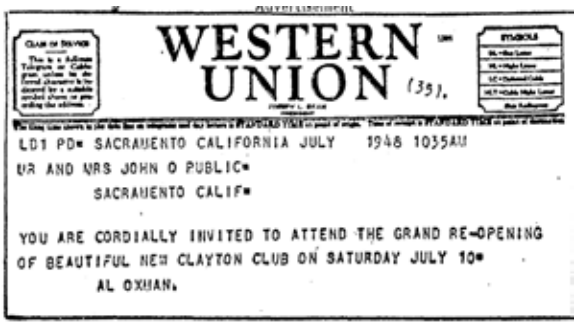
Sacramento Bee article, December 28, 1940, describing planned New Year's Eve festivities in popular downtown clubs including the Clayton Club.

Advertisement for Clayton Club, February 3, 1945.

Sacramento Bee, November 8, 1945. The Clayton Club was a showcase for regional and local jazz, with connections to touring circuits and regular "jam sessions" that included both local and touring musicians.



April 10, 1948, the Clayton Club briefly closed due to fire but reopened after remodeling.

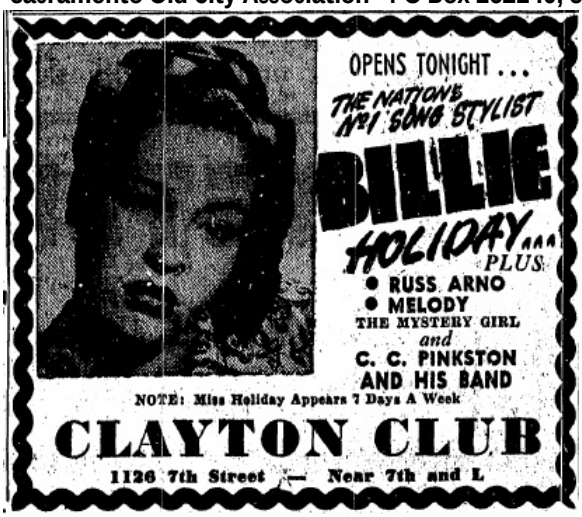


July 6, 1948, telegram printed as advertisement in the Sacramento Bee inviting visitors to attend the grand re-opening of the Clayton Club.

Advertisement for grand reopening of the Clayton Club with rendering of the building exterior, July 9, 1948.

October 12, 1948, Sacramento Bee advertisement for The Five Tones. In the late 1940s, Sacramento's rapidly growing African American population and popularity of swing jazz made Sacramento a destination for nationally touring musicians on what was known as the "Chitlin Circuit," principally African American jazz and blues musicians, comedians, dancers and other entertainers.

January 30, 1952 Bee advertisement for Billie Holiday at the Clayton Club, with upcoming date for Louis Armstrong.



1952 Sacramento Bee advertisement for Billie Holiday at Clayton Club.

Advertisement for Louis Armstrong at the Clayton Club, February 23, 1952.

To right: February 16 article promoting appearance of Louis Armstrong at Clayton Club.

Advertisement

Armstrong Opens Tuesday At Clayton Club

Louis Armstrong, world famous musician and one of the greatest trumpet players of the century, will arrive in Sacramento on Tuesday to start a six day engagement at the Clayton Club.

Armstrong is the leading exponent of the New Orleans style of jazz and will bring to the Clayton Club a six piece orchestra boasting of the presence of two other "greats" from the world of New Orleans jazz musicians.

They are Barney Bigard, clarinetist, and Cozy Cole, drummer. For many years Bigard was the key man in the reed section of Duke Ellington's orchestra and finally left to front several smaller bands during the war years. Cole is one of the few remaining drummers from the New Orleans school and is a master of the 'after beat' jazz rhythm.

Armstrong's rise to fame and fortune is another saga of the American way of life. Born in the slum district of New Orleans on July 4, 1900, he became interested in the cornet at an early age. When only fifteen, he began to play in the barrel-houses and honky tonks of the infamous Storyville section of New Orleans. Here the musicians played for the customers until four or five in the morning and then gathered somewhere to 'jam' until seven or later.

Influenced by Buddy Bolden and King Oliver, two great cornet players of the early '20s, Armstrong rapidly developed the solid, powerful tone and marvelous technique that later enabled him to climb to the pinnacle of success in the musical world. For 20 years now, Armstrong has stood out as the 'King of Jazz.'

Singer Vera Middleton rounds out the Armstrong troupe which opens Tuesday, February 19th, at the Clayton Club on Seventh, between K and L Streets.

Advertisement

Famous Musician Packs Clayton Club

Louis Armstrong, the "King of Jazz" and his seven piece band opened a 6 day run in Sacramento before a packed house last night at the Clayton Club.

Fortunately for the devotees of jazz, Armstrong and his fine orchestra will be on the bandstand at the Clayton Club every night this week through Sunday.

Fans unable to attend last night's opener will have an opportunity to see and hear the nation's outstanding trumpet player tonight or later in the week.

Members of Armstrong's band include Bob McCracken, famous Chicago clarinet player; Cozy Cole, outstanding drummer; Marty Napoleon, piano; Dale Jones, bass and Russ Phillips, trombone.

Singer Vera Middleton rounds out the troupe and provides the vocal varieties, ably supported on many songs by Armstrong's "scat" singing.

The Clayton Club is located at 1126 Seventh Street near L.

February 20, 1952 advertisement following Louis Armstrong show at Clayton Club.

Mid-1950s advertisements, Sacramento Bee, for touring jazz performers.

The Architectural Career of Charles W. Dickey

Charles Dickey was born in Alameda, California in 1871, but at the age of two his family moved to Hawaii where his father operated a mercantile business. While Dickey spent his early years in the Hawaiian culture, his parents sent him to Oakland to attend high school. When he graduated from high school he entered the Massachusetts Institute of Technology to study architecture. Upon graduation in 1894 he worked for a brief period with a couple of firms in Wisconsin and Michigan. In 1896 he returned to Hawaii and joined the Honolulu firm of Clinton Ripley. Working in a wide variety of architectural styles, the Ripley-Dickey partnership played a very influential role in transforming the growing business and residential areas of the city.

Dickey's career can be divided into three phases. The first phase was his partnership with Ripley in Hawaii (1896-1904). This phase featured residences, churches and smaller scale commercial structures and they were most commonly Richardsonian Romanesque designs. The rusticated stone used in these projects was typically local lava rock. The second phase was his twenty years in California (1905-1924). This phase also included residences, churches and public buildings, as well as large multi-story commercial buildings. Many of these structures were built with concrete and steel frames with face brick and terra cotta surface details. The design styles were influenced by Beaux Arts and Chicago School modes. The third phase of Dickey's career was his return to Hawaii in 1926 continuing to his death in 1942. Dickey always used an eclectic variety of architectural styles, but his later Hawaiian phase included a focused effort to develop a uniquely "Hawaiian" style of architecture. This phase included his incorporation of an indigenous roof style into his architectural designs—which has become known as a "Dickey Roof".

Phase I – Hawaii

The Richardsonian Romanesque was developed by Henry Hobson Richardson in Boston in the 1870s and he achieved his principal landmark structure with Boston Trinity Church which was built 1872-77. The style was most popular from the late 1870s to about 1905 and its epicenter was the northeastern part of the United States. The style was first becoming popular during the time that Dickey attended MIT in Cambridge, Massachusetts. The Cambridge City Hall, built in 1888-89, was an impressive example Richardson's style. Back in Hawaii Dickey designed several notable buildings in the style including: Bishop Estate Building (1896, National Register of Historic Places—NR); Irwin Block (1897, NR); Progress Block (1897); Pauahi Hall (1898, NR); and Wailuku School (1904, NR).

The Irwin Block, also known as The Nippu Jiji

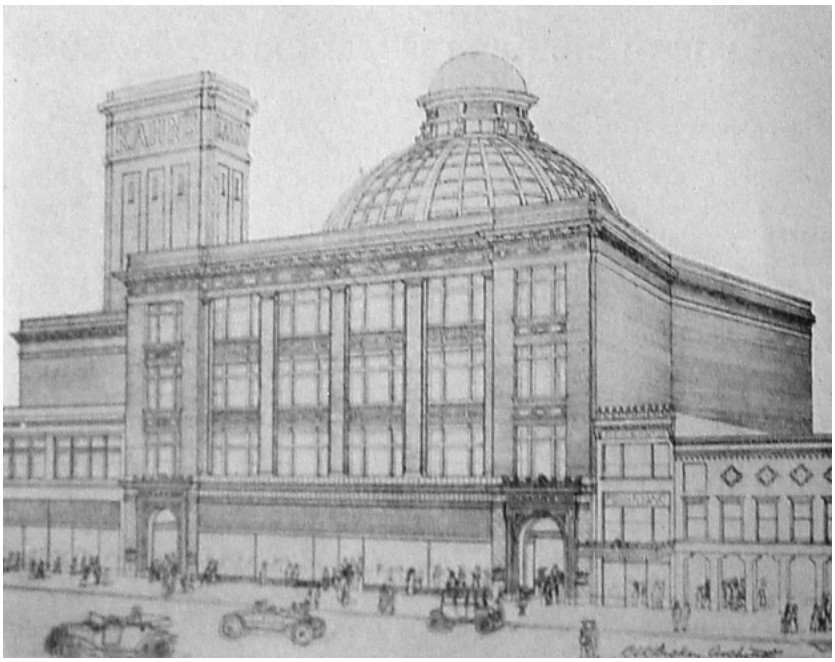
One of Dickey's attempts to diversify his design palette from the Richardsonian style was the Italianate design of the Stangewald building (1901)—which was one of Honolulu's tallest buildings for many years afterward. Dickey's design of the Stangewald building leads one to believe that perhaps Dickey had a desire to break away from the Richardsonian style. An economic recession hit Hawaii beginning in 1903 and before long, Dickey moved to California—where he began to express other design styles.

The Stangewald Building

Phase II - Oakland

Dickey moved to Oakland in 1905 and formed the Dickey & Reed partnership. He worked with Reed on and off for several years, finally operating under his own name from 1909 onward. During his Oakland career, Dickey continued to design projects in Hawaii, however he had moved away from the Richardsonian Romanesque style. In its survey and nomination of the Downtown Oakland Historic District, the Oakland Cultural Heritage Survey credits Dickey with being, *"a major Oakland architect."* While in Oakland, Dickey designed the Claremont Hotel, H.H. Hart residence, H.C. Capwell Store, Hotel Dale (San Francsco, Hotel for W.B. Pringle (San Francisco), Hotel Drake (San Francisco), West Berkeley Bank, Homestead Loan Association, Pacific Telephone, Surety Mortgage Company Building, Piedmont Station, California State Building (Lewis & Clarke Exposition) , First Presbyterian Church (Berkeley), and Epworth M.E. Church (Berkeley). He also designed several building that are listed on the National Register of Historic Places: PG&E Building, Oakland Bank of Savings, Kahn's Department Store, University High School, and three Oakland Public Library Branches: 23rd Avenue, Alden and Golden Gate.

The Claremont Hotel (above) is one of Dickey's best known buildings. Capwell's Department Store (left) was also very highly regarded in its time.



Kahn's Department Store, with its dominant rotunda and arcade was an exemplar of Dickey's work in Oakland. The spaces between the steel frame-work of the dome were filled with wired glass. The space below the dome was left open so light could permeate through all floors to the ground level. This building is individually listed on the National Register.

During his Oakland career Dickey also designed three buildings in Sacramento: the Land Hotel (1910), the Nicolaus Building (1911) and the Hotel Clayton (1911). In Stockton he designed the Stockton Savings Bank building.

The Land Hotel was a major project for Sacramento. The six-story building had a large footprint and it contained about 300 guest rooms. It also had large meeting rooms and became a nexus for public events and activities.

Of his California projects located outside the Bay Area, only the Clayton/Marshall Hotel remains and it typifies his style. In comparing Dickey's designs to work performed by the Beaux Arts specialits, Robert Jay commented, *"Dickey's approach to exterior decoration was by contrast essentially abstract. He seldom used arch forms or other monumental classical elements as a dominant motif, and what decoration was employed was usually confined to individual stories. In fact, in his regular arragements of stories and his overall empasis on rectilinear simplicity, Dickey was actually closer to the more functional appproach of the Chicago school of commercial architecture…"* This aptly describes Dickey's design approach for the Clayton/Marshall.

The Hotel Clayton, known today as The Marshall

Dickey used simple belt courses to break up large expanses of wall and give them the horizontal (i.e. "rectilinear" look of the Chicago school. His use of arched windows is limited to one floor. There is a patterned course of brick which enframes the vertical window units of the second through fourth floor. While they are thus unified, it is still a very subtle touch. Even his entrance to the hotel is limited to the northeast corner, thus allowing the store fronts, with their show windows and clerestories to establish a strong horizontal element at the ground level. The top floor has patterned brick, with some elements painted white, to help emphasize it as a linear unit. In the original design, window boxes were placed beneath each paired window unit on the top floor, further separating it from the floor below.

Dickey designed The Land Hotel and it was completed in August 1910. Also in August, Dickey's sketches for the Clayton Hotel (known originally as the Gardiner Building) were published and a building permit was issued for the Gardner Building. In January of of 1911 an article showed both the incomplete Gardner and Nicolaus buildings. These activities would indicate that Dickey spent a lot of time in Sacramento from 1909 to the spring of 1910. At the time, Dickey was invited to become a member of the prestiguous Sacramento institution The Sutter Club. His membership in the club was evidence of the high regard that business and professional leaders of Sacramento had for Charles Dickey.

The Land Hotel

The Nicolaus Building

In 1915 Dickey designed Hawaii's building for the Panama-California Exposition in San Francisco. This project helped Dickey reestablish contacts with old friends and clients in the islands. Commissions soon followed and Dickey had more time to pursue work in the islands due to a general slow down of building in the Bay Area. When Dickey received the Castle & Cook Building project he brought a new junior partner with him—Hart Wood. Wood stayed in Honolulu and maintained an office there. Back in Oakland Dickey was chosen as the supervising architect for the Oakland Public Schools.

Dickey's design choices for the Oakland schools included influences from Mission, Spanish and Mediterranean styles. Regarding his campuses, Dickey stated, *"What could be more suitable against the backgound of our rolling hills, dark oaks and eucalyptus than a low-lying, picturesque building with walls of golden, pinkish cream and a roof of red brown tile?"*

Capsulizing Dickey's campus design, Robert Jay wrote, *"Dickey designed some of the schools as a series of separate units connected by covered corridors. Besides reducing costs, this system also enabled Dickey to ahieve the openness to the surrounding environment that was one of his stated priorities."* It was apparent that Dickey was beginning to express a design vocabulary that was different from his buildings in Sacramento and the Bay Area. When he eventually returned to Hawaii in 1925, he would begin to express a whole new style.

Dickey continued to live in Oakland, but worked on projects in both California and Hawaii in the late teens and early 1920s. His last major commercial project in Oakland was the PG&E Building completed in 1922. At the end of 1923 Dickey was accused of having serious structural defects in some of the schools he built. Although he was later exonerated, the damage been done. Dickey closed his office in Oakland and he embarked on a long voyage to the eastern seaboard and then on to Europe. He studied architecture and went as far east as Constatinople (Instanbul).

Phase III—Hawaii

At the time that Dickey returned from his trip, there was another building boom in Hawaii. Dickey returned to Honolulu where he continued in business until his death in 1942. Dickey is an early icon of Hawaiian architecture. In his 1992 biography, **Architecture of Charles W. Dickey: California and Hawaii**, Robert Jay wrote: *"Charles William Dickey bestowed upon Hawaii a remarkably rich architectural heritage. As the long list of his designs would attest, he is noteworthy by any criteria: variety, quantity, quality. His legacy includes many of the buildings which, today, are considered among Hawaii's best architecture and also extends beyond his own work to the influence he exerted on other prominent architects who began their careers in his office."* Jay also credits Dickey *"…with the development of a uniquely **Hawaiian style**."*

Dickey deliberately produced an architectural style that would take advantage of the Hawaiian environment. Dickey attempted to bring the outdoors into the environment of his structures. He considered ocean and mountain views as well as air movement. Dickey liked to create larger open spaces with fewer walls allowing the trade-winds to circulate inside. He used roofs with deep projecting eaves that would keep rain out without the need to close the windows. The shape of the roof with projecting eaves became such a Dickey trademark that it became known as the "Dickey roof." It was a hip roof with a "double-pitch", that is, a shallower pitch at the eaves, as can be seen on the house he constructed in 1926 for himself. So many other architects in Hawaii have adapted this roof style over the years that it has now become a stereotypical feature denoting a "Hawaiian sense of place."

At left—The Charles W. Dickey home, is listed on the National Register of Historic Places.

In 1926 Dickey was retained to design the Bungalow Cottages at the Halekulani Hotel (right) on Waikiki Beach and he used his Dickey roof design on all of the structures.

In the third phase of his career, Dickey added the following National Register structures: Makawao Union Church, Central Fire Station, C.W. Dickey House, Jessie Eyman House, James L. Coke Residence, Alfred Hocking House, Alexander & Baldwin Building, Wailuku Territorial Building, Wailuku Library, U.S. Immigration Station, and Waikiki (Toyo) Theatre (demolished). Other notable structures are: Queens Hospital, St. Clements Episcopal Church, Halekolani Hotel Main Building, Bishop Memorial Chapel, Baldwin Memorial Native Church and Sacred Heart Convent School.

The three phases—distinct stylistic

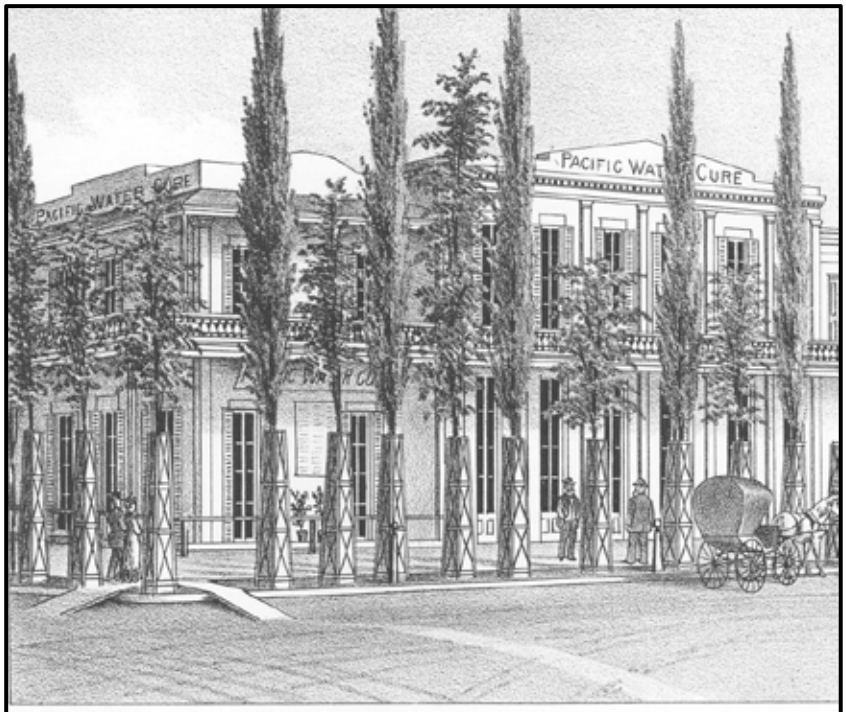
Charles Dickey's architectural contributions had an impact in both Northern California and in Hawaii. In all three phases of his career Charles W. Dickey had 20 of his buildings individually listed on the National Register and an additional 7 that are contributors to National Register Districts. His name is freely associated with developing a uniquely Hawaiian style of architecture. J. Meredith Neil a former Associate Professor of American Studies at the University of Hawaii wrote an article: *The Architecture of C.W. Dickey in Hawaii.* In that article Neil stated, *"No one man has a more central place in Hawaii's architectural history than Charles William Dickey (1871-1942)."* Dickey's influence went far beyond the buildings he designed. Many young architects that worked in his office went on to make significant contributions of their own, including: Hart Wood, Cyril Lemmon, Douglas Freeth, Roy Kelley, and Vladimir Ossipoff. In its survey and nomination of the Downtown Oakland Historic District, the Oakland Cultural Heritage Survey said of Dickey: *"Architect Charles Dickey was one of Oakland's leading early 20th Century architects..."*

The Claytons

The building that contained the Clayton Hotel was built by Mrs. Hattie C. Gardiner, the daughter of Dr. Marion F. and Sarah Clayton. Since Mrs. Gardiner's husband, Alexander, worked for SP Shops, it appears that the money to build the Clayton came from the Clayton estate. Mrs. Gardiner owned the building and leased out the hotel operation. It was common practice in that time for the building investor(s) to sell a long term lease for the hotel to an experienced Proprietor. Such was the case with the Clayton when the Grand Opening advertisements announce W.E Grant as the Proprietor and Manager. The ads also announce the opening of the Crown Billiard Parlor, the Oxford Buffet and the Clayton Barber Shop. It isn't clear whether the store fronts were leased separately by the owner, but they were probably included in the master lease to the hotel operator, because all of these storefront businesses are supportive of a hotel operation. It appears that as part of the lease agreement, the lessee had to accept naming the hotel, The Clayton, in honor of Mrs. Gardiner's parents. Although she died in 1929, records show that Hattie Gardiner's estate continued to own the property into the later 1930s when ownership was obtained by Capitol City Title Company.

The Claytons—Sarah and Marion both grew up Crawford County, Ohio where they married in 1851. They had four children. In 1855 Marion graduated from the Eclectic Institute of Medicine in Cincinnati, Ohio. The Eclectic School was primarily an herbalist approach to medicine that disdained the common practices of traditional medicine of the time such as the use of arsenic, mercury and other heavy metals in medicines, as well as emetics to induce vomiting, and the practices of purging and bloodletting. The focus of the Eclectic's was treatment of the patient, rather than the disease.

In 1859, Dr. Clayton left his wife and children behind and embarked on an overland journey to California. Clayton had a difficult journey and his last horse died on him about 200 miles from the closest settlement. He arrived in Placerville with tattered clothing and no shoes. However, he was able to start his medical practice almost immediately. Dr. Clayton's medical practice prospered in Placerville and he owned "considerable land" in El Dorado County "which proved a good investment" [Willis]. He practiced in Placerville for



VIEW OF THE **PACIFIC WATER CURE** ESTABLISHMENT.
M.F. CLAYTON, M.D. PROPRIETOR. N.W. COR. OF 7TH & L STS. SACRAMENTO, CAL.

eight years, relocating to Sacramento in 1867.

Meanwhile in Ohio, Sarah Clayton kept busy as a local leader in the Sanitary Commission during the Civil War. The commission focused attention on conditions for the soldiers, raised money to provide goods and services, served as battlefield nurses and aided convalescing and returning soldiers. Much like the "Rosie the Riveters" of World War II, women who became leaders in the Sanitary Commission were not content to simply go home and put on an apron. Many became community leaders and activists. Women who got their start in the Sanitary Commission included Dorothea Dix, Clara Barton, Elizabeth Blackwell, Mary Livermore, Louisa May Alcott and Mary Ann Bickerdyke.

Once Dr. Clayton had his medical practice firmly established in Sacramento, Sarah and the children joined him in 1870. In 1876 Dr. Clayton purchased the Pacific Water Cure and Eclectic Health Institute and made it the center of his practice. The building was located at the northwest corner of 7th & L Streets, the same parcel that would later contain the Hotel Clayton/Marshall. The building was described by Winfield Davis as "large and commodious" and as having "luxurious parlors, rich and elegant in all their appointments." Dr. Clayton was also a leader in establishing the State Eclectic Medical Society and served several terms as its president and vice president. Dr. Clayton was also a Prohibition activist and served on the executive committee of the State's Prohibition political party.

Sarah Clayton helped manage the Pacific Water-Cure center. She was also active in the community. When visiting the sick at the County Hospital at 10th & L Streets she found it to be in poor condition. According to William Willis, she "…persuaded the supervisors with the influence of the press to build a new hospital." Sarah Clayton headed a public drive to collect donated books and other reading material so that a library could be established at the County Hospital.

Clayton was also active with the Protestant Orphan Asylum, being elected to the board of managers and served for fifteen years. She went to the state legislature to secure passage of legislation favorable to those who aided orphaned children. *"We, the managers of the Protestant Orphan's Asylum of Sacramento do earnestly desire your honorable body that you establish a law making it a criminal offense for any man or woman to willfully abandon his or her child or children under the age of ten years…It shall be the duty of officers of the law to seek such offenders and bring them to justice"* [1877]. While Sarah Clayton was active with the organization, the orphan's organization built an all new facility, in 1878, at L Street between 18th and 19th that was designed by prominent local architect Nathaniel Goodell.

Later she withdrew from the Orphan's Asylum and joined with others to establish the Sacramento Foundlings Home in 1890. In 1914 the Foundlings home and Orphan's Asylum merged and are known today as the Children's Home—located on Sutterville Road.

Sacramento Foundling's Home 19th & X Streets.

After the passing of her father [1892] and as her mother became elderly, Hattie Gardiner operated the building at 7th & L Streets as a boarding house. As the manager of her mother's affairs, Gardiner eventually demolished the old "Water Cure" building and constructed the new building housing the Clayton Hotel—which she named for her mother. Sarah Clayton was present with her daughters at the Grand Opening of The Clayton Hotel. Clayton died just few months later on October 28, 1911. Her obituary in the Sacramento Bee was headlined: *"Death Summon Orphans' Friend."*

REGIONALSAN
TAKING THE WASTE OUT OF WATER
Sacramento Regional County Sanitation District

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

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

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County of Yolo
City of Citrus Heights
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City of Rancho Cordova
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Prabhakar Somavarapu
District Engineer

Ruben Robles
Director of Operations

Christoph Dobson
Director of Policy & Planning

Karen Stoyanowski
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

www.srcsd.com

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April 10, 2015

Mr. Tom Buford, Senior Planner
City of Sacramento, Community Development
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Subject: Notice of Preparation of a Focused Environmental Impact Report for the Hyatt Place Hotel Project (PB14-061)

Dear Mr. Buford:

Sacramento Regional County Sanitation District (Regional San) has the following comments regarding the Focused Environmental Impact Report for the Hyatt Place Hotel Project.

Regional San is not a land-use authority. Projects identified within Regional San planning documents are based on growth projections provided by land-use authorities. Sewer studies will need to be completed to assess the impacts of any project that has the potential to increase flow demands. Onsite and offsite impacts associated with constructing sanitary sewer facilities to provide service to the subject project should be included in this environmental impact report.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The Regional San ordinance is located on the Regional San website at http://www.srcsd.com/ordinances.php.

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2/2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor system are not exceeded.

On March 13, 2013, Regional San approved the Wastewater Operating Agreement between the Sacramento Regional County Sanitation District and the City of Sacramento. The following flow limitations are outlined in this agreement:

Service Area	*Flow Rate (MGD)*
Combined Flows from Sump 2 and Sump 2A	*60*
Combined flows from Sumps 2, 2A, 21, 55, and 119	*98*
Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections	*108.5*

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

A NPDES Discharge Permit was issued to Regional San by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels. Regional San believed that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and appealed the permit decision to the State Water Resources Control Board (State Board). In December 2012, the State Board issued an Order that effectively upheld the Permit. As a result, Regional San filed litigation in California Superior Court. Regional San and the Water Board agreed to a partial settlement in October 2013 to address several issues and a final settlement on the remaining issues were heard by the Water Board in August 2014. Regional San began the necessary activities, studies and projects to meet the permit conditions. The new treatment facilities to achieve the permit and settlement requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements

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

If you have any questions regarding these comments, please contact me at 916-876-6104.

Sincerely,

Robb Armstrong
Regional San Development Services & Plan Check

cc: SASD Development Services
Sarenna Moore – Policy & Planning-Long Range Planning

April 27, 2015

Submitted by e-mail
Tom Buford, Senior Planner
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811-0218
E-mail: TBuford@cityofsacramento.org

Re: Notice of Preparation, Hyatt Place Hotel Project (PB14-061)

Dear Mr. Buford:

On behalf of Sacramento Modern (SacMod), thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Hyatt Place Hotel Project.

SacMod is a 501(c)(3) non-profit organization founded in 2010; we are dedicated to preserving modern art, architecture, and design in the Sacramento region. We do this by conducting home tours, bike tours, walking tours, film screenings, preservation campaigns, publications, and educating the public about modernism.

The proposed Project involves the demolition of most of the former Marshall Hotel/Hotel Clayton — a City of Sacramento landmark — and leaves only the East and South façades. Our colleagues at Preservation Sacramento rightly describe this as façadism; the proposed Project makes significant and unacceptable impacts to this iconic Sacramento landmark. We support Preservation Sacramento's stance that the project should seek project alternatives that retain more historic features from the site and make use of available tax credits for rehabilitation. The project should conform to the Secretary of the Interior Standards for Rehabilitation — specifically standards 9 and 10.

We also agree with Preservation Sacramento that this landmark is qualified for listing in the National Register of Historic Places "for its association with master California architect Charles W. Dickey, and for its association with Sacramento African American history as the location of the Clayton Club, one of the only surviving jazz clubs of Sacramento's legendary West End."

Indeed, there is a wealth of interesting history from the site that provides for a vibrant and interesting boutique hotel experience. According to SacMod's microfilm research conducted in 2010, the Clayton Club was one of a the premiere jazz clubs and entertainment venues in Sacramento's West End. We encourage the Applicant and City to make use of the opportunity to be a shining example of adaptive reuse of a historical and cultural asset.

The preliminary Project's renderings appear to indicate that neon signage will be removed. We would like clarification regarding this and encourage the Applicant to preserve, restore, and reintegrate the two Hotel Marshall neon signs (identified below) back to the site. Our preliminary research indicates these signs date back to the early 1950s.

SacMod has been proactively attempting to preserve our City's neon signs. We offer our assistance to the Applicant and City to ensure these historical signs and cultural assets are properly preserved and displayed on site for future generations to enjoy.

Respectfully submitted,

Gretchen Steinberg, President, SacMod

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

April 21, 2015

Tom Buford
Senior Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
TBuford@cityofsacramento.org
Sent via email on April 21, 2015

Dear Mr. Buford,

RE: **NOTICE OF PREPERATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE HYATT PLACE HOTEL PROJECT (PB14-061)**

Thank you for including the California Office of Historic Preservation (OHP) in the environmental review process for the Hyatt Place Hotel Project (proposed project). Pursuant to the National Historic Preservation Act and the California Public Resources Code, the State Historic Preservation Officer (SHPO) and the OHP have broad responsibility for the implementation of federal and state historic preservation programs in California. We have a long history working with the City of Sacramento (Lead Agency) through our Certified Local Government Program. Our comments are offered with the intent of protecting historic and cultural resources, while allowing the Lead Agency to meet its program needs. The following comments are based on the information included in the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed project.

The proposed project includes demolition of the Jade Hotel, and a majority of the Marshall Hotel with an exception of the facades along L and 7th streets. The existing interior hallways, rooms, stairs and lobby, as well as interiors of ground floor tenant spaces of the Marshall Hotel will be demolished. A new tourist hotel will be constructed that incorporates the remaining south and east street-facing facades and incorporates a new interior and a taller structure above the original building.

Pursuant to CEQA a lead agency must determine whether a project may cause a substantial adverse change in the significance of a historical resource or cultural resource (CEQA Guidelines § 15064.5). The Marshall Hotel is currently listed on the

City of Sacramento Register of Historic and Cultural Resources as a Historic Landmark, and therefore, the building is a historic resource for the purposes of CEQA. It is highly unlikely that demolition as described in the NOP can be mitigated to a level that is less than significant.

The DEIR should focus and seriously consider a range of feasible alternatives that will lessen and/or avoid significant environmental impacts. Pursuant to the CEQA Guidelines (§15126.6) the alternatives to the proposed project should be fully explored in the DEIR, including a *No Project Alternative*, *Alternate Site Alternative, Rehabilitation Alternative, Adaptive Reuse Alternative, and Alternative-use Alternative.* When addressing alternatives that have the potential to avoid significant environmental impacts of a proposed project, CEQA Guideline 615126.6 (b) states:

> *The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.*

Therefore, the alternatives discussed in the EIR should not be discounted merely because they may be more costly than the proposed project. All feasible alternatives that may avoid or substantially lessen significant impacts should be seriously considered in the DEIR so the decision making body and the public is fully informed during the comment and decision-making process. The DEIR should reevaluate eligibility of the Hotel Jade as a historic resource. Just because the Hotel Jade is not currently listed on the Sacramento Register does not mean the building is not eligible for listing on the local, State, or National Registers. The City's municipal code 17.604 delegates that eligibility determination to the city's Preservation Commission.

If the DEIR determines the project will result in significant impacts to historic resources, and these impacts are unavoidable through alternatives or mitigation measures, the Lead Agency will still be required to adopt mitigation measures in order to reduce the environmental impact. These mitigation measures should go beyond commonly considered measures such as Historic American Building Survey (HABS) documentation, plaques, and/or incorporating design features into the new project. The Lead Agency should make a serious attempt to involve the city's preservation commission, local preservation advocacy group, and other members of the public to develop meaningful mitigation measures that promote the goals and objectives of the City's historic preservation program. Such measures could include additional historic hotel surveys in parts of the city that have not been surveyed and/or development of design guidelines for re-use of historic hotels. Mitigation measures could be funded directly, however, we encourage the city to create a Historic Preservation Mitigation Fund, as a place to deposit compensatory mitigation funding from this and other future projects that may result in significant adverse impacts to historical and cultural resources.

If you have questions, please contact Sean de Courcy of the Local Government and Environmental Compliance Unit, at (916) 445-7042 or at Sean.deCourcy@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

SMUD™

April 28, 2015

Tom Buford, Senior Planner
City of Sacramento, Community Development Department Environmental Planning Services
300 Richards Blvd.
Sacramento, CA 95811-0218

Subject: NOP, Hyatt Place Hotel

Dear Mr. Buford

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the NOP, Hyatt Place Hotel. SMUD is the primary energy provider for Sacramento County and the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the NOP, Hyatt Place Hotel will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - https://www.smud.org/en/do-business-with-smud/documents/Guide-for-Transimssion-Encroachment.pdf. Some of these requirements include the following
  - https://www.smud.org/en/business/customer-service/support-and-services/documents/Underground-Structure-T007.pdf
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

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Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on this NOP. If you have any questions regarding this letter, please contact Rob Ferrera, SMUD Environmental Specialist at (916) 732-6676.

Sincerely,

Rob Ferrera
Environmental Specialist
Environmental Management
Legislative & Regulatory Affairs
Sacramento Municipal Utility District

Cc: Jose Bodipo-Memba
Rob Ferrera
Pat Durham
Joseph Schofield

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UNITE HERE LOCAL 49

1796 Tribute Road, Suite 200 • Sacramento, California 95815
Telephone (916) 564-4949 • FAX (916) 564-4950

April 24, 2015

Tom Buford
Senior Planner, Environmental Planning Services
Community Development Department
City Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811-0218

Re: NOP for Hyatt Place Hotel Project (PB14-061)

Dear Mr. Buford:

UNITE HERE Local 49 is hereby submitting comments on the Notice of Preparation of a Focused Environmental Impact Report for the Hyatt Place Hotel Project (PB14-061). Local 49 is the hospitality workers' union in the Sacramento region and represents approximately 3,000 hotel, casino, and food-service workers in Sacramento and the surrounding area. We are particularly interested in the project's potential positive and/or negative impacts on working conditions, the region's hospitality market, and quality of life for workers, neighbors, and other residents. Besides being hospitality workers, our members are residents of the Sacramento area, and many of them live, shop, and/or work in downtown Sacramento, very close to the proposed project. As such, we are also concerned with the wide-ranging environmental impacts this project may have, including potential effects on the availability of public services for current and future hospitality workers.

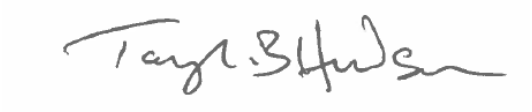
We applaud the City for acknowledging the potential for the project to have significant impacts to cultural resources—namely, the Marshall Hotel—and we urge the City to analyze these impacts thoroughly, and to pay particular attention to the way in which the project, as proposed, diverges from the Secretary of the Interior's Standards for Rehabilitation.

However, we object to the preparation of a "Focused" EIR and the assumption, without evidence, that the project will have no significant impacts other than on cultural resources. Until recently, the Marshall Hotel was a single room occupancy hotel (SRO), housing residents whose housing needs are most dire and who are most vulnerable to being without housing at all. These residents are also among the least likely to have cars and most likely to use public transportation. The proposed project would replace the SRO units with tourist hotel rooms and a few luxury

residential units, thereby reducing the number of affordable housing units and increasing the number of automobile trips. While reducing the number of units of affordable housing, the project is likely to employ very low-wage workers, thereby increasing the need for such units. The low-wage workers will likely have to commute from other, more affordable areas. As such, the EIR should study the potential for impacts on Population and Housing, Air Quality and Greenhouse Gases, and Transportation, as well as other potential impacts related to the construction of a ten story tower within the shell of an existing historic building, which is a significant undertaking.

Local 49 requests that the City expand the scope of the EIR to study these and other potential significant environmental impacts. Please send all notices related to the project by email to thudson@unitehere.org.

Sincerely,



Ty Hudson
Research Analyst

Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Appendix B – Initial Study Checklist

HYATT BOUTIQUE HOTEL (PB14-061)

INITIAL STUDY

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

SECTION I - BACKGROUND

Project Name and File Number: Hyatt Boutique Hotel (PB14-061)

Project Location: 1118 and 1122 7th Street, Sacramento, CA 95814

Project Applicant: Presidio Companies, c/o Guneet Bajwa
1011 10th Street
Sacramento, CA 95814
Tel: (707) 853-1833

Project Planner: Matt Sites, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Email: msites@cityofsacramento.org
Tel: (916) 808-7646

Environmental Planner: Tom Buford, Senior Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Email: tbuford@cityofsacramento.org
Tel: (916) 808-7931

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

Following completion of this initial study the City has determined that an environmental impact report (EIR) should be prepared, focusing on project impacts to historic resources. The project's focused EIR will be circulated for public comment in accordance with the requirements of CEQA and the CEQA Guidelines. The document will be posted on the Community Development Department web page for environmental documents at:

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

SECTION II - PROJECT DESCRIPTION

The proposed project involves the demolition of interior and north and west facades of the Marshall Hotel building, retaining the east and south facades, and demolition of the Jade Hotel to the north. The project would convert and expand the existing Marshall Hotel (most recently a single room occupancy residential hotel) to a new tourist hotel.

The project would demolish the current interior configuration of the Marshall Hotel. A new interior and a taller structure would be constructed above the Marshall Hotel's east façade on the entire north portion of the site and extending the new structure on the north.

The project proposes construction of a completely new building behind the historic 7th Street and L Street facades, to be joined with the new tower, which would span over a portion of the historic building and the site of the demolished non-historic building. The remaining historic elevations would be rehabilitated to the historic building's period of significance. The resulting combination would be designated as a Hyatt branded lifestyle boutique hotel. The new ten-story hotel would have 163 guest rooms and approximately 5,000 square feet of ground floor retail. A 0.26-acre parcel would result from merger of the two existing parcels.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

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

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

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

Discussion

Land Use

The project site has been designated as Central Business District in the 2035 General Plan, and is zoned C-3-SPD (Central Business District, Entertainment and Sports Center Special Planning District).

The project site is located in an urbanized portion of the community. The project site is currently occupied by the vacant Marshall Hotel and the vacant Jade Hotel. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations.

Agricultural Resources

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

City limits is minimized. (Master EIR, page 4.1-3) The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site is occupied by structures. It does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). (NRCS 2010) The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Energy

Structures built as part of the 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 policies (see Policies 6.1.1 through 6.1.16) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

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

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. See discussion of energy conservation beginning at page 6-3 of the Master EIR. The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

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

ENVIRONMENTAL SETTING

The project site is located in the central business district of the City of Sacramento. Downtown Sacramento has been completely urbanized and includes buildings of various heights. The project site is adjacent to the recently-approved Entertainment and Sports Center and Downtown Tower Plaza hotel.

STANDARDS OF SIGNIFICANCE

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

- substantially degrade the existing visual character or quality of the site and its surroundings; or

- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

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

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

The Master EIR identified potential impacts for glare (Impact 4.13-1) and concluded as follows:

> Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well lit areas of the city and would be similar to the existing character of urban lighting. Therefore, the additional lighting that could be created as a result of the 2035 General Plan would continue to be typical of the existing ambient light already present in the city and would have a **less-than-significant** environmental effect. (Master EIR, page 4.13-5)

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?		X	
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?		X	
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan as included in the 2035 General Plan?		X	

ENVIRONMENTAL SETTING

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

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

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

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

STANDARDS OF SIGNIFICANCE

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

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM_{10} ambient air quality standards;

- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

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

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

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan as incorporated in the 2035 General Plan.

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

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 general Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. .

ANSWERS TO CHECKLIST QUESTIONS

Question A

Construction of the proposed project would include demolition of the existing Marshall Hotel (except for two street facades) and the Jade Hotel and construction of a new 10-story, 163 room hotel. Construction activities could be completed in 2017.

NO_X emissions would be generated by off-road construction equipment (e.g., dozers, excavators), truck activity associated with hauling materials to and from the site, and worker vehicle trips. Construction-related emissions of NO_X were modeled in accordance with recommended methodologies of the Sacramento Metropolitan Air Quality Management District (SMAQMD) using project specifications (e.g., total acreage, number of hotel rooms, area of existing structures, etc.), and default settings and parameters contained in the California Emissions Estimator Model Version 2013.2.2 (CalEEMod). CalEEMod was developed in collaboration with the air districts in California (South Coast Air Quality Management District 2013). Refer to Appendix E for specific input parameters and detailed modeling results.

Based on the modeling conducted, the maximum daily level of NO_X emissions generated by project construction would be 54.2 pounds per day. Thus, project-generated short-term construction-related emissions of NO_X would not exceed SMAQMD's mass emissions threshold of 85 pounds per day for construction activity. The project would have no additional significant effect.

Question B

The proposed project would consist of a 10-story, 163 room hotel. This is less than the screening level of 520 rooms that SMAQMD has identified for evaluating whether operation emissions associated with hotels would have the potential to exceed SMAQMD's recommended mass emission thresholds of 65 pounds per day for NO_X or 65 pounds per day of ROG. Projects that are less than the screening level have been determined to result in less than significant NO_X and ROG impacts. The project would have no additional significant effect.

Question C

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

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

As described in the response to Question D (below) the proposed project would not result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) with implementation of Mitigation Measure 2-1, which requires that SMAQMD's Basic Construction Emission Control Practices be implemented during project construction.

As discussed in the response to Question E (below) the proposed project would not result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm).

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

Question D

Sacramento County is nonattainment with respect to the State Ambient Air Quality Standards for PM_{10} or 50 micrograms per cubic meter during a 24-hour period (SMAQMD 2014). The SMAQMD has adopted measures to maintain attainment of the federal PM_{10} and $PM_{2.5}$ standards and to strive to meet the state standards. PM directly emitted from a project is generally regarded as having regional and localized impacts, however, PM_{10} and $PM_{2.5}$ are of greatest concern during construction (e.g., site preparation phase) of a proposed project (considering that wood smoke is controlled by SMAQMD Rules 417 and 421) (SMAQMD 2014:8-5).

SMAQMD does not recommend that dispersion modeling be performed to evaluate construction projects if they would not result in an area greater than 15 acres in size being actively disturbed on any given day (SMAQMD 2014:3-7).

Construction emissions are described as short term or temporary in duration and have the potential to generate substantial levels of PM_{10}. Fugitive-dust emissions are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and vehicle travel on- and offsite. Exhaust emissions of PM_{10} are also generated by off-road construction equipment (e.g., graders, dozers, excavators). Because of the size and location of the project site, it is not anticipated that the project would result in PM_{10} concentrations equal to or greater than five percent of the State Ambient Air Quality Standard. However, the project description does not include measures that would minimize these sources

of PM_{10} emissions. Project-related construction activity could generate these emissions and result in a significant impact. With implementation of Mitigation Measure 2-1, which would minimize both fugitive PM_{10} dust emissions generated by earth-disturbance activities and exhaust emissions of PM_{10} from off-road construction equipment, this impact would be reduced to a less-than-significant level. The project would have no additional significant effect.

Question E

The primary mobile-source pollutant of localized concern is carbon monoxide (CO). Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels with respect to local sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. Thus, high local CO concentrations are considered to have a direct influence on the receptors they affect.

The screening criteria in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* provides lead agencies with a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance of the CAAQS for CO (SMAQMD 2009). The screening criteria have been developed to help lead agencies analyze potential CO impacts and identify when site-specific CO dispersion modeling is not necessary. SMAQMD's recommended screening criteria are divided into the following two tiers.

<u>First Tier</u>

The project would result in a less-than-significant impact to air quality for local CO if:

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

<u>Second Tier</u>

If all of the following criteria are met, the project would result in a less-than-significant impact to air quality for local CO.

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

This analysis applies the first tier screening protocol. Traffic generated by the proposed project is not anticipated to result in deterioration of intersection level of service (LOS) to LOS E or F. the Sacramento Entertainment and Sports Center and Related Development (ESC) EIR found

that LOS at the intersection of L Street and 7th Street was found to be C during the AM Peak Hour, and LOS B during the PM Peak Hour for the existing plus project conditions (ESC, 2014). With the proposed project trip generation of 1,859 ADT, the existing LOS at the intersection of L and 7th streets is not E or F and would not be lowered to E or F. The intersection at L and 7th streets would also not result in a traffic volume of more than 31,600 vehicles per hour. Project-generated traffic also would not contribute traffic to any roadway segments where horizontal or vertical mixing of air would be substantially limited. Moreover, the types of vehicles associated with project-generated trips are not anticipated to be substantially different from the typical fleet of vehicles that operate in Sacramento County. For these reasons, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm. As a result, this direct impact would be less than significant. The project would have no additional significant effect.

Question F

As explained in the response to Question A (above), construction-related emissions of NO_X would not exceed SMAQMD's mass emission threshold of 85 lb/day. As discussed in the response to Question B (above) operational emissions of ROG and NO_X would not exceed SMAQMD's recommended mass emission thresholds of 65 pounds per day. As discussed in the response to Question D (above) the proposed project would not result in PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) with implementation of Mitigation Measure AQ-1, which requires that SMAQMD's Basic Construction Emission Control Practices be implemented during project construction. As discussed in the response to Question E (above) the proposed project would not result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm). For these reasons, construction- and operation-related emissions of criteria air pollutants and precursors would not result in exposure of sensitive receptors to substantial pollutant concentrations.

Moreover, as explained in the response to Question G (below), the level of TAC concentrations and related health risk exposure to residents of the proposed project from nearby sources of TACs, including area roadways and the locomotive emissions, would not be substantial. As a result, this impact would be less-than-significant with mitigation.

Question G

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, and rail yards. The proposed project involves the development of a 163 room hotel on 0.26 acres downtown. As noted previously, commercial buildings are generally not considered sensitive receptors. Accordingly, the proposed project would not be considered a sensitive receptor. The nearest sensitive receptor would be the residences located approximately 100 feet northeast of the project site. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure (e.g., 24 hours per day over a 70-year lifetime).

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution center. Therefore, overall, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The project site is located within 500 feet of US 50. However, as discussed above, the proposed project would not be considered a sensitive receptor. Any potentially sensitive populations which would utilize the proposed hotel buildings would only be on-site for a temporary amount of time. The temporary nature of DPM emissions associated with the freeway to any sensitive persons at the site would not be expected to cause any health risks.

All demolition activities would be required to comply with SMAQMD Rules including, but not limited to: Rule 403 (Fugitive Dust); Rule 404 (Particulate Matter); and Rule 902 (Asbestos), which would ensure containment of TAC emissions emanating from the project site as a result of demolition and construction.

As discussed above, the proposed project would not cause or expose sensitive receptors to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and asbestos. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur and a less-than-significant short-term impact would occur. The project would have no additional significant effect.

Question H

In 2012, the City adopted a communitywide Climate Action Plan (CAP). The CAP identified a GHG reduction target of 15 percent below 2005 levels by 2020 for communitywide emission sources, and also set longer term communitywide GHG emission reduction goals of 38 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. The CAP contains a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. The GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline as well as projected emissions from new growth and development anticipated in the 2030 General Plan. The CAP also identifies potential adverse

physical effects related to climate change on the community, and includes specific adaptation measures to address and mitigate such effects (City of Sacramento 2012).

In 2015, the City adopted the 2035 General Plan that incorporated and integrated the CAP further ensuring that greenhouse gas reduction measures for public and private development are implemented and monitored. In general, CAP strategies and measures are incorporated as General Plan policies and goals, and CAP actions are re-written as General Plan implementation programs.

The CAP is consistent with elements of a plan for the reduction of GHG emissions, in compliance with Section 15183.5 of the CEQA Guidelines, which provides for tiering and streamlining of GHG emissions analysis for projects consistent with a CAP or other similar programmatic plan for the reduction of GHG emissions. The City has prepared a Climate Action Plan Consistency Checklist for use in determining project consistency with the CAP pursuant to Section 15183.5.

Projects that demonstrate consistency with the CAP would be expected to result in a less-than-significant impact related to GHG emissions and global climate change.

As required by the CAP, the project is required to reduce GHG emissions associated with energy demand by including on-site renewable energy systems or exceed the minimum requirements of the 2013 California Building Energy Efficiency Standards Code. In addition, in order to comply with the CAP, the proposed project must implement Tier 1 water efficiency and conservation standards of the 2013 California Green Building Standards Code (CALGreen Code). Because such a level of design is not yet available for the project, verification of compliance with the Tier 1 CALGreen Code standards cannot be made at this time. Therefore, verification of exceedance of the California Building Energy Efficiency Standards Code and compliance with the Tier 1 CALGreen Code standards would be necessary at the time building plans are developed. Without full compliance with the CAP, the proposed project could interfere with or impede the City's efforts to reduce GHG emissions, and impacts would be considered potentially significant. Mitigation measures AQ-2 and AQ-3 below would require compliance with the energy and water efficiency standards of the CAP ensuring impacts from GHG emissions are reduced to below a level of significance. This impact would be less-than-significant with mitigation.

MITIGATION MEASURES

AQ-1 *The applicant shall require its construction contractors to implement all of SMAQMD's Basic Construction Emission Control Practices, as follows, to minimize construction-related emissions of PM_{10} (and $PM_{2.5}$).*

- *Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*
- *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.*
- *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*

- *Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).*
- *All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.*
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

AQ-2 *Prior to issuance of Building Permits, the project applicant shall demonstrate on the plans via notation how the project design would exceed the 2013 California Building Energy Efficiency Standards Code by five percent. The plans shall be subject to review and approval by the Community Development Department.*

AQ-3 *Prior to issuance of Building Permits, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation standards. The checklist shall be subject to review and approval by the Community Development Department.*

FINDINGS

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

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

ENVIRONMENTAL SETTING

The project site is located in the central business district of Sacramento. The project site is occupied by two hotel structures. Substantially all of the project site is composed of impervious surfaces, and provides negligible habitat for biological resources. The site includes INSERT street trees.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The General Plan includes numerous policies would avoid or lessen environmental impacts as identified in the Master EIR, but these policies would not apply to the project because the project site does not provide meaningful habitat for any sensitive species.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

Chapter 6.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

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

The Master EIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

ANSWERS TO CHECKLIST QUESTIONS

The project site has been completely developed with two hotel structures. The site is located in the central business district, and provides no meaningful habitat for biological resources. No wetlands or other water features are present on the project site. Street trees that could be affected would be subject to the regulation of the City that applies to street trees and

replacement of street trees generally.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Biological Resources and will not be studied further for such impacts.

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

ENVIRONMENTAL SETTING

The project site is occupied by two hotel structures: the Jade Hotel and the Marshall Hotel. The Preservation Director has determined that the building known as the Jade Hotel is not eligible as an historical resource for CEQA purposes. The Marshall Hotel is a Landmark, and is a qualified historical resource.

STANDARDS OF SIGNIFICANCE

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

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

2. Directly or indirectly destroy a unique paleontological resource. Answers to Checklist Questions

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

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

ANSWERS TO CHECKLIST QUESTIONS

The proposed project would demolish the Jade Hotel and portions of the Marshall Hotel. The demolition of a portion of the Marshall Hotel would be considered significant if it is not consistent with the Secretary of the Interior Standards. An environmental impact report will be prepared to discuss the project's potential impact on historical resources.

Construction activities on the project site, including excavation, could affect archaeological and paleontological resources. This could be a significant effect and will be evaluated in an environmental impact report.

MITIGATION MEASURES

FINDINGS

The project may have a significant environmental effect on Cultural Resources and will be evaluated in an environmental impact report.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4.GEOLOGY AND SOILS Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

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

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

As discussed above (Environmental Setting), the project would not be subject to fault rupture. However, the 2030 General Plan indicates that ground shaking would occur periodically in Sacramento as a result of distant earthquakes. The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The CBSC is based on more the federal Uniform Building Code (UBC) but is more detailed and stringent than the federal UBC. Specific minimum seismic safety requirements are set forth in Chapter 23 of the CBSC. The state earth protection law (California Health and Safety Code Section 191000 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2030 General Plan and MEIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

Soil liquefaction is the loss of strength of low- to no- cohesion soils (usually sands) that occurs when pore water pressure exceeds the confining stress (weight) of the soils. Liquefaction normally occurs only under saturated conditions and in soils with a low relative density. Liquefaction can occur during earthquakes as vibrations induce soils to readjust to a more compact state. Experience has shown that earthquake induced liquefaction normally occurs only within the upper 50 to 60 feet of the soil profile. The test borings at the project site show that the subsurface soils primarily are dense and cemented silts. Such soils are not considered susceptible to seismic induced liquefaction. The borings, along with experience in the area, show that the subsurface strata also can include layers or lenses of dense to very dense sands (Raney Geotechnical, 2014).

Per City requirements (2030 MEIR Policy EC 1.1.2), a geotechnical investigation of the site has been completed (Raney Geotechnical, 2014) to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils problems. Construction activities would involve excavating, filling, moving, grading, and temporarily stockpiling soils onsite, which would remove any vegetative cover and expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff. As required by the City, recommendations identified in the 2014 geotechnical engineering report for the proposed development would also be implemented (Raney Geotechnical, 2014).

Because the proposed project would be required to comply with federal, state, and local construction standards, it would not expose people or structures to the risk of loss, injury, or death. In addition, these standards along with recommendations for project construction based on the findings of the investigation provided in the geotechnical engineering report for the site (related to project earthwork, foundations, seismic design, the grade of the floor slabs, and pavements) require the project applicant to identify and protect against potential hazards from ground-shaking, liquefaction, unstable soil conditions, and/or soil erosion problems on the project site. The project would not have any additional significant effect.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL AND REGULATORY SETTING

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

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

SMAQMD Rule 902 and Commercial Structures

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

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

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

Asbestos Surveys

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

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

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

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

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

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

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

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan.

Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

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

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Future construction activities on the project site would involve the transport of gasoline and other potentially hazardous materials to the site during construction. Relatively small amounts of commonly used hazardous substances, such as fossil fuels, lubricants, and solvents, would be used on site for construction and maintenance. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment; this impact is assessed as less than significant.

Question B

The hotel buildings on the project site could contain hazardous materials, including asbestos, lead, and heavy metals , in part because the structures date to before the use of these materials was heavily restricted. Demolition of structures could result in inadvertent release or improper disposal of debris containing potentially hazardous materials; however, federal, state, and local regulations have been developed to address potential impacts related to the handling and disposal of hazardous materials during demolition. Potential impacts can be minimized through adherence to regulatory standards that prescribe specific methods of material characterization and handling. Specific actions incorporated into the project would include the following.

- **Asbestos.** Prior to demolition, all structures would be tested for the presence of asbestos-containing materials. Any asbestos would be removed and disposed of by an accredited contractor in compliance with federal, state, and local regulations (including the Toxic Substances Control Act, the National Emission Standard for Hazardous Air Pollutants, and Sacramento Metropolitan Air District Rules). Compliance with these regulations would result in the safe disposal of asbestos-containing materials.
- **Lead-based paint or other coatings.** A survey for indicators of lead-based coatings would be conducted prior to demolition to further characterize the presence of lead on the project site. For the purposes of compliance with Cal-OSHA regulations, all coated surfaces would be assumed to potentially contain lead. Loose or peeling paint may be classified as a hazardous waste if concentrations exceed total threshold limits. Cal-OSHA regulations require air monitoring, special work practices, and respiratory protection during demolition where even small amounts of lead have been detected.
- **Heavy metals and polychlorinated biphenyls.** Spent florescent light bulbs and ballasts, thermostats, and other electrical equipment may contain heavy metals, such as

mercury, or polychlorinated biphenyls. Hazardous materials, including mercury, may have also been disposed of in sinks and other onsite pluming during historical operations. Testing for the presence of residual materials in pipes and careful removal techniques, including dismantling of plumbing fixtures, is the only way to ensure that contractors are not inadvertently exposed to hazardous substances and that hazardous substances are not improperly disposed of, exposing more people to the contamination. If concentrations of these metals exceed regulatory standards, they must be handled as hazardous waste in accordance with hazardous waste regulations.

Hazardous waste would be transported and disposed of in compliance with applicable federal, state, and local regulations. All hazardous materials would be transported by a licensed hauler in accordance with applicable regulations, including the federal Hazardous Materials Transportation Act.

While these provisions would ensure safe handling of hazardous materials, the risk could be significant. The mitigation measure below would reduce the impact to a less-than-significant level.

Implementation of this mitigation measure would require that asbestos-containing building materials, lead-based paint, and other hazardous substances in building components are identified, removed, packaged, and disposed of in accordance with applicable state laws and regulations. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment, reducing this impact to a **less-than-significant** level.

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

Therefore, construction and operation of the project would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; this impact is assessed as would be less than significant.

Question C

Groundwater was encountered in Boring D3 at a depth of about 33 feet below the ground surface. Sacramento County groundwater maps indicate that groundwater in the area is most often at depths between 25 and 40 feet below the ground surface. Although project construction requires relocation of an existing fire hydrant and the installation of other utilities within the

ground, construction activities would primarily be limited to a depth of approximately 5 feet. There is no evidence to suggest that this construction action would require dewatering efforts or the introduction of contaminated groundwater to the surface; this impact would be less than significant.

MITIGATION MEASURES

Haz 1 Minimize Potential for Accidental Release of Hazardous Materials.

(a) Prior to demolition of existing structures, the project applicant shall provide written documentation to the City that asbestos testing and abatement, as appropriate, has occurred in compliance with applicable federal, state, and local laws.

(b) Prior to demolition of existing structures, the project applicant shall provide written documentation to the City that lead-based paint testing and abatement, as appropriate, has been completed in accordance with applicable state and local laws and regulations.

(c) Prior to demolition, the project applicant shall submit a written plan to the SCEMD describing the methods to be used to (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the SCEMD and all potentially hazardous components have been removed to the satisfaction of SCEMD staff.

FINDINGS

Implementation of the identified mitigation would reduce any potential impacts to a less-than-significant level. The project would have no additional significant effects.

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

ENVIRONMENTAL SETTING

The project site is in an urbanized area with many commercial and light industrial uses in the near vicinity. The project site, which is currently a vacant lot, has very little impervious surfaces; as a result, storm water is either absorbed on site or drains to the adjacent storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The Project site is located within an area designated as Zone X. (Community Panel Number 06067 C0177H). This zone is applied to areas of 0.2 percent annual chance flood, areas of 1 percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1 percent annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The public wastewater collection system with the City includes a combined sewer system (CSS) in the older Central City and a newer separated sewer system (sanitary sewer) in the remaining areas of the City and is the treatment service type for this project. The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (formerly County Services District [CSD-1]) provide both collection and treatment services within their service area for the portions of the city served by the separate sewer system. Wastewater generated in this area is collected by trunk facilities in the Sacramento Area Sewer District and then conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant. The SRCSD has prepared and is implementing its master plan related to wastewater conveyance – the Interceptor Master Plan 2000 – and the SASD is implementing its master plan – the Sewerage Facilities Master Plan Update 2006.

The community plan areas served by the City's separate sewer system include the Pocket, North Sacramento, and portions of Arden-Arcade, South Sacramento, East Sacramento, East Broadway and Airport Meadowview. The areas served by the City's separate sewer systems are

divided into dozens of sewer sheds, and wastewater from the basins is pumped to the SRWTP via numerous pumping stations located throughout the City. Pumping facilities for Basins 21, 29, 55, 119, 120, 121 and 122 in the City's separate system have recently been rebuilt. There are a variety of problems affecting the separate system including infiltration/ inflow, surcharged pipes, illegal taps, lack of facilities, and age.

The Sacramento Area Sewer District serves the community plan areas of South Natomas, North Natomas, and portions of Arcade-Arden, East Broadway, East Sacramento, Airport Meadowview and South Sacramento. The service area is divided into ten trunk sheds, which are based on the collection systems of the individual sewer districts from which CSD-1 was originally formed. For the most part, each trunk shed consists of a number of hydraulically independent systems, each discharging into the SRCSD interceptor system. According to the District's Sewerage Facilities Expansion Master Plan dated March 2002, there are capacity deficiencies in portions of the Southeast (Central), Natomas, Arden/North Highlands and Rio Linda trunk systems. The Southeast (Central) system serves the plan areas of South Sacramento, East Broadway and Airport Meadowview. The Natomas shed area includes portions of the North and South Natomas community plan areas. The Arden/North Highlands system serves the Arcade-Arden Community Plan area. The Rio Linda system is outside of the Policy Area, but within the Study Area. These areas are generally served by older sewer systems that are subject to substantial amounts of infiltration/inflow during wet weather.

Flows conveyed by the City's wastewater systems are routed to the SRWTP for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWTP, located just south of the City limits, are owned and operated by the independent SRCSD.

The City's separate storm drainage system includes conveyance of storm water and dry weather urban runoff to the adjacent creeks and rivers. The separate drainage system consists of street drains, conveyance systems, and usually a pump station to discharge into either the Sacramento or American River. These discharges are regulated for water quality by the Regional Water Quality Control Board NPDES permit R5-2002-0206.

The Stormwater Quality Improvement Plan (SQIP) (July 2007) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program [http://www.sacstormwater.org/].

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all storm water and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. These requirements will be included as conditions of project approval and development not allowed to proceed without compliance.

Because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's existing or newer system facilities or the City's existing or new CSS facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees. Infill development pays $2,543 per equivalent single family dwelling (ESD).

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.7-3: Implementation of the 2035 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

and

Impact 6.7-6: Implementation of the 2035 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event.

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event.

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage

facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

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

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

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

Operation-Related Impacts

The proposed project would consist of 40 patient rooms, therapy gymnasium, commercial kitchen and scullery, dining rooms, and 64 surface parking spaces (51 standard, 11 compact, and 2 Americans with Disabilities Act [ADA] accessible spaces).The majority of the site would be covered by impervious surfaces. This would decrease storm water absorption, and increase storm water discharges and flows, with the potential to violate water quality standards associated with urban runoff (nonpoint-source pollutants) to storm drains.

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

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

Question B

As described above, the project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms (FEMA Flood Hazard Zone X). FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X. The project site is not within 50 feet of a levee, therefore would not be subject to levee setback limitations (General Plan Policy EC 2.1.7), nor would it obstruct access to levees (General Plan Policy EC 2.1.13). Additionally the General Plan includes Policy EC 2.1.3 that ensures funding to meet a minimum level of 200-year regional flood protection is obtained as quickly as possible. Future development is required to comply with Policies ECb 2.1.2, EC 2.1.3, EC 2.1.14 which require the City to maintain eligibility under the National Flood Insurance Program (NFIP) and cooperate with regional flood planning efforts, and update the City's Floodplain Management Plan.

In addition, localized flooding caused by failure of the storm drainage system, which typically results in street flooding could occur as a result of the proposed project due to increased storm water runoff. Implementation of General Plan Policy ER 1.1.5 requires that there be no net increase in storm water runoff peak flows over existing conditions associated with a 100-year storm event. Implementation of General Plan Policy U 4.1.5 requires new development proponents to submit drainage studies that adhere to City storm water design requirements and incorporate measures to prevent on- or offsite flooding (Sacramento City Code Title 13, Chapter 13.08, Article III(A)). Therefore, conformance with City regulations and permit requirements would result in a **less than significant** impact related to exposure of people and property to risks associated with a 100-year flood.

MITIGATION MEASURES

None required.

FINDINGS

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

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

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 6.8-4: Implementation of the 2035 General Plan could 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.

and

Impact 6.8-9: Implementation of the 2035 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second.

General Plan Policy EC 3.1.5 – Interior Vibration Standards: The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Impact 6.8-5: Implementation of the 2035 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

and

Impact 6.8-10: Implementation of the 2035 General Plan could result in cumulative impacts on adjacent residential and commercial areas being exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

General Plan Policy EC 3.1.6 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria.

Impact 6.8-6: Implementation of the 2035 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

General Plan Policy EC 3.1.7 – Vibration: The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;

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

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

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Noise and no additional review is required.

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

Staff: Mary (Parks)

Environmental Setting

The project site is located in the City of Sacramento and is served with fire protection, police protection, and parks by the City of Sacramento. The North Area Substation William J. Kinney Police Facility located at 3550 Marysville Boulevard (approximately 4.25 miles from the project site), is the police station that currently provides police protection service to the project site vicinity. With regard to fire protection, the project vicinity area is served by city fire stations 19, 20, and 14 (located between 1.3 and 1.8 miles from the project site).

The project is located in the North Sacramento School District (Twin Rivers Unified School District). The District serves 21 elementary schools, 7 grade K-8 schools, 6 middle schools, and 6 high schools, along with 5 charter schools (both elementary and middle school grades), and 7 alternative and/or technical high, middle and pre-K schools.

STANDARDS OF SIGNIFICANCE

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

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

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

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

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

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

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would intensify existing development in the project area by adding a recovery center and short-term skilled nursing facility; however, the project would not result in increased demand for fire protection, police protection, or school facilities, beyond that which was analyzed in the City's General Plan MEIR because the project is consistent with the City's General Plan and won't require any changes to the existing zoning. Additionally, the project would not result in an increase in school-aged children in the project vicinity. Therefore, consistent with the MEIR's conclusions, implementation of the proposed project would result in a **less than significant** impact related to fire protection services, police protection service, and school facilities.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services and no additional review is required.

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

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 6.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.4) Impacts were considered less than significant after application of the applicable policies. (Impacts 6.9-1 and 6.9-2)

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

None required.

ANSWERS TO CHECKLIST QUESTIONS

As the project does not propose new residential land uses that would create a need for additional recreational and park facilities, the project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. Additionally, the project would not

create a need for the construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan. Impacts related to recreational facilities would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation and no additional review is required.

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

ENVIRONMENTAL SETTING

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.12-1: Implementation of the 2035 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current Level of Service (LOS) standard or the LOS D – E goal.

and

Impact 6.12-8: Implementation of the 2035 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for City roadways.

Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard: The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

> **a. Core Area Level of Service Exemption-**LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.
>
> **b. Level of Service Standard for Multi-Modal Districts**-The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.
>
> • Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's

judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

c. Base Level of Service Standard-the City shall seek to maintain the following standards for all areas outside of multi-modal districts.

• Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

d. Roadways Exempt from Level of Service Standard-The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

• 12th/14th Avenue: State Route 99 to 36th Street
• 24th Street: Meadowview Road to Delta Shores Circle
• 65th Street: Folsom Boulevard to 14th Avenue
• Alhambra Boulevard: Folsom Boulevard to P Street
• Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
• Arden Way: Capital City Freeway to Ethan Way
• Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
• Broadway: 15th Street to Franklin Boulevard
• Broadway: 58th to 65th Streets
• El Camino Avenue: Stonecreek Drive to Marysville Boulevard
• El Camino Avenue: Capitol City Freeway to Howe Avenue
• Elder Creek Road: 65th Street to Power Inn Road
• Florin Perkins Road: 14th Avenue to Elder Creek Road
• Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard
• Folsom Boulevard: 34th Street to Watt Avenue
• Freeport Boulevard: Broadway to Seamas Avenue
• Fruitridge Road: Franklin Boulevard to SR 99
• Garden Highway: Truxel Road to Northgate Boulevard
• Howe Avenue: American River Drive to Folsom Boulevard
• J Street: 43rd Street to 56th Street

- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard., 1-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to 1-80
- Roseville Road: Marconi Avenue to 1-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: 1-80 to Gateway Park

STANDARDS OF SIGNIFICANCE

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

Roadway Segments

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

Intersections

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

Freeway Facilities

Caltrans considers the following to be significant impacts.

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

Transit

- adversely affect public transit operations or

- fail to adequately provide for access to public transit.

Bicycle Facilities

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

Pedestrian Circulation

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

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

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

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

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

None.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Wastewater

Wastewater would be collected by the Sacramento Area Sewer District (formerly County Services District [CSD-1]), which provides collection and treatment services for some portions of the City that are served by the separate sewer system (as opposed to the combined sewer system that serves the older Central City area). Wastewater generated in this vicinity of the project is collected by trunk facilities in the Sacramento Area Sewer District and then conveyed via interceptors to the Sacramento Regional Wastewater Treatment Plant.

Stormwater

The City's separate storm drainage system includes conveyance of storm water and dry weather urban runoff to the adjacent creeks and rivers. The separate drainage system consists of street drains, conveyance systems, and usually a pump station to discharge into either a Sacramento or American River. These discharges are regulated for water quality by the Regional Water Quality Control Board NPDES permit.

Water Supply

Water service for the project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources: the American River, Sacramento River, and groundwater wells (pumped from the North and South American Subbasins). Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (SRWTP), located at the southern end of Bercut Drive approximately 2.3 miles west of the project site, and the E.A. Fairbairn Water Treatment Plant (FWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 2.3 miles southwest of the project site. The FWTP and the SRWTP divert water from the American and Sacramento rivers, respectively. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMP) every five years. The most recent UWMP was adopted in 2010, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development under the 2030 General Plan. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035. It is important to note that this assumes that wells and surface water treatment capacity will be rehabilitated and expanded as needed (City of Sacramento, 2011).

Solid Waste Disposal

Commercial solid waste materials collected by the Solid Waste Division of the City Department of Utilities are sorted at either the Sacramento Recycling and Transfer Station (owned by BLT Enterprise) or the North Area Transfer Station, owned by the County of Sacramento Public Works Department; City waste transported from the City's transfer stations is then transported to Lockwood Landfill in Lockwood, Nevada. The City of Sacramento General Plan MEIR indicates that the City landfills have sufficient capacity for full buildout of the 2030 General Plan.

Electricity and Natural Gas

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

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply

facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

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

None available.

ANSWERS TO CHECKLIST QUESTIONS

Water and Wastewater

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

Solid Waste

The City's 2030 General Plan MEIR provides solid waste generation rates for residential and employment (retail, office, industrial uses). For residential, the solid waste generation rate is 1.1 tons per unit per year and for employment uses, it is 10.8 pounds per employee day.

Because the project is consistent with the General Plan land use designation, any increase in solid waste production would not exhaust the remaining landfill capacity and this impact would be **less than significant**.

Electricity and Natural Gas

Construction of the project could result in increased use of electricity and natural gas. Because the increased demand in energy is evaluated in the 2035 General Plan MEIR, and because PG&E and SMUD would ensure their capability of providing an adequate level of service to the project site, this impact would be **less than significant.**

Question B

As part of the project, new onsite and offsite underground utilities would be constructed. Potential environmental effects associated with the construction of these facilities are generally discussed throughout this Initial Study in various sections including: air quality (during construction), cultural resources, hazards, noise, and traffic. With implementation of the

mitigation measures listed in this document, impacts related to the construction of new utilities would be **less than significant.**

MITIGATION MEASURES

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

QUESTIONS A THROUGH C

The proposed project is located on a parcel in downtown Sacramento that has been developed with urban uses and provides no habitat for endangered or sensitive species.

The proposed project would construct and operate a boutique hotel in downtown Sacramento. The proposed use is consistent with the 2035 General Plan provisions. Impacts of cumulative development that could occur under the 2035 General Plan were evaluated in the Master EIR.

The construction and operation of the proposed project would proceed in a manner consistent with applicable rules and regulations regarding design, materials and construction. The project has no unusual features or components that would present a risk to human beings.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

June 3, 2015

Signature

Date

Tom Buford, Senior Planner

Printed Name

Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Appendix C – Air Quality Model Outputs

Hyatt Boutique Hotel

Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	163.00	Room	0.26	96,498.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2017
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed hotel is a boutique hotel located on an existing 0.26 acre parcel in downtown Sacramento and consists of 10 stories and 163 rooms totalling 96,948 square feet.

Construction Phase - Construction activity was provided by the project architect on 4/14/15.

Demolition - A conservative estimate of 66,000 square feet of existing building space is based upon 6 stories and approximately 11,000 square feet of footprint area.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	352.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	PhaseEndDate	7/19/2016	7/12/2016
tblConstructionPhase	PhaseEndDate	6/6/2017	5/25/2017
tblConstructionPhase	PhaseEndDate	2/11/2016	1/29/2016
tblConstructionPhase	PhaseEndDate	6/8/2017	6/21/2016
tblConstructionPhase	PhaseEndDate	2/25/2016	1/28/2016
tblConstructionPhase	PhaseStartDate	6/22/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/30/2016	1/20/2016
tblConstructionPhase	PhaseStartDate	1/29/2016	1/16/2016
tblConstructionPhase	PhaseStartDate	5/26/2017	6/8/2016
tblConstructionPhase	PhaseStartDate	2/12/2016	1/15/2016
tblGrading	AcresOfGrading	5.00	0.50
tblLandUse	LandUseSquareFeet	236,676.00	96,498.00
tblLandUse	LotAcreage	5.43	0.26
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.9333	2.2985	1.8931	2.7800e-003	0.0920	0.1456	0.2375	0.0219	0.1346	0.1565	0.0000	249.3277	249.3277	0.0496	0.0000	250.3691
2017	0.0822	0.7290	0.6232	9.5000e-004	0.0204	0.0455	0.0659	5.5200e-003	0.0419	0.0474	0.0000	83.5571	83.5571	0.0176	0.0000	83.9259
Total	**1.0154**	**3.0275**	**2.5163**	**3.7300e-003**	**0.1124**	**0.1911**	**0.3035**	**0.0274**	**0.1765**	**0.2039**	**0.0000**	**332.8849**	**332.8849**	**0.0672**	**0.0000**	**334.2949**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.9333	2.2985	1.8931	2.7800e-003	0.0920	0.1456	0.2375	0.0219	0.1346	0.1565	0.0000	249.3275	249.3275	0.0496	0.0000	250.3689
2017	0.0822	0.7290	0.6232	9.5000e-004	0.0204	0.0455	0.0659	5.5200e-003	0.0419	0.0474	0.0000	83.5571	83.5571	0.0176	0.0000	83.9258
Total	**1.0154**	**3.0275**	**2.5163**	**3.7300e-003**	**0.1124**	**0.1911**	**0.3035**	**0.0274**	**0.1765**	**0.2039**	**0.0000**	**332.8846**	**332.8846**	**0.0672**	**0.0000**	**334.2947**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4442	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003
Energy	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	492.2631	492.2631	0.0180	6.7000e-003	494.7170
Mobile	0.6995	1.1964	6.0645	0.0107	0.7332	0.0151	0.7483	0.1964	0.0139	0.2103	0.0000	816.4984	816.4984	0.0365	0.0000	817.2641
Waste						0.0000	0.0000		0.0000	0.0000	18.1149	0.0000	18.1149	1.0706	0.0000	40.5967
Water						0.0000	0.0000		0.0000	0.0000	1.4629	5.9469	7.4098	5.3300e-003	3.2400e-003	8.5267
Total	**1.1646**	**1.3871**	**6.2268**	**0.0119**	**0.7332**	**0.0296**	**0.7628**	**0.1964**	**0.0284**	**0.2248**	**19.5778**	**1,314.7126**	**1,334.2904**	**1.1303**	**9.9400e-003**	**1,361.1087**

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	0.4442	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003
Energy	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	492.2631	492.2631	0.0180	6.7000e-003	494.7170
Mobile	0.6995	1.1964	6.0645	0.0107	0.7332	0.0151	0.7483	0.1964	0.0139	0.2103	0.0000	816.4984	816.4984	0.0365	0.0000	817.2641
Waste						0.0000	0.0000		0.0000	0.0000	18.1149	0.0000	18.1149	1.0706	0.0000	40.5967
Water						0.0000	0.0000		0.0000	0.0000	1.4629	5.9469	7.4098	5.3500e-003	3.2500e-003	8.5283
Total	**1.1646**	**1.3871**	**6.2268**	**0.0119**	**0.7332**	**0.0296**	**0.7628**	**0.1964**	**0.0284**	**0.2248**	**19.5778**	**1,314.7126**	**1,334.2904**	**1.1304**	**9.9500e-003**	**1,361.1103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-0.10**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	2/11/2016	5	30	Demolition of existing hotels
2	Site Preparation	Site Preparation	1/15/2016	1/28/2016	5	10	Utilities
3	Grading	Grading	1/16/2016	1/29/2016	5	10	Backfilling basement
4	Building Construction	Building Construction	1/20/2016	5/25/2017	5	352	Hotel construction
5	Paving	Paving	6/8/2016	6/21/2016	5	10	Alley and service way
6	Architectural Coating	Architectural Coating	6/15/2016	7/12/2016	5	20	treating old facades and finishing exterior

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 144,747; Non-Residential Outdoor: 48,249 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	300.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	16.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

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					0.0339	0.0000	0.0339	5.1300e-003	0.0000	5.1300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0197	0.1686	0.1306	1.8000e-004		0.0121	0.0121		0.0115	0.0115	0.0000	16.2424	16.2424	3.2500e-003	0.0000	16.3106
Total	**0.0197**	**0.1686**	**0.1306**	**1.8000e-004**	**0.0339**	**0.0121**	**0.0459**	**5.1300e-003**	**0.0115**	**0.0166**	**0.0000**	**16.2424**	**16.2424**	**3.2500e-003**	**0.0000**	**16.3106**

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	3.8600e-003	0.0393	0.0520	1.1000e-004	2.5200e-003	5.7000e-004	3.1000e-003	6.9000e-004	5.3000e-004	1.2200e-003	0.0000	9.8595	9.8595	7.0000e-005	0.0000	9.8610
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	5.0000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
Total	**4.3600e-003**	**0.0399**	**0.0583**	**1.2000e-004**	**3.6200e-003**	**5.8000e-004**	**4.2100e-003**	**9.8000e-004**	**5.4000e-004**	**1.5200e-003**	**0.0000**	**10.8427**	**10.8427**	**1.2000e-004**	**0.0000**	**10.8453**

3.2 Demolition - 2016

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					0.0339	0.0000	0.0339	5.1300e-003	0.0000	5.1300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0197	0.1686	0.1306	1.8000e-004		0.0121	0.0121		0.0115	0.0115	0.0000	16.2424	16.2424	3.2500e-003	0.0000	16.3106
Total	**0.0197**	**0.1686**	**0.1306**	**1.8000e-004**	**0.0339**	**0.0121**	**0.0459**	**5.1300e-003**	**0.0115**	**0.0166**	**0.0000**	**16.2424**	**16.2424**	**3.2500e-003**	**0.0000**	**16.3106**

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	3.8600e-003	0.0393	0.0520	1.1000e-004	2.5200e-003	5.7000e-004	3.1000e-003	6.9000e-004	5.3000e-004	1.2200e-003	0.0000	9.8595	9.8595	7.0000e-005	0.0000	9.8610
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	5.0000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9832	0.9832	5.0000e-005	0.0000	0.9843
Total	**4.3600e-003**	**0.0399**	**0.0583**	**1.2000e-004**	**3.6200e-003**	**5.8000e-004**	**4.2100e-003**	**9.8000e-004**	**5.4000e-004**	**1.5200e-003**	**0.0000**	**10.8427**	**10.8427**	**1.2000e-004**	**0.0000**	**10.8453**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-003	0.0682	0.0367	5.0000e-005		4.1700e-003	4.1700e-003		3.8400e-003	3.8400e-003	0.0000	4.4138	4.4138	1.3300e-003	0.0000	4.4418
Total	**6.8000e-003**	**0.0682**	**0.0367**	**5.0000e-005**	**2.7000e-004**	**4.1700e-003**	**4.4400e-003**	**3.0000e-005**	**3.8400e-003**	**3.8700e-003**	**0.0000**	**4.4138**	**4.4138**	**1.3300e-003**	**0.0000**	**4.4418**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	1.0500e-003	0.0000	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1639	0.1639	1.0000e-005	0.0000	0.1641
Total	**8.0000e-005**	**1.0000e-004**	**1.0500e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1639**	**0.1639**	**1.0000e-005**	**0.0000**	**0.1641**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-003	0.0682	0.0367	5.0000e-005		4.1700e-003	4.1700e-003		3.8400e-003	3.8400e-003	0.0000	4.4138	4.4138	1.3300e-003	0.0000	4.4418
Total	**6.8000e-003**	**0.0682**	**0.0367**	**5.0000e-005**	**2.7000e-004**	**4.1700e-003**	**4.4400e-003**	**3.0000e-005**	**3.8400e-003**	**3.8700e-003**	**0.0000**	**4.4138**	**4.4138**	**1.3300e-003**	**0.0000**	**4.4418**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	1.0000e-004	1.0500e-003	0.0000	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1639	0.1639	1.0000e-005	0.0000	0.1641
Total	**8.0000e-005**	**1.0000e-004**	**1.0500e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1639**	**0.1639**	**1.0000e-005**	**0.0000**	**0.1641**

3.4 Grading - 2016

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					3.7600e-003	0.0000	3.7600e-003	2.0700e-003	0.0000	2.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**	**3.7600e-003**	**4.0200e-003**	**7.7800e-003**	**2.0700e-003**	**3.8400e-003**	**5.9100e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

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	1.7000e-004	2.0000e-004	2.1000e-003	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3277	0.3277	2.0000e-005	0.0000	0.3281
Total	**1.7000e-004**	**2.0000e-004**	**2.1000e-003**	**0.0000**	**3.7000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3277**	**0.3277**	**2.0000e-005**	**0.0000**	**0.3281**

3.4 Grading - 2016

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					3.7600e-003	0.0000	3.7600e-003	2.0700e-003	0.0000	2.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**	**3.7600e-003**	**4.0200e-003**	**7.7800e-003**	**2.0700e-003**	**3.8400e-003**	**5.9100e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

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	1.7000e-004	2.0000e-004	2.1000e-003	0.0000	3.7000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3277	0.3277	2.0000e-005	0.0000	0.3281
Total	**1.7000e-004**	**2.0000e-004**	**2.1000e-003**	**0.0000**	**3.7000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3277**	**0.3277**	**2.0000e-005**	**0.0000**	**0.3281**

3.5 Building Construction - 2016

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	0.1713	1.6995	1.0183	1.4100e-003		0.1165	0.1165		0.1072	0.1072	0.0000	132.5767	132.5767	0.0400	0.0000	133.4165
Total	**0.1713**	**1.6995**	**1.0183**	**1.4100e-003**		**0.1165**	**0.1165**		**0.1072**	**0.1072**	**0.0000**	**132.5767**	**132.5767**	**0.0400**	**0.0000**	**133.4165**

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	0.0265	0.1680	0.3269	4.1000e-004	0.0113	2.6300e-003	0.0139	3.2300e-003	2.4100e-003	5.6500e-003	0.0000	37.4405	37.4405	3.0000e-004	0.0000	37.4468
Worker	0.0171	0.0203	0.2132	4.5000e-004	0.0373	2.8000e-004	0.0376	9.9300e-003	2.6000e-004	0.0102	0.0000	33.3234	33.3234	1.7800e-003	0.0000	33.3608
Total	**0.0436**	**0.1883**	**0.5401**	**8.6000e-004**	**0.0487**	**2.9100e-003**	**0.0516**	**0.0132**	**2.6700e-003**	**0.0158**	**0.0000**	**70.7638**	**70.7638**	**2.0800e-003**	**0.0000**	**70.8075**

3.5 Building Construction - 2016

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	0.1713	1.6995	1.0183	1.4100e-003		0.1165	0.1165		0.1072	0.1072	0.0000	132.5766	132.5766	0.0400	0.0000	133.4163
Total	**0.1713**	**1.6995**	**1.0183**	**1.4100e-003**		**0.1165**	**0.1165**		**0.1072**	**0.1072**	**0.0000**	**132.5766**	**132.5766**	**0.0400**	**0.0000**	**133.4163**

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	0.0265	0.1680	0.3269	4.1000e-004	0.0113	2.6300e-003	0.0139	3.2300e-003	2.4100e-003	5.6500e-003	0.0000	37.4405	37.4405	3.0000e-004	0.0000	37.4468
Worker	0.0171	0.0203	0.2132	4.5000e-004	0.0373	2.8000e-004	0.0376	9.9300e-003	2.6000e-004	0.0102	0.0000	33.3234	33.3234	1.7800e-003	0.0000	33.3608
Total	**0.0436**	**0.1883**	**0.5401**	**8.6000e-004**	**0.0487**	**2.9100e-003**	**0.0516**	**0.0132**	**2.6700e-003**	**0.0158**	**0.0000**	**70.7638**	**70.7638**	**2.0800e-003**	**0.0000**	**70.8075**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0663	0.6590	0.4181	5.9000e-004		0.0445	0.0445		0.0409	0.0409	0.0000	54.6993	54.6993	0.0168	0.0000	55.0512
Total	**0.0663**	**0.6590**	**0.4181**	**5.9000e-004**		**0.0445**	**0.0445**		**0.0409**	**0.0409**	**0.0000**	**54.6993**	**54.6993**	**0.0168**	**0.0000**	**55.0512**

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	9.5600e-003	0.0624	0.1254	1.7000e-004	4.7500e-003	9.3000e-004	5.6800e-003	1.3600e-003	8.5000e-004	2.2100e-003	0.0000	15.4364	15.4364	1.2000e-004	0.0000	15.4389
Worker	6.3400e-003	7.6200e-003	0.0797	1.9000e-004	0.0157	1.2000e-004	0.0158	4.1600e-003	1.1000e-004	4.2700e-003	0.0000	13.4215	13.4215	6.8000e-004	0.0000	13.4358
Total	**0.0159**	**0.0700**	**0.2051**	**3.6000e-004**	**0.0204**	**1.0500e-003**	**0.0215**	**5.5200e-003**	**9.6000e-004**	**6.4800e-003**	**0.0000**	**28.8579**	**28.8579**	**8.0000e-004**	**0.0000**	**28.8747**

3.5 Building Construction - 2017

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	0.0663	0.6590	0.4181	5.9000e-004		0.0445	0.0445		0.0409	0.0409	0.0000	54.6992	54.6992	0.0168	0.0000	55.0512
Total	**0.0663**	**0.6590**	**0.4181**	**5.9000e-004**		**0.0445**	**0.0445**		**0.0409**	**0.0409**	**0.0000**	**54.6992**	**54.6992**	**0.0168**	**0.0000**	**55.0512**

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	9.5600e-003	0.0624	0.1254	1.7000e-004	4.7500e-003	9.3000e-004	5.6800e-003	1.3600e-003	8.5000e-004	2.2100e-003	0.0000	15.4364	15.4364	1.2000e-004	0.0000	15.4389
Worker	6.3400e-003	7.6200e-003	0.0797	1.9000e-004	0.0157	1.2000e-004	0.0158	4.1600e-003	1.1000e-004	4.2700e-003	0.0000	13.4215	13.4215	6.8000e-004	0.0000	13.4358
Total	**0.0159**	**0.0700**	**0.2051**	**3.6000e-004**	**0.0204**	**1.0500e-003**	**0.0215**	**5.5200e-003**	**9.6000e-004**	**6.4800e-003**	**0.0000**	**28.8579**	**28.8579**	**8.0000e-004**	**0.0000**	**28.8747**

3.6 Paving - 2016

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	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.6000e-003**	**0.0531**	**0.0365**	**6.0000e-005**		**3.3000e-003**	**3.3000e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**4.9151**	**4.9151**	**1.3500e-003**	**0.0000**	**4.9433**

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	3.0000e-004	3.6000e-004	3.7700e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
Total	**3.0000e-004**	**3.6000e-004**	**3.7700e-003**	**1.0000e-005**	**6.6000e-004**	**1.0000e-005**	**6.7000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5899**	**0.5899**	**3.0000e-005**	**0.0000**	**0.5906**

3.6 Paving - 2016

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	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.6000e-003**	**0.0531**	**0.0365**	**6.0000e-005**		**3.3000e-003**	**3.3000e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**4.9151**	**4.9151**	**1.3500e-003**	**0.0000**	**4.9433**

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	3.0000e-004	3.6000e-004	3.7700e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5899	0.5899	3.0000e-005	0.0000	0.5906
Total	**3.0000e-004**	**3.6000e-004**	**3.7700e-003**	**1.0000e-005**	**6.6000e-004**	**1.0000e-005**	**6.7000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5899**	**0.5899**	**3.0000e-005**	**0.0000**	**0.5906**

3.7 Architectural Coating - 2016

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	0.6709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	**0.6746**	**0.0237**	**0.0188**	**3.0000e-005**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**2.5533**	**2.5533**	**3.0000e-004**	**0.0000**	**2.5596**

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	2.7000e-004	3.2000e-004	3.3500e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5244	0.5244	3.0000e-005	0.0000	0.5250
Total	**2.7000e-004**	**3.2000e-004**	**3.3500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5244**	**0.5244**	**3.0000e-005**	**0.0000**	**0.5250**

3.7 Architectural Coating - 2016

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	0.6709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	**0.6746**	**0.0237**	**0.0188**	**3.0000e-005**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**2.5533**	**2.5533**	**3.0000e-004**	**0.0000**	**2.5596**

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	2.7000e-004	3.2000e-004	3.3500e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5244	0.5244	3.0000e-005	0.0000	0.5250
Total	**2.7000e-004**	**3.2000e-004**	**3.3500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5244**	**0.5244**	**3.0000e-005**	**0.0000**	**0.5250**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6995	1.1964	6.0645	0.0107	0.7332	0.0151	0.7483	0.1964	0.0139	0.2103	0.0000	816.4984	816.4984	0.0365	0.0000	817.2641
Unmitigated	0.6995	1.1964	6.0645	0.0107	0.7332	0.0151	0.7483	0.1964	0.0139	0.2103	0.0000	816.4984	816.4984	0.0365	0.0000	817.2641

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,331.71	1,334.97	969.85	1,969,777	1,969,777
Total	1,331.71	1,334.97	969.85	1,969,777	1,969,777

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504380	0.068251	0.178421	0.147199	0.044767	0.006294	0.020809	0.016358	0.002307	0.002286	0.006181	0.000572	0.002175

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	284.7382	284.7382	0.0140	2.8900e-003	285.9292
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	284.7382	284.7382	0.0140	2.8900e-003	285.9292
NaturalGas Mitigated	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.5249	207.5249	3.9800e-003	3.8000e-003	208.7878
NaturalGas Unmitigated	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.5249	207.5249	3.9800e-003	3.8000e-003	208.7878

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					
Hotel	3.88887e+006	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.5249	207.5249	3.9800e-003	3.8000e-003	208.7878
Total		**0.0210**	**0.1906**	**0.1601**	**1.1400e-003**		**0.0145**	**0.0145**		**0.0145**	**0.0145**	**0.0000**	**207.5249**	**207.5249**	**3.9800e-003**	**3.8000e-003**	**208.7878**

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					
Hotel	3.88887e+006	0.0210	0.1906	0.1601	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.5249	207.5249	3.9800e-003	3.8000e-003	208.7878
Total		**0.0210**	**0.1906**	**0.1601**	**1.1400e-003**		**0.0145**	**0.0145**		**0.0145**	**0.0145**	**0.0000**	**207.5249**	**207.5249**	**3.9800e-003**	**3.8000e-003**	**208.7878**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.06341e+006	284.7382	0.0140	2.8900e-003	285.9292
Total		**284.7382**	**0.0140**	**2.8900e-003**	**285.9292**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.06341e+006	284.7382	0.0140	2.8900e-003	285.9292
Total		**284.7382**	**0.0140**	**2.8900e-003**	**285.9292**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4442	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003
Unmitigated	0.4442	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0671					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3769					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003
Total	**0.4442**	**2.0000e-005**	**2.1200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.0500e-003**	**4.0500e-003**	**1.0000e-005**	**0.0000**	**4.2800e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0671					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3769					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.0500e-003	4.0500e-003	1.0000e-005	0.0000	4.2800e-003
Total	**0.4442**	**2.0000e-005**	**2.1200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.0500e-003**	**4.0500e-003**	**1.0000e-005**	**0.0000**	**4.2800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.4098	5.3500e-003	3.2500e-003	8.5283
Unmitigated	7.4098	5.3300e-003	3.2400e-003	8.5267

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	4.13478 / 0.45942	7.4098	5.3300e-003	3.2400e-003	8.5267
Total		**7.4098**	**5.3300e-003**	**3.2400e-003**	**8.5267**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	4.13478 / 0.45942	7.4098	5.3500e-003	3.2500e-003	8.5283
Total		**7.4098**	**5.3500e-003**	**3.2500e-003**	**8.5283**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.1149	1.0706	0.0000	40.5967
Unmitigated	18.1149	1.0706	0.0000	40.5967

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	89.24	18.1149	1.0706	0.0000	40.5967
Total		**18.1149**	**1.0706**	**0.0000**	**40.5967**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	89.24	18.1149	1.0706	0.0000	40.5967
Total		**18.1149**	**1.0706**	**0.0000**	**40.5967**

9.0 Operational Offroad

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

10.0 Vegetation

Hyatt Boutique Hotel

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	163.00	Room	0.26	96,498.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2017
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed hotel is a boutique hotel located on an existing 0.26 acre parcel in downtown Sacramento and consists of 10 stories and 163 rooms totalling 96,948 square feet.

Construction Phase - Construction activity was provided by the project architect on 4/14/15.

Demolition - A conservative estimate of 66,000 square feet of existing building space is based upon 6 stories and approximately 11,000 square feet of footprint area.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	352.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	PhaseEndDate	7/19/2016	7/12/2016
tblConstructionPhase	PhaseEndDate	6/6/2017	5/25/2017
tblConstructionPhase	PhaseEndDate	2/11/2016	1/29/2016
tblConstructionPhase	PhaseEndDate	6/8/2017	6/21/2016
tblConstructionPhase	PhaseEndDate	2/25/2016	1/28/2016
tblConstructionPhase	PhaseStartDate	6/22/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/30/2016	1/20/2016
tblConstructionPhase	PhaseStartDate	1/29/2016	1/16/2016
tblConstructionPhase	PhaseStartDate	5/26/2017	6/8/2016
tblConstructionPhase	PhaseStartDate	2/12/2016	1/15/2016
tblGrading	AcresOfGrading	5.00	0.50
tblLandUse	LandUseSquareFeet	236,676.00	96,498.00
tblLandUse	LotAcreage	5.43	0.26
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	70.4224	53.8001	41.5394	0.0618	3.8330	3.4443	7.2772	0.9687	3.2242	4.1929	0.0000	6,125.8285	6,125.8285	1.1594	0.0000	6,150.1768
2017	1.5872	13.9441	11.8298	0.0187	0.4059	0.8753	1.2812	0.1095	0.8053	0.9148	0.0000	1,802.8014	1,802.8014	0.3722	0.0000	1,810.6171
Total	**72.0096**	**67.7442**	**53.3692**	**0.0804**	**4.2388**	**4.3196**	**8.5584**	**1.0782**	**4.0295**	**5.1077**	**0.0000**	**7,928.6300**	**7,928.6300**	**1.5316**	**0.0000**	**7,960.7938**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	70.4224	53.8001	41.5394	0.0618	3.8330	3.4443	7.2772	0.9687	3.2242	4.1929	0.0000	6,125.8285	6,125.8285	1.1594	0.0000	6,150.1768
2017	1.5872	13.9441	11.8298	0.0187	0.4059	0.8753	1.2812	0.1095	0.8053	0.9148	0.0000	1,802.8014	1,802.8014	0.3722	0.0000	1,810.6171
Total	**72.0096**	**67.7442**	**53.3692**	**0.0804**	**4.2388**	**4.3196**	**8.5584**	**1.0782**	**4.0295**	**5.1077**	**0.0000**	**7,928.6300**	**7,928.6300**	**1.5316**	**0.0000**	**7,960.7938**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Energy	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Mobile	4.5599	6.3830	35.0774	0.0666	4.3482	0.0861	4.4343	1.1616	0.0792	1.2407		5,569.0119	5,569.0119	0.2304		5,573.8499
Total	**7.1091**	**7.4277**	**35.9718**	**0.0729**	**4.3482**	**0.1656**	**4.5138**	**1.1616**	**0.1586**	**1.3202**		**6,822.5107**	**6,822.5107**	**0.2545**	**0.0230**	**6,834.9792**

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	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Energy	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Mobile	4.5599	6.3830	35.0774	0.0666	4.3482	0.0861	4.4343	1.1616	0.0792	1.2407		5,569.0119	5,569.0119	0.2304		5,573.8499
Total	**7.1091**	**7.4277**	**35.9718**	**0.0729**	**4.3482**	**0.1656**	**4.5138**	**1.1616**	**0.1586**	**1.3202**		**6,822.5107**	**6,822.5107**	**0.2545**	**0.0230**	**6,834.9792**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	2/11/2016	5	30	Demolition of existing hotels
2	Site Preparation	Site Preparation	1/15/2016	1/28/2016	5	10	Utilities
3	Grading	Grading	1/16/2016	1/29/2016	5	10	Backfilling basement
4	Building Construction	Building Construction	1/20/2016	5/25/2017	5	352	Hotel construction
5	Paving	Paving	6/8/2016	6/21/2016	5	10	Alley and service way
6	Architectural Coating	Architectural Coating	6/15/2016	7/12/2016	5	20	treating old facades and finishing exterior

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 144,747; Non-Residential Outdoor: 48,249 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	300.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	16.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2578	0.0000	2.2578	0.3419	0.0000	0.3419			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**2.2578**	**0.8039**	**3.0617**	**0.3419**	**0.7674**	**1.1092**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.2381	2.4594	3.1379	7.2200e-003	0.1734	0.0382	0.2116	0.0474	0.0351	0.0825		725.2909	725.2909	5.0600e-003		725.3972
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	0.0401	0.0361	0.4826	9.7000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		79.9430	79.9430	3.8600e-003		80.0241
Total	**0.2782**	**2.4955**	**3.6205**	**8.1900e-003**	**0.2494**	**0.0388**	**0.2882**	**0.0676**	**0.0356**	**0.1032**		**805.2339**	**805.2339**	**8.9200e-003**		**805.4213**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2578	0.0000	2.2578	0.3419	0.0000	0.3419			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**2.2578**	**0.8039**	**3.0617**	**0.3419**	**0.7674**	**1.1092**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.2381	2.4594	3.1379	7.2200e-003	0.1734	0.0382	0.2116	0.0474	0.0351	0.0825		725.2909	725.2909	5.0600e-003		725.3972
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	0.0401	0.0361	0.4826	9.7000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		79.9430	79.9430	3.8600e-003		80.0241
Total	**0.2782**	**2.4955**	**3.6205**	**8.1900e-003**	**0.2494**	**0.0388**	**0.2882**	**0.0676**	**0.0356**	**0.1032**		**805.2339**	**805.2339**	**8.9200e-003**		**805.4213**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.0530**	**0.8338**	**0.8868**	**5.7300e-003**	**0.7671**	**0.7728**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0180	0.2413	4.9000e-004	0.0380	2.8000e-004	0.0383	0.0101	2.6000e-004	0.0104		39.9715	39.9715	1.9300e-003		40.0121
Total	**0.0200**	**0.0180**	**0.2413**	**4.9000e-004**	**0.0380**	**2.8000e-004**	**0.0383**	**0.0101**	**2.6000e-004**	**0.0104**		**39.9715**	**39.9715**	**1.9300e-003**		**40.0121**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.0530**	**0.8338**	**0.8868**	**5.7300e-003**	**0.7671**	**0.7728**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0180	0.2413	4.9000e-004	0.0380	2.8000e-004	0.0383	0.0101	2.6000e-004	0.0104		39.9715	39.9715	1.9300e-003		40.0121
Total	**0.0200**	**0.0180**	**0.2413**	**4.9000e-004**	**0.0380**	**2.8000e-004**	**0.0383**	**0.0101**	**2.6000e-004**	**0.0104**		**39.9715**	**39.9715**	**1.9300e-003**		**40.0121**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0401	0.0361	0.4826	9.7000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		79.9430	79.9430	3.8600e-003		80.0241
Total	**0.0401**	**0.0361**	**0.4826**	**9.7000e-004**	**0.0761**	**5.6000e-004**	**0.0766**	**0.0202**	**5.1000e-004**	**0.0207**		**79.9430**	**79.9430**	**3.8600e-003**		**80.0241**

3.4 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0401	0.0361	0.4826	9.7000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		79.9430	79.9430	3.8600e-003		80.0241
Total	**0.0401**	**0.0361**	**0.4826**	**9.7000e-004**	**0.0761**	**5.6000e-004**	**0.0766**	**0.0202**	**5.1000e-004**	**0.0207**		**79.9430**	**79.9430**	**3.8600e-003**		**80.0241**

3.5 Building Construction - 2016

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	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.1933	1.2851	2.2547	3.3500e-003	0.0940	0.0211	0.1151	0.0268	0.0193	0.0461		334.0534	334.0534	2.6300e-003		334.1086
Worker	0.1643	0.1478	1.9785	3.9900e-003	0.3119	2.2900e-003	0.3142	0.0827	2.1100e-003	0.0848		327.7664	327.7664	0.0158		328.0989
Total	**0.3576**	**1.4329**	**4.2333**	**7.3400e-003**	**0.4059**	**0.0234**	**0.4292**	**0.1095**	**0.0215**	**0.1309**		**661.8198**	**661.8198**	**0.0185**		**662.2076**

3.5 Building Construction - 2016

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	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.1933	1.2851	2.2547	3.3500e-003	0.0940	0.0211	0.1151	0.0268	0.0193	0.0461		334.0534	334.0534	2.6300e-003		334.1086
Worker	0.1643	0.1478	1.9785	3.9900e-003	0.3119	2.2900e-003	0.3142	0.0827	2.1100e-003	0.0848		327.7664	327.7664	0.0158		328.0989
Total	**0.3576**	**1.4329**	**4.2333**	**7.3400e-003**	**0.4059**	**0.0234**	**0.4292**	**0.1095**	**0.0215**	**0.1309**		**661.8198**	**661.8198**	**0.0185**		**662.2076**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.1667	1.1381	2.0191	3.3400e-003	0.0940	0.0178	0.1118	0.0268	0.0163	0.0431		328.4318	328.4318	2.4500e-003		328.4832
Worker	0.1465	0.1321	1.7712	3.9900e-003	0.3119	2.2100e-003	0.3141	0.0827	2.0400e-003	0.0848		314.8386	314.8386	0.0145		315.1420
Total	**0.3132**	**1.2702**	**3.7903**	**7.3300e-003**	**0.4059**	**0.0200**	**0.4259**	**0.1095**	**0.0184**	**0.1278**		**643.2704**	**643.2704**	**0.0169**		**643.6252**

3.5 Building Construction - 2017

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.1667	1.1381	2.0191	3.3400e-003	0.0940	0.0178	0.1118	0.0268	0.0163	0.0431		328.4318	328.4318	2.4500e-003		328.4832
Worker	0.1465	0.1321	1.7712	3.9900e-003	0.3119	2.2100e-003	0.3141	0.0827	2.0400e-003	0.0848		314.8386	314.8386	0.0145		315.1420
Total	**0.3132**	**1.2702**	**3.7903**	**7.3300e-003**	**0.4059**	**0.0200**	**0.4259**	**0.1095**	**0.0184**	**0.1278**		**643.2704**	**643.2704**	**0.0169**		**643.6252**

3.6 Paving - 2016

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	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.6 Paving - 2016

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	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0721	0.0649	0.8686	1.7500e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		143.8975	143.8975	6.9500e-003		144.0434
Total	**0.0721**	**0.0649**	**0.8686**	**1.7500e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**143.8975**	**143.8975**	**6.9500e-003**		**144.0434**

3.7 Architectural Coating - 2016

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	67.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**67.4587**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	0.0321	0.0288	0.3861	7.8000e-004	0.0609	4.5000e-004	0.0613	0.0161	4.1000e-004	0.0166		63.9544	63.9544	3.0900e-003		64.0193
Total	**0.0321**	**0.0288**	**0.3861**	**7.8000e-004**	**0.0609**	**4.5000e-004**	**0.0613**	**0.0161**	**4.1000e-004**	**0.0166**		**63.9544**	**63.9544**	**3.0900e-003**		**64.0193**

3.7 Architectural Coating - 2016

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	67.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**67.4587**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	0.0321	0.0288	0.3861	7.8000e-004	0.0609	4.5000e-004	0.0613	0.0161	4.1000e-004	0.0166		63.9544	63.9544	3.0900e-003		64.0193
Total	**0.0321**	**0.0288**	**0.3861**	**7.8000e-004**	**0.0609**	**4.5000e-004**	**0.0613**	**0.0161**	**4.1000e-004**	**0.0166**		**63.9544**	**63.9544**	**3.0900e-003**		**64.0193**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5599	6.3830	35.0774	0.0666	4.3482	0.0861	4.4343	1.1616	0.0792	1.2407		5,569.0119	5,569.0119	0.2304		5,573.8499
Unmitigated	4.5599	6.3830	35.0774	0.0666	4.3482	0.0861	4.4343	1.1616	0.0792	1.2407		5,569.0119	5,569.0119	0.2304		5,573.8499

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,331.71	1,334.97	969.85	1,969,777	1,969,777
Total	1,331.71	1,334.97	969.85	1,969,777	1,969,777

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504380	0.068251	0.178421	0.147199	0.044767	0.006294	0.020809	0.016358	0.002307	0.002286	0.006181	0.000572	0.002175

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
NaturalGas Unmitigated	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915

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					
Hotel	10654.4	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Total		**0.1149**	**1.0446**	**0.8774**	**6.2700e-003**		**0.0794**	**0.0794**		**0.0794**	**0.0794**		**1,253.4631**	**1,253.4631**	**0.0240**	**0.0230**	**1,261.0915**

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					
Hotel	10.6544	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Total		**0.1149**	**1.0446**	**0.8774**	**6.2700e-003**		**0.0794**	**0.0794**		**0.0794**	**0.0794**		**1,253.4631**	**1,253.4631**	**0.0240**	**0.0230**	**1,261.0915**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Unmitigated	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378

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	0.3676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6400e-003	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Total	**2.4343**	**1.6000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**1.0000e-004**		**0.0378**

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					
Consumer Products	2.0651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6400e-003	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Architectural Coating	0.3676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4343**	**1.6000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**1.0000e-004**		**0.0378**

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

10.0 Vegetation

Hyatt Boutique Hotel

Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	163.00	Room	0.26	96,498.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2017
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed hotel is a boutique hotel located on an existing 0.26 acre parcel in downtown Sacramento and consists of 10 stories and 163 rooms totalling 96,948 square feet.

Construction Phase - Construction activity was provided by the project architect on 4/14/15.

Demolition - A conservative estimate of 66,000 square feet of existing building space is based upon 6 stories and approximately 11,000 square feet of footprint area.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	352.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	PhaseEndDate	7/19/2016	7/12/2016
tblConstructionPhase	PhaseEndDate	6/6/2017	5/25/2017
tblConstructionPhase	PhaseEndDate	2/11/2016	1/29/2016
tblConstructionPhase	PhaseEndDate	6/8/2017	6/21/2016
tblConstructionPhase	PhaseEndDate	2/25/2016	1/28/2016
tblConstructionPhase	PhaseStartDate	6/22/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/30/2016	1/20/2016
tblConstructionPhase	PhaseStartDate	1/29/2016	1/16/2016
tblConstructionPhase	PhaseStartDate	5/26/2017	6/8/2016
tblConstructionPhase	PhaseStartDate	2/12/2016	1/15/2016
tblGrading	AcresOfGrading	5.00	0.50
tblLandUse	LandUseSquareFeet	236,676.00	96,498.00
tblLandUse	LotAcreage	5.43	0.26
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	70.4493	54.1693	43.2184	0.0610	3.8330	3.4447	7.2777	0.9687	3.2246	4.1934	0.0000	6,056.7764	6,056.7764	1.1596	0.0000	6,081.1278
2017	1.6179	14.0569	12.6777	0.0182	0.4059	0.8756	1.2815	0.1095	0.8055	0.9150	0.0000	1,761.4702	1,761.4702	0.3723	0.0000	1,769.2874
Total	**72.0672**	**68.2262**	**55.8961**	**0.0791**	**4.2388**	**4.3203**	**8.5591**	**1.0782**	**4.0301**	**5.1083**	**0.0000**	**7,818.2465**	**7,818.2465**	**1.5318**	**0.0000**	**7,850.4152**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	70.4493	54.1693	43.2184	0.0610	3.8330	3.4447	7.2777	0.9687	3.2246	4.1934	0.0000	6,056.7764	6,056.7764	1.1596	0.0000	6,081.1278
2017	1.6179	14.0569	12.6777	0.0182	0.4059	0.8756	1.2815	0.1095	0.8055	0.9150	0.0000	1,761.4702	1,761.4702	0.3723	0.0000	1,769.2874
Total	**72.0672**	**68.2262**	**55.8961**	**0.0791**	**4.2388**	**4.3203**	**8.5591**	**1.0782**	**4.0301**	**5.1083**	**0.0000**	**7,818.2465**	**7,818.2465**	**1.5318**	**0.0000**	**7,850.4152**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Energy	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Mobile	4.2596	7.2390	39.5947	0.0602	4.3482	0.0870	4.4352	1.1616	0.0800	1.2416		5,048.1372	5,048.1372	0.2306		5,052.9805
Total	**6.8088**	**8.2837**	**40.4890**	**0.0665**	**4.3482**	**0.1664**	**4.5147**	**1.1616**	**0.1595**	**1.3210**		**6,301.6361**	**6,301.6361**	**0.2548**	**0.0230**	**6,314.1097**

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	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Energy	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Mobile	4.2596	7.2390	39.5947	0.0602	4.3482	0.0870	4.4352	1.1616	0.0800	1.2416		5,048.1372	5,048.1372	0.2306		5,052.9805
Total	**6.8088**	**8.2837**	**40.4890**	**0.0665**	**4.3482**	**0.1664**	**4.5147**	**1.1616**	**0.1595**	**1.3210**		**6,301.6361**	**6,301.6361**	**0.2548**	**0.0230**	**6,314.1097**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	2/11/2016	5	30	Demolition of existing hotels
2	Site Preparation	Site Preparation	1/15/2016	1/28/2016	5	10	Utilities
3	Grading	Grading	1/16/2016	1/29/2016	5	10	Backfilling basement
4	Building Construction	Building Construction	1/20/2016	5/25/2017	5	352	Hotel construction
5	Paving	Paving	6/8/2016	6/21/2016	5	10	Alley and service way
6	Architectural Coating	Architectural Coating	6/15/2016	7/12/2016	5	20	treating old facades and finishing exterior

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 144,747; Non-Residential Outdoor: 48,249 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	300.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	41.00	16.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2578	0.0000	2.2578	0.3419	0.0000	0.3419			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**2.2578**	**0.8039**	**3.0617**	**0.3419**	**0.7674**	**1.1092**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.2956	2.6786	4.0901	7.2200e-003	0.1734	0.0384	0.2117	0.0474	0.0352	0.0827		723.5257	723.5257	5.1400e-003		723.6335
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	0.0350	0.0447	0.4356	8.5000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		70.1890	70.1890	3.8600e-003		70.2701
Total	**0.3305**	**2.7233**	**4.5257**	**8.0700e-003**	**0.2494**	**0.0389**	**0.2883**	**0.0676**	**0.0358**	**0.1034**		**793.7147**	**793.7147**	**9.0000e-003**		**793.9037**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2578	0.0000	2.2578	0.3419	0.0000	0.3419			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**2.2578**	**0.8039**	**3.0617**	**0.3419**	**0.7674**	**1.1092**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.2956	2.6786	4.0901	7.2200e-003	0.1734	0.0384	0.2117	0.0474	0.0352	0.0827		723.5257	723.5257	5.1400e-003		723.6335
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	0.0350	0.0447	0.4356	8.5000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		70.1890	70.1890	3.8600e-003		70.2701
Total	**0.3305**	**2.7233**	**4.5257**	**8.0700e-003**	**0.2494**	**0.0389**	**0.2883**	**0.0676**	**0.0358**	**0.1034**		**793.7147**	**793.7147**	**9.0000e-003**		**793.9037**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.0530**	**0.8338**	**0.8868**	**5.7300e-003**	**0.7671**	**0.7728**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0175	0.0224	0.2178	4.3000e-004	0.0380	2.8000e-004	0.0383	0.0101	2.6000e-004	0.0104		35.0945	35.0945	1.9300e-003		35.1351
Total	**0.0175**	**0.0224**	**0.2178**	**4.3000e-004**	**0.0380**	**2.8000e-004**	**0.0383**	**0.0101**	**2.6000e-004**	**0.0104**		**35.0945**	**35.0945**	**1.9300e-003**		**35.1351**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.0530**	**0.8338**	**0.8868**	**5.7300e-003**	**0.7671**	**0.7728**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

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	0.0175	0.0224	0.2178	4.3000e-004	0.0380	2.8000e-004	0.0383	0.0101	2.6000e-004	0.0104		35.0945	35.0945	1.9300e-003		35.1351
Total	**0.0175**	**0.0224**	**0.2178**	**4.3000e-004**	**0.0380**	**2.8000e-004**	**0.0383**	**0.0101**	**2.6000e-004**	**0.0104**		**35.0945**	**35.0945**	**1.9300e-003**		**35.1351**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0350	0.0447	0.4356	8.5000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		70.1890	70.1890	3.8600e-003		70.2701
Total	**0.0350**	**0.0447**	**0.4356**	**8.5000e-004**	**0.0761**	**5.6000e-004**	**0.0766**	**0.0202**	**5.1000e-004**	**0.0207**		**70.1890**	**70.1890**	**3.8600e-003**		**70.2701**

3.4 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

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	0.0350	0.0447	0.4356	8.5000e-004	0.0761	5.6000e-004	0.0766	0.0202	5.1000e-004	0.0207		70.1890	70.1890	3.8600e-003		70.2701
Total	**0.0350**	**0.0447**	**0.4356**	**8.5000e-004**	**0.0761**	**5.6000e-004**	**0.0766**	**0.0202**	**5.1000e-004**	**0.0207**		**70.1890**	**70.1890**	**3.8600e-003**		**70.2701**

3.5 Building Construction - 2016

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	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.2545	1.3778	3.2915	3.3400e-003	0.0940	0.0214	0.1154	0.0268	0.0196	0.0464		331.1429	331.1429	2.7100e-003		331.1998
Worker	0.1434	0.1834	1.7860	3.5000e-003	0.3119	2.2900e-003	0.3142	0.0827	2.1100e-003	0.0848		287.7750	287.7750	0.0158		288.1075
Total	**0.3978**	**1.5612**	**5.0775**	**6.8400e-003**	**0.4059**	**0.0237**	**0.4295**	**0.1095**	**0.0217**	**0.1312**		**618.9179**	**618.9179**	**0.0185**		**619.3073**

3.5 Building Construction - 2016

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	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

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	0.2545	1.3778	3.2915	3.3400e-003	0.0940	0.0214	0.1154	0.0268	0.0196	0.0464		331.1429	331.1429	2.7100e-003		331.1998
Worker	0.1434	0.1834	1.7860	3.5000e-003	0.3119	2.2900e-003	0.3142	0.0827	2.1100e-003	0.0848		287.7750	287.7750	0.0158		288.1075
Total	**0.3978**	**1.5612**	**5.0775**	**6.8400e-003**	**0.4059**	**0.0237**	**0.4295**	**0.1095**	**0.0217**	**0.1312**		**618.9179**	**618.9179**	**0.0185**		**619.3073**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.2174	1.2193	3.0517	3.3300e-003	0.0940	0.0180	0.1120	0.0268	0.0165	0.0433		325.5589	325.5589	2.5300e-003		325.6120
Worker	0.1266	0.1638	1.5865	3.5000e-003	0.3119	2.2100e-003	0.3141	0.0827	2.0400e-003	0.0848		276.3802	276.3802	0.0145		276.6835
Total	**0.3440**	**1.3831**	**4.6382**	**6.8300e-003**	**0.4059**	**0.0202**	**0.4261**	**0.1095**	**0.0186**	**0.1281**		**601.9391**	**601.9391**	**0.0170**		**602.2956**

3.5 Building Construction - 2017

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

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	0.2174	1.2193	3.0517	3.3300e-003	0.0940	0.0180	0.1120	0.0268	0.0165	0.0433		325.5589	325.5589	2.5300e-003		325.6120
Worker	0.1266	0.1638	1.5865	3.5000e-003	0.3119	2.2100e-003	0.3141	0.0827	2.0400e-003	0.0848		276.3802	276.3802	0.0145		276.6835
Total	**0.3440**	**1.3831**	**4.6382**	**6.8300e-003**	**0.4059**	**0.0202**	**0.4261**	**0.1095**	**0.0186**	**0.1281**		**601.9391**	**601.9391**	**0.0170**		**602.2956**

3.6 Paving - 2016

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	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0629	0.0805	0.7841	1.5400e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		126.3402	126.3402	6.9500e-003		126.4862
Total	**0.0629**	**0.0805**	**0.7841**	**1.5400e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**126.3402**	**126.3402**	**6.9500e-003**		**126.4862**

3.6 Paving - 2016

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	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

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	0.0629	0.0805	0.7841	1.5400e-003	0.1369	1.0100e-003	0.1379	0.0363	9.2000e-004	0.0373		126.3402	126.3402	6.9500e-003		126.4862
Total	**0.0629**	**0.0805**	**0.7841**	**1.5400e-003**	**0.1369**	**1.0100e-003**	**0.1379**	**0.0363**	**9.2000e-004**	**0.0373**		**126.3402**	**126.3402**	**6.9500e-003**		**126.4862**

3.7 Architectural Coating - 2016

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	67.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**67.4587**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	0.0280	0.0358	0.3485	6.8000e-004	0.0609	4.5000e-004	0.0613	0.0161	4.1000e-004	0.0166		56.1512	56.1512	3.0900e-003		56.2161
Total	**0.0280**	**0.0358**	**0.3485**	**6.8000e-004**	**0.0609**	**4.5000e-004**	**0.0613**	**0.0161**	**4.1000e-004**	**0.0166**		**56.1512**	**56.1512**	**3.0900e-003**		**56.2161**

3.7 Architectural Coating - 2016

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	67.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**67.4587**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

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	0.0280	0.0358	0.3485	6.8000e-004	0.0609	4.5000e-004	0.0613	0.0161	4.1000e-004	0.0166		56.1512	56.1512	3.0900e-003		56.2161
Total	**0.0280**	**0.0358**	**0.3485**	**6.8000e-004**	**0.0609**	**4.5000e-004**	**0.0613**	**0.0161**	**4.1000e-004**	**0.0166**		**56.1512**	**56.1512**	**3.0900e-003**		**56.2161**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2596	7.2390	39.5947	0.0602	4.3482	0.0870	4.4352	1.1616	0.0800	1.2416		5,048.1372	5,048.1372	0.2306		5,052.9805
Unmitigated	4.2596	7.2390	39.5947	0.0602	4.3482	0.0870	4.4352	1.1616	0.0800	1.2416		5,048.1372	5,048.1372	0.2306		5,052.9805

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,331.71	1,334.97	969.85	1,969,777	1,969,777
Total	1,331.71	1,334.97	969.85	1,969,777	1,969,777

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504380	0.068251	0.178421	0.147199	0.044767	0.006294	0.020809	0.016358	0.002307	0.002286	0.006181	0.000572	0.002175

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
NaturalGas Unmitigated	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915

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					
Hotel	10654.4	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Total		**0.1149**	**1.0446**	**0.8774**	**6.2700e-003**		**0.0794**	**0.0794**		**0.0794**	**0.0794**		**1,253.4631**	**1,253.4631**	**0.0240**	**0.0230**	**1,261.0915**

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					
Hotel	10.6544	0.1149	1.0446	0.8774	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,253.4631	1,253.4631	0.0240	0.0230	1,261.0915
Total		**0.1149**	**1.0446**	**0.8774**	**6.2700e-003**		**0.0794**	**0.0794**		**0.0794**	**0.0794**		**1,253.4631**	**1,253.4631**	**0.0240**	**0.0230**	**1,261.0915**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Unmitigated	2.4343	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378

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	0.3676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6400e-003	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Total	**2.4343**	**1.6000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**1.0000e-004**		**0.0378**

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					
Consumer Products	2.0651					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6400e-003	1.6000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0378
Architectural Coating	0.3676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4343**	**1.6000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**1.0000e-004**		**0.0378**

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

10.0 Vegetation

Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Appendix D – Review and Evaluation of Hotel Clayton / Hotel Marshall Eligibility to California Register of Historical Resources

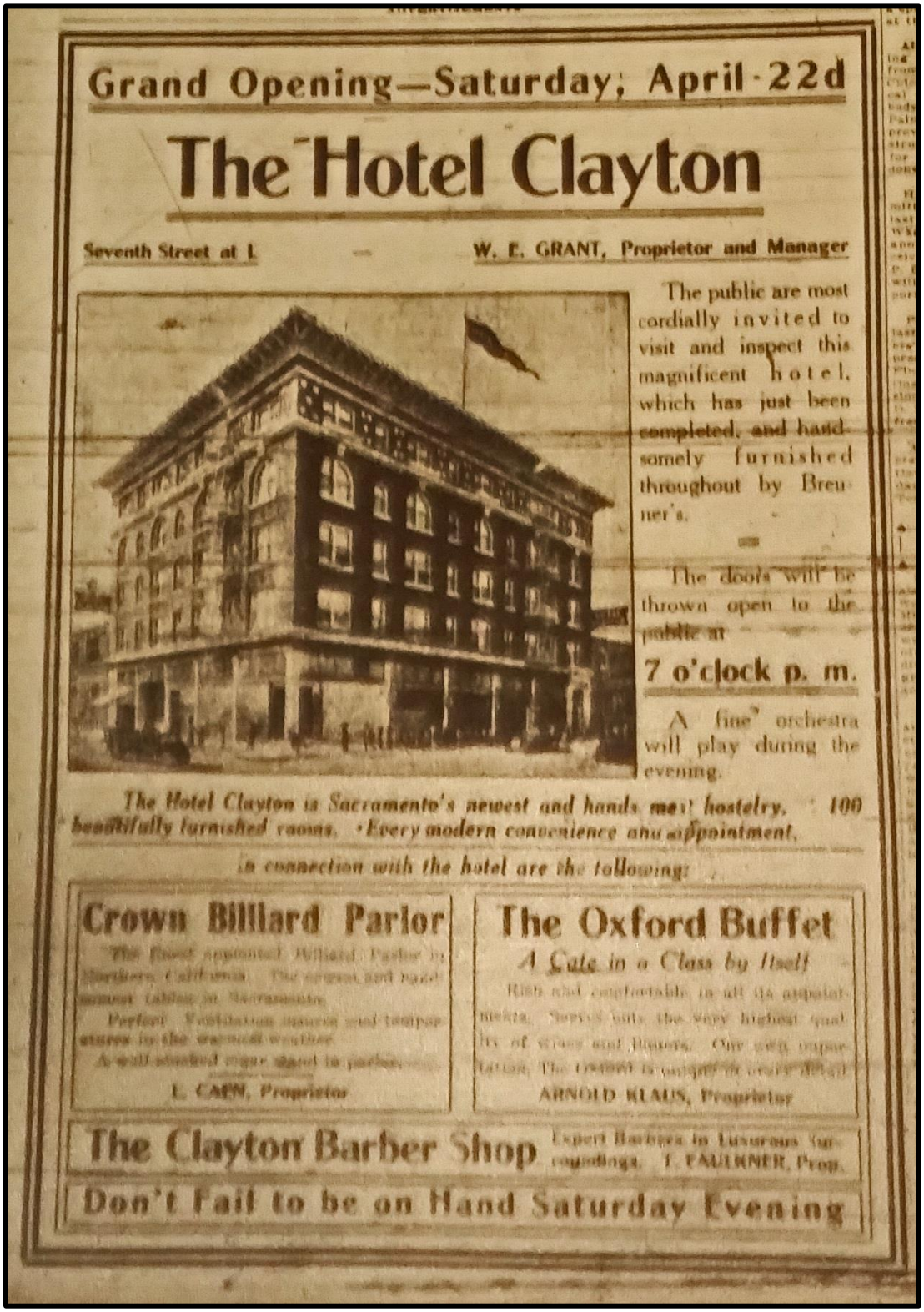
REVIEW AND EVALUATION

HOTEL CLAYTON/HOTEL MARSHALL

ELIGIBILITY TO CALIFORNIA REGISTER OF HISTORICAL RESOURCES

March 17, 2015

HISTORIC
ENVIRONMENT
CONSULTANTS



Grand Opening—Saturday, April 22d

The Hotel Clayton

Seventh Street at L — W. E. GRANT, Proprietor and Manager

The public are most cordially invited to visit and inspect this magnificent hotel, which has just been completed, and handsomely furnished throughout by Breuner's.

The doors will be thrown open to the public at

7 o'clock p. m.

A fine orchestra will play during the evening.

The Hotel Clayton is Sacramento's newest and handsomest hostelry. 100 beautifully furnished rooms. Every modern convenience and appointment.

In connection with the hotel are the following:

Crown Billiard Parlor

The finest appointed Billiard Parlor in Northern California. The newest and handsomest tables in Sacramento.

Perfect Ventilation insures cool temperatures in the warmest weather.

A well stocked cigar stand in parlor.

L. CAEN, Proprietor

The Oxford Buffet

A Cafe in a Class by Itself

Rich and comfortable in all its appointments. Serves only the very highest quality of wines and liquors. Our own importation. The cuisine is unsurpassed in every detail.

ARNOLD KLAUS, Proprietor

The Clayton Barber Shop — Expert Barbers in Luxurious Surroundings. I. FAULKNER, Prop.

Don't Fail to be on Hand Saturday Evening

REVIEW AND EVALUATION OF HOTEL CLAYTON/HOTEL MARSHALL

ELIGIBILITY TO CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Introduction

The Hotel Marshall is designated in the Sacramento Register of Historic and Cultural Resources as a Landmark. It was designed by a prominent architect, Charles W. Dickey, whose work has been acknowledged by the designation of 20 National Register of Historic Places properties and properties which he designed in seven National Register Historic Districts. The Hotel was built by Hattie Clayton Gardiner, the daughter of Sarah Clayton after whom she named the building. Her mother Sarah was a locally significant woman with important community contributions in charity having been instrumental in the construction of a new Sacramento County hospital, special services for orphaned children managing the Protestant Orphan Asylum, lobbying the legislature for laws governing such works, and the development of the Sacramento Children's Home.

The building is located on the northwest corner of 7th and L Streets in downtown Sacramento, and its conversion to a tourist hotel is currently proposed. This change would result in the removal of its current interior configuration and the construction of a somewhat taller, narrower structure adjacent to it on the north replacing the current Jade Hotel, and new construction on the top of the hotel on the north and west. The resultant combination is proposed to be designated as the Hyatt Place Hotel.

The existing east and south, corner street façades of the architecturally significant Hotel Marshall are proposed to be retained and rehabilitated as needed. The existing interior hallways, rooms, stairs and lobby, as well as ground floor tenant spaces are proposed to be reconfigured. Changes proposed to the interior and the addition of the exterior construction will not physically affect the existing significant primary exterior façades. The primary facades on 7th and L Streets constitute the building's significant features and characteristics, and are proposed to be retained and rehabilitated. The overall image of the hotel would be somewhat affected by the new construction, part of which is proposed to rise above it, and part of it adjacent to its northern elevation, but all of which is proposed to be set back from the southeast corner of the building.

California Register of Historical Resources

The Hotel Marshall is evaluated as to its eligibility for listing in the California Register of Historical Resources.

California Register of Historical Resources Eligibility Criteria

A historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States, or
2. It is associated with the lives of persons important to local, California, or national history, or
3. It embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master, or possesses high artistic values, or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Integrity: California Register of Historical Resources

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. Integrity of those features that provide significance to a historic resource is a critical element in the determination of eligibility for its listing in an historical Register. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

"It is possible that historical resources may not retain sufficient integrity to meet criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."

Sacramento City Code considerations

The Sacramento City Code defines the process of development project review with regard to buildings listed in the Sacramento Register, including reviews involving interiors.

City Code, Title 17, Section 17.108.090"H" includes definitions regarding discretionary review of historic properties' interior:

"Historic Preservation" related definitions: 7. "Development project" subsection d; 8."Feature or characteristic":

The remodel, repair, rehabilitation or any other modification of the interior of a landmark or contributing resource where the interior constitutes "features or characteristics" as defined herein and is accessible to or is made available to the public.

> "Features or characteristics" means fixtures, components or appurtenances attached to, contiguous with, or otherwise related to a structure or property including but not limited to landscaping, setbacks, massing, distinguishing aspects, roof attributes, materials, moldings, sculptures, fountains, light fixtures, windows and monuments.
>
> **"Features or characteristics" may include historically or architecturally significant interior areas that are accessible to or made available to the public**, including areas commonly used as public spaces such as lobbies, meeting rooms, gathering rooms, public hallways, great halls, bank lobbies, or other similar spaces.

This report is an historical evaluation of the building, its eligibility considerations, including integrity, its significant features and characteristics, and in particular, an evaluation as to whether there may or may not be, "historically or architecturally, significant interior areas that are accessible to or made available to the public…"

Description of Hotel Marshall:

Exterior:

The Hotel Clayton, later known as the Marshall Hotel, was built between 1910 and 1911 on a busy block in downtown Sacramento. Located on the northwestern corner of 7th and L Streets, the building is listed in the Sacramento Register of Historical and Cultural Resources. The building is a five story reinforced concrete and brick structure with a steel frame, and built on a concrete pile foundation. At the time, it was welcomed as an attractive new addition to the rising importance and chic of Sacrament's up and coming downtown. The design is reflective of aspects of the Chicago School of Architecture. Surfaced with brick, the building carries some classically derived ornament in cornices, eaves and keystones. The ground floor originally contained large glass store front windows along the street face with clerestory windows above. The street level contained access to shops, with entrances to a billiard parlor, restaurant, and barbershop.

The Hotel has two public facades; an east elevation and a south elevation. The west (rear) facades include large plain concrete surfaces and a light well, and the north façade is a concrete wall with room windows obscured by the adjacent Jade Hotel. There is a space between these two buildings behind their east facades that serves as a light well.

The design on the east and south elevations of the five story building divides the building compositionally into three horizontal segments. The street level with its show windows, clerestory and cast iron pilasters up to a wide projecting belt course. The next division contains three floors up to the next projecting belt course, including the upper row of arched windows with keystones. The top division contains rectangular windows (originally with window boxes), between decoratively painted brick wall patterns, a frieze and dentils, and the projecting cornice with its shaped metal brackets. Two somewhat ornamental metal fire escapes are each mounted on the south and east elevations.

Originally the wide horizontal strip just above the show windows contained a space for retractable awnings and clerestory windows that provided extra light to the interior, a detail common to such shop fronts of the era. Currently the area containing those windows is painted or covered with various materials and is not visible. Narrow metal strips pressed with a Greek key design cover the seams of the later material. Cast metal pilasters and capitals dividing the window sections exhibit Classical design features. They support a soldier course of brick that arches above the two street facades, a strip of brick above it, and a shallow terra cotta or cast concrete belt course displaying classical design elements. When it first opened, the Hotel contained ground floor businesses such as the Crown Billiard Parlor (operated by San Francisco columnist Herb Caen's father), The Clayton Barber Shop, and the Oxford Buffet, all now gone and the spaces altered.

The middle three floors contain double hung windows arranged horizontally with alternating pairs and single windows. A running soldier course serves as a sill for 2nd floor windows. Spandrels between the floors contain round, centered, terra cotta or concrete

plaster medallions. The 4th floor windows are arched with decorative scrolled keystones beneath the uppermost belt course. The 5th floor appears shorter due to shorter windows beneath a deeply overhanging cornice. Windows are shorter and spaces between contain painted white brick squares in a repetitive pattern on both facades.

The cornice on both the east and south street facades is punctuated by small medallions along the outer edge, and supported by "brackets" that appear to be of heavy timber above a row of dentils. The "brackets" are part of a thin metal covering over the angled wood braces that actually support the cornice but are designed to resemble heavy wood support brackets. Round three-dimensional metal forms are mounted between each "bracket."

There are two fire escapes; one on each of the street facades, east and south, supported by ornamental metal brackets, and from historical photographs, appear to be original.

A projecting canopy with the 'Hotel Marshall' name projects from the building above the street in front of the entry on 7th Street. It is not original. In back of the sign, classical pilasters frame terra cotta or cast concrete door moldings and contain a scrolled keystone feature. A sign above that doorway is an old surface containing obscured letters that read "Hotel Clayton."

A sign with neon identifying the "Hotel Marshall" projects from the 7th and L Street corner above the market and street corner. It is not original but may date from the early 1950s when the hotel's name changed from the Hotel Clayton to the Hotel Marshall. The sign is not mentioned in a building permit.

There are ground floor areas within the hotel footprint formerly occupied by various storefront tenants. The spaces were originally divided along the street face by cast iron pilasters into essentially equal widths or bays for occupation by different tenants. There were five fronts or bays and the Hotel entry along 7th Street, and five bays plus the backstairs entry along L Street. The only currently occupied space is the corner market inserted in the street level space on the corner of 7th and L Streets. The interior of this small market does not contain any design remnants of the original interior, nor any other historically significant features. A door at the rear leads to a storage room. In this storage room there are some wood strips attached to one wall about chest height. Prior to the corner market tenant, the space served as a restaurant, the Hofbrau, from 1953 at least through 1982. The restaurant may have also occupied one or two storefront spaces on L Street to the west.

The small street-level windowed space just north of the market most recently housed a passport photo shop, and has an access door to the market as well as its street entry. This interior space displays blank walls and does not contain any decorative or historically significant features. There is no access to the interior of the building from this space. The space formerly occupied by the passport photo shop housed a barbershop for many years, and then a watch shop, and later various liquor stores.

The street level space between the hotel lobby and the former passport photo shop at 1128 7th Street is a larger vacant space that housed a card room after being apparently occupied for about eight years (1949-1957) by the Club Clayton, a former hangout for local and

some great visiting jazz musicians like Louis Armstrong and Billie Holliday according to Sacramento historian Bill Burg. A hall with glass and wood double doors leads from the sidewalk into the space. A small room inside the main space has red flocked wallpaper and a one way mirror that looks into the entry hallway. This former Club/cardroom space contains portions of some partitions, a partial ceiling, some wood framework and hotel storage items. There are no remaining features of the original hotel uses within this space, which then served as a card room from about 1960 until 1975, and it is not known whether there are any remnants of the Club Clayton interiors remaining. There are four building permits to remodel the Club Clayton from 1948 to 1958: 1948 for $5,000 (fire damage); 1949 for $ 5,000 (interior remodel); 1950 for $1,000 (Clayton Club café remodel); and 1958 for $ 10,000 (remodel existing 1st floor & card room). There appears to be no access into the Hotel lobby from this space.

Along the L Street exterior, the first three spaces to the west contain solid patterned-brick walls reflecting patterns on the façade above it and originally including white squares, like those on the top floor liquor store. The interior of the current market lies behind these three brick panels. There was an original door opening inserted on the side of the brick paneled bay farthest to the west. Adjacent to these solid brick bays there were two more divided storefront bays that accessed most recently a middle east restaurant with an entry and window in one bay and two windows and a solid panel in the other bay. There are large louvered panels in the clerestory space above the storefront. This space may have once been part of the Hofbrau restaurant on the corner of 7th and L Streets. This now vacant interior space does not contain any vestiges of original or notable design features. There is one pair of paned glass double doors that lead to the former card room hallway to the east and 7th Street. There is a hallway to the west that leads to the back stairway hall. There are two fairly recent paintings of middle eastern sites painted on interior walls. A former kitchen/cooking area in the front of this space would have been visible from the street. There are no vestiges of former ornamentation such as Hotel features, or from some earlier significant tenant, in this space, and there is no direct access into the Hotel except up the back stairs.

The last street level hotel space to the west contains a doorway, hall and interior backway stairs to the upper floors. There are no ornamental or notable design features in the hallway.

The rear (western-most) façade of the hotel is a concrete “partywall” along the property line. A light well opening perpendicular to the west wall provides light to interior hotel rooms. The light well exterior walls are surfaced in brick-patterned metal sheeting. The northern façade is also a “partywall” along the property line and is largely obscured by the adjacent Jade Hotel. The wall is also concrete and contains windows which are fitted with sliding metal-covered (fireproof) doors to close in case of fire. The space between the hotels creates a light well between the two buildings, each of which have rooms looking out on this space and the skylight below.

The building appears to generally be in fair condition, but in need of repairs and maintenance.

Interior:

The Hotel entrance leads directly into the lobby which is relatively small for the size of the building. The lobby contains a tall room with a check-in desk at the back wall that is not original, an interior bathroom and boiler room at the rear, access to stairs to the upper floors, and an elevator. The entry partly faces the east wall of the elevator shaft, and opens into the north side of the lobby. The first shallow stair landing is partly bounded by a small section of curved Art Deco style metal balustrade. This detail is not original and may date to a major 1948 remodeling. A stairway with simple slender wood balusters leads upstairs beyond the lobby.

One tall square post between the entrance and the elevator contains a surrounding projecting molding part way between the ceiling and average room height, and tall narrow indentations on each of the four sides. There are applied wood strips framing the entrance. Molding with slightly raised edges surrounds the elevator door opening and an adjacent blank wall of equal size, with an angled mirror above it. The molding detail surrounding the elevator occurs at each floor. Molding with the same pattern surrounds all of the hallway doors in the Hotel except for the fifth floor where the molding is just flat boards. Exposed piping has been added in varying locations beneath the ceiling.

The Hotel lobby interior has been substantially modified and its original image is difficult to reconstitute from observation. The only known photo of the lobby is an obscured image overlaid on a circa1952 postcard which shows drapes festooned over the street window on the east side of the lobby. Essentially, it appears that, while there may be vestiges of some possibly original detail remaining in some places, the tall plain lobby room with the entry desk along the back wall has been altered such that it lacks its original design character and integrity. There is a service hallway to the north and back of the lobby leading to the boiler room and a bathroom. There are skylights above both rooms. The hall wall to this area back of the clerk desk wall is surfaced with a wainscot of plain vertical wood strips above a bench-like box that contains the sewer lines.

The interior hallways, essentially double-loaded corridors, have the same configuration on each of the four floors above ground floor level. The main hall is a central north/south hallway from which two narrower east/west halls extend. The southernmost hall extends between rooms along L Street and the rooms along the central light well. The northern-most hall extends between rooms on the north side of the light well and the north elevation of the building which is adjacent to the Jade Hotel, the space between forming another quasi-light well.

The halls are fairly wide, carpeted, and in fair condition. The walls are covered with paper or a similar material and treated with a slightly gritty textured material and paint. These walls appear to have been resurfaced according to examination of some damaged and areas with missing fabric. Hall doors and transoms, which have been fixed shut, are surrounded by molding of a standard simple pattern with raised edges on each side that is also used in the elevator surrounds and on the doors of each floor except the fifth floor. The door molding surrounds on the fifth floor lack the raised edge pattern. The halls contain two different lines of plain molding along the walls just below the ceiling, and a

wider, simply articulated, base molding. Woodwork is minimal, simple, and without distinctive design. Finishes are plain, painted, and there is no distinctive ornamentation. Some damaged doors have been covered with slabs of various materials. Exposed pipes and conduit for different purposes are mounted along the halls, either along the walls or beneath the ceiling. There are steam radiators in halls and rooms.

A portion of the wall surface material on the second floor hallway has been removed, revealing a smooth surface beneath that contains the presence or shadow of an embedded wainscot-high strip of wood, suggesting a different original wall treatment. There is another such disturbance on the fourth floor hallway.

Shared bathrooms are plain, functional, with some original fixtures and some replacements. Some contain showers, others tubs, both with claw feet and free-standing and some encased in cabinetry. Rooms typically contain wood board floors, picture railings, a steam radiator, a closet and a small sink. Windows are wood framed and double hung. There is terrazzo flooring in some bathrooms.

Secondary east/west halls access rooms adjacent to the main light well and the space between the Jade and Marshall Hotels. Windows in these rooms look down into the light well to the top of the first floor, and skylights above the stairwell and bathroom behind the lobby. The skylights are partly covered and in poor condition.

There are a small number of room combinations. A few rooms contain a bathroom, or are combined with another room and a bath, as a suite. There is a two room apartment with kitchen on the east end of the fourth floor along L Street, and a room with bath and access to the adjacent room on the fifth floor on the corner. Some rooms on the fourth floor behind the exterior arches contain bathrooms with an adjacent exterior window within the arches. Most of the Hotel's rooms are single and lack a bathroom.

The main stairway between floors contains a balustrade with painted stick-like wood balusters like the one from the lobby to the upper floors. The landings are open to the hallway.

The fire escape on the south elevation contains some decorative metal work in the railings, and is accessed from the end of the main north/south hall window. Access to the east elevation fire escape is only through the windows of rooms 202, 203, 302, and 303, etc.

The elevator to the upper floors and the stairway are used by tenants only. The elevator entry wall has been modified and the elevator, installed in 1958, is not original.

There are numerous steam radiators and small bathroom sinks throughout the building.

Building permits indicate an interior remodeling worth $ 104,000 in 1948 for remodeling due to fire in the hotel.

An historic photo of the lobby of the Land Hotel, formerly on the southwest corner of 10th and K Streets, designed by the same architect the year prior to the Hotel Clayton, displays a luxurious marble-fronted check-in counter, extensive wood paneling, and a coffered

ceiling with elaborate chandeliers. The enhanced lobby of this 1910 hotel, also by Charles Dickey, contrasts with the now altered lobby of the 1911 Hotel Clayton.

History of building

Hotel Clayton/Hotel/Marshall

Beginning in 1876, the Clayton family owned the "Water Cure" building and business operated by Dr. Marion Clayton on the site now occupied by Clayton/Marshall Hotel. After the passing of her father in1892 and as her mother became elderly, Hattie Gardiner, the daughter of Dr. Marion F. and Sarah Clayton, operated the building at 7th & L Streets, the former "Water Cure" business, as a boarding house.

As the manager of her mother's affairs, Gardiner demolished the old "Water Cure" business building and constructed the new building housing the Hotel Clayton in 1911, which she named for her mother. Sarah Clayton was present with her daughters at the Grand Opening of The Clayton Hotel. Clayton died just few months later on October 28, 1911. Her obituary in the Sacramento Bee was headlined: *"Death Summons Orphans' Friend."*

The Hotel Clayton was built by Mrs. Hattie C. Gardiner, the daughter of Dr. Marion F. and Sarah Clayton. Mrs. Gardiner owned the building and leased out the hotel operation. It was common practice in that time for the building investor(s) to sell a long term lease for the hotel to an experienced Proprietor. Such was the case with the Clayton when the Grand Opening advertisements announced W.E Grant as the Proprietor and Manager. The opening of the Hotel was heralded in the Sacramento Bee on April 24, 1911 with a large photograph and proud statements that it was furnished by Breuner's, a prominent furniture store. The opening was intended as a commercial reception to show the public how carefully constructed and beautifully furnished the hotel was. Many of the family's friends came to inspect the new building and offer congratulations. The entire building was decorated with cut flowers and potted plants, and an orchestra in the lobby provided music that wafted through the building. Skyrockets were sent up from the roof during the event. The Bee ads also announced the opening of the Crown Billiard Parlor, the Oxford Buffet and the Clayton Barber Shop located within the Hotel on the ground floor. With the establishment of the businesses and the newspaper publicity, the opening attended by its namesake, Sarah Clayton, must have been quite an event.

It appears that as part of the lease agreement, the lessee had to accept the hotel name, The Clayton, in honor of Mrs. Gardiner's mother. Although she died in 1929, records show that Hattie Gardiner's estate continued to own the property into the later 1930s when ownership was obtained by Capitol City Title Company.

The Clayton became known as the Hotel Marshall during the late 1940s. The name "Hotel Clayton" is still visible on the building wall above the entrance behind the Hotel Marshall canopy sign**.** The Hotel's era of significance is 1911(construction date) until a major fire in 1948 damaged original building fabric, which is also about the time the name changed from Hotel Clayton to Hotel Marshall. The origin of the name "Hotel Marshall" is unknown.

Notable Architectural features and characteristics

The south and east facades of the hotel contain a rich collection of architectural features and characteristics.

Exterior on East and South Facades:

- Brickwork on façade walls from second to fifth floors
- Series of brick arches framing paired windows
- Eave soffits with modillions
- Keystones in form of scrolls
- Terra cotta tile insets
- Terra cotta air vents beneath cornice
- Terra cotta medallions in spandrels
- Areas of patterned brick on L Street elevation
- Decorative metal cornice with brackets
- Dentil course beneath the cornice
- Projecting belt courses, with ornamentation, above street level, and below and above top floor
- Corner post and cast iron pilasters with decorative capitals, applied to ground floor facades, flanking former store windows, and dividing ground floor frontage into standard divisions
- Clerestory window areas above former store front windows
- Original show window areas, delineated by iron pilasters
- Wood sash and frame windows
- Fire escapes: two; one on east and one on south elevation
- Shadow of original Hotel Clayton letters on wall above hotel entry
- Classically derived concrete or plaster molding framing the original entry behind current non-original canopy

Exterior on North Façade:

- Sliding fireproof window covers on north elevation light well

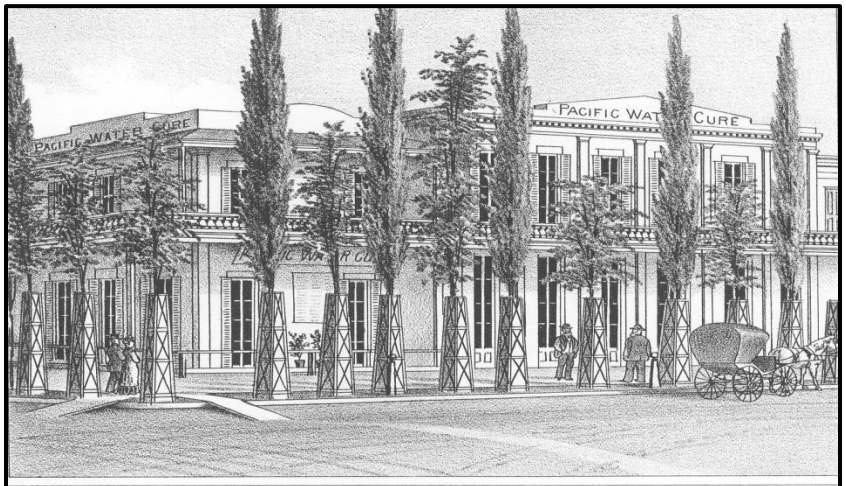
Interior:

- Stair balustrades

These features are important to the image and character of the hotel building.

Significance of the Hotel Clayton/Hotel Marshall:
[California Register criteria]

The Hotel Clayton/Hotel Marshall is significant under Criterion 2 due to its association with the life of a significant Sacramento person, Sarah Clayton, a critical figure in the development of institutions for the care of orphans and foundling children in Sacramento.



VIEW OF THE **PACIFIC WATER CURE** ESTABLISHMENT.
M.F. CLAYTON, M.D. PROPRIETOR. N.W. COR. OF 7TH & L STS. SACRAMENTO, CAL.

The Clayton Hotel was built by Mrs. Hattie C. Gardiner, and named for her mother whose former business was located on the site of the Hotel Clayton/Hotel Marshall.

Hattie was the daughter of Dr. Marion F. and Sarah Clayton, both of whom grew up Crawford County, Ohio where they married in 1851. They had four children. In 1855 Marion graduated from the Eclectic Institute of Medicine in Cincinnati, Ohio. The Eclectic School was primarily an herbalist approach to medicine that disdained the common practices of traditional medicine of the time such as the use of arsenic, mercury and other heavy metals in medicines, as well as emetics to induce vomiting, and the practices of purging and bloodletting. The focus of the Eclectic practice was treatment of the patient rather than the disease.

In 1859, Dr. Clayton left his wife and children behind and embarked on an overland journey to California. Clayton had a difficult journey and his last horse died on him about 200 miles from the closest settlement. He arrived in Placerville with tattered clothing and no shoes. However, he started his medical practice almost immediately. Dr. Clayton's medical practice prospered in Placerville and he acquired "considerable land" in El Dorado County "which proved a good investment" [Willis]. He practiced in Placerville for eight years, relocating to Sacramento in 1867.

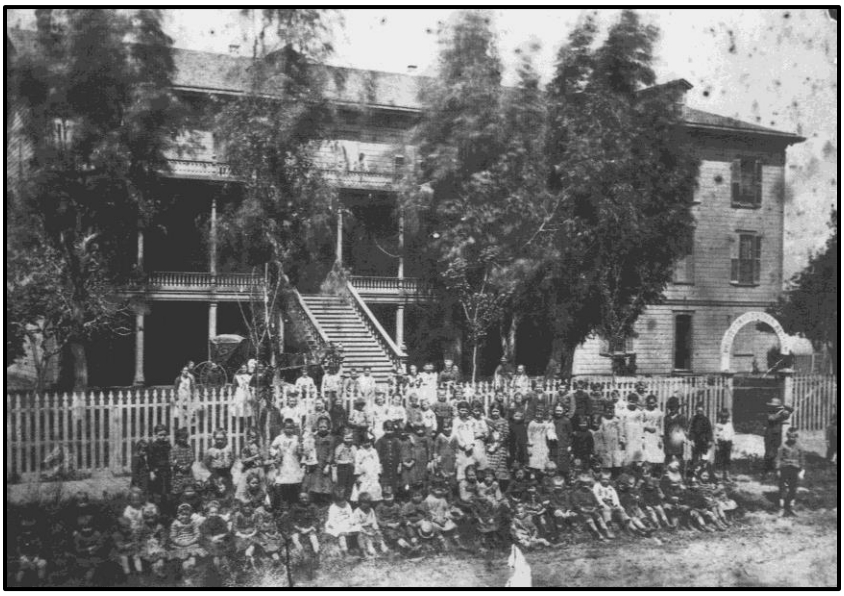
Meanwhile in Ohio, Sarah Clayton kept busy as a local leader in the Sanitary Commission during the Civil War. The commission focused attention on conditions for the soldiers, raised money to provide goods and services, served as battlefield nurses and aided convalescing and returning soldiers. Much like the "Rosie the Riveters" of World War II, women who became leaders in the Sanitary Commission were not content to simply go

home and put on an apron. Many became community leaders and activists. Women who got their start in the Sanitary Commission included Dorothea Dix, Clara Barton, Elizabeth Blackwell, Mary Livermore, Louisa May Alcott and Mary Ann Bickerdyke.

Once Dr. Clayton had his medical practice firmly established in Sacramento, Sarah and the children joined him in 1870. In 1876 Dr. Clayton purchased the Pacific Water Cure and Eclectic Health Institute and made it the center of his practice. The building was located at the northwest corner of 7th & L Streets, on the same parcel that would later contain the Hotel Clayton/Marshall. The building was described by Winfield Davis as "large and commodious" and as having "luxurious parlors, rich and elegant in all their appointments," possibly similar to those of the same architect's Land Hotel. Dr. Clayton was also a leader in establishing the State Eclectic Medical Society and served several terms as its president and vice president. Dr. Clayton was also a Prohibition activist and served on the executive committee of the State's Prohibition political party.

Sarah Clayton helped manage the Pacific Water-Cure center. She was also active in the community. When visiting the sick at the County Hospital at 10th & L Streets she found it to be in poor condition. According to William Willis, she "…persuaded the supervisors with the influence of the press to build a new hospital." Sarah Clayton then headed a public drive to collect donated books and other reading material so that a library could be established at the County Hospital. She is credited as a principal figure in the development of the new Sacramento County hospital.

Clayton was also active with the Protestant Orphan Asylum, being elected to the board of managers and serving for fifteen years. She went to the state legislature to secure passage of legislation favorable to those who aided orphaned children. "We, the managers of the Protestant Orphan's Asylum of Sacramento do earnestly desire your honorable body that you establish a law making it a criminal offense for any man or woman to willfully abandon his or her child or children under the age of ten years…It shall be the duty of officers of the law to seek such offenders and bring them to justice" [1877]. While Sarah Clayton was instrumental with the organization, the orphan's organization



Protestant Orphan's Asylum

built an all new facility, in 1878, at L Street between 18th and 19th that was designed by prominent local architect Nathaniel Goodell.

Later she withdrew from the Orphan's Asylum and joined with others to establish the Sacramento Foundlings Home in 1890. In 1914 the Foundlings home and Orphan's Asylum merged and are known today as the Children's Home, still functioning and located on Sutterville Road. At her death, the *Sacramento Bee* identified her as the "Orphan's Friend."

The Hotel Clayton/ Hotel Marshall appears eligible for listing on the California Register of Historical Resources under Criterion 2, as the building "is associated with the lives of persons important to local, California, or national history," Sarah Clayton.

The Hotel Marshall appears eligible to the California Register under Criterion 3, as it embodies the distinctive characteristics of a type, period, region or method of construction, and represents the work of a master, Charles W. Dickey.

The Clayton/Marshall Hotel is significant as the only remaining example in Sacramento of the work of an important early 20th century architect, Charles W. Dickey. His work is represented by the listing of some twenty individual buildings and seven properties in Historic Districts that are listed in the National Register of Historic Places. While there is apparently little of its original interior materials and finishes remaining, this building is the only remaining building in Sacramento by this architect who designed and built two other buildings in this city, both now demolished. The building, especially evident in the two street facades, is also a good example of architectural design of this era which utilized various elements and features of Chicago School, Classical, and Beaux Arts design.

During the early 20th century, there were a variety of types of living accommodations for those living in an urban environment. There were rooming houses, boarding houses, residential hotels, traveler's hotels and "palaces," functioning to meet a variety of living needs. Hotels were not only used for transient travelers, but became full time residences for many. The neighborhoods around the urban hotels had to provide for the needs of guests that seldom had their own kitchens, washing machines, or other amenities needed for life outside of a home. Consequently many hotels had restaurants and bars on the ground floor – and barbers, cleaners, small markets, etc.

There were many hotels like the Marshall with mostly single rooms, most bathrooms down the hall, and nearby places to dine. Sometimes rooms would be combined to provide a suite of rooms for long term tenants. Some may have had kitchens like the room and kitchen combination on the fourth floor of the Marshall. Hotel building hallways usually are double-loaded interior corridors with a row of rooms with windows facing the

street, and a row of rooms on the inside of the hall that have windows that face a light well. These light wells provide access to light and air for inside rooms and usually extend from the second floor to the top of the building. There are often skylight windows at the bottom of the well that allow natural light into a lower space. Some light wells are closed at the top with another skylight and mainly just allow light. Such light wells are still common to urban hotel or apartment buildings, providing outside light for occupants. Sacramento had a number of hotels similar to the Marshall during the early 20th century like the Sacramento Hotel, Land Hotel, Shasta, Argus, the Western, the Traveler's, the Hotel Berry and dozens of others. However, relatively few benefited from the design of a master architect such as Charles Dickey.

History of architect

Architect Charles W. Dickey was born in Alameda, California in 1871, but at the age of two his family moved to Hawaii where his father operated a mercantile business. While Dickey spent his early years in the Hawaiian culture, his parents sent him to Oakland to attend high school. When he graduated from high school he entered the Massachusetts Institute of Technology to study architecture. Upon graduation in 1894 he worked for a brief period with a couple of firms in Wisconsin and Michigan. In 1896 he returned to Hawaii and joined the Honolulu firm of Clinton Ripley. Working in a wide variety of architectural styles, the Ripley-Dickey partnership played a very influential role in transforming the growing business and residential areas of the city.

Dickey's career can be divided into three phases. The first phase was his partnership with Ripley in Hawaii (1896-1904). This phase featured residences, churches and smaller scale commercial structures and they were most commonly Richardsonian Romanesque designs. The rusticated stone used in these projects was typically local lava rock. The second phase was his twenty years in California (1905-1924). This phase also included residences, churches and public buildings, as well as large multi-story commercial buildings. Many of these structures were built with concrete and steel frames with face brick and terra cotta surface details. The design styles were influenced by Beaux Arts and Chicago School modes. The third phase of Dickey's career was his return to Hawaii in 1926 continuing to his death in 1942. Dickey always used an eclectic variety of architectural styles, but his later Hawaiian phase included a focused effort to develop a uniquely "Hawaiian" style of architecture. This phase included his incorporation of an indigenous roof style into his architectural designs—which has become known as a "Dickey Roof".

<u>Phase I – Hawaii</u>

The Richardsonian Romanesque style was developed by Henry Hobson Richardson in Boston in the 1870s and he achieved his principal landmark structure with Boston Trinity Church which was built 1872-77. The style was most popular from the late 1870s to about

1905, and its epicenter was the northeastern part of the United States. The style was first becoming popular during the time that Dickey attended MIT in Cambridge, Massachusetts. The Cambridge City Hall, built in 1888-89, was an impressive example of Richardson's style. Back in Hawaii Dickey designed several notable buildings in the style including: Bishop Estate Building (1896, National Register of Historic Places-NR); Irwin Block (1897, NR); Progress Block (1897); Pauahi Hall (1898, NR); and Wailuku School (1904, NR).

One of Dickey's attempts to diversify his design palette from the Richardsonian style was the Italianate design of the Stangewald building (1901) which was one of Honolulu's tallest buildings for many years afterward. Dickey's design of the Stangewald building leads one to believe that perhaps Dickey had a desire to break away from the Richardsonian style. An economic recession hit Hawaii beginning in 1903 and before long, Dickey moved to California—where he began to express other design styles.

Phase II - Oakland

Dickey moved to Oakland in 1905 and formed the Dickey & Reed partnership. He worked with Reed on and off for several years, finally operating under his own name from 1909 onward. During his Oakland career, Dickey continued to design projects in Hawaii, however he had moved away from the Richardsonian Romanesque style. In its survey and nomination of the Downtown Oakland Historic District, the Oakland Cultural Heritage Survey credits Dickey with being, *"a major Oakland architect."* While in Oakland, Dickey designed the Claremont Hotel, H.H. Hart residence, H.C. Capwell Store, Hotel Dale (San Francsco, Hotel for W.B. Pringle (San Francisco), Hotel Drake (San Francisco), West Berkeley Bank, Homestead Loan Association, Pacific Telephone, Surety Mortgage Company Building, Piedmont Station, California State Building (Lewis & Clarke Exposition) , First Presbyterian Church (Berkeley), and Epworth M.E. Church (Berkeley). He also designed several building that are listed on the National Register of Historic Places: PG&E Building, Oakland Bank of Savings, Kahn's Department Store, University High School, and three Oakland Public Library Branches: 23rd Avenue, Alden and Golden Gate.

During his Oakland career Dickey also designed three buildings in Sacramento: the Land Hotel (1910), the Nicolaus Building (1911) and the Hotel Clayton (1911). In Stockton he designed the Stockton Savings Bank building. The Land Hotel was a major project for Sacramento. The six-story building had a large footprint and it contained about 300 guest rooms. It also had large meeting rooms and became a nexus for public events and activities.

Of his California projects located outside the Bay Area, only the Hotel Clayton/Marshall Hotel remains and it typifies his style. In comparing Dickey's designs to work performed

by the Beaux Arts specialists, Robert Jay commented, *"Dickey's approach to exterior decoration was by contrast essentially abstract. He seldom used arch forms or other monumental classical elements as a dominant motif, and what decoration was employed was usually confined to individual stories. In fact, in his regular arrangements of stories and his overall empasis on rectilinear simplicity, Dickey was actually closer to the more functional appproach of the Chicago School of commercial architecture…"* This aptly describes Dickey's design approach for the Clayton/Marshall.

Dickey used simple belt courses to break up large expanses of wall and give them the horizontal (i.e. "rectilinear" look of the Chicago school. His use of arched windows is limited to one floor. There is a patterned course of brick which enframes the vertical window units of the second through fourth floor. While they are thus unified, it is still a very subtle touch. Even his entrance to the hotel is limited to the northeast corner, thus allowing the store fronts, with their show windows and clerestories to establish a strong horizontal element at the ground level. The top floor has patterned brick, with some elements painted white, to help emphasize it as a linear unit. In the original design, window boxes were placed beneath each paired window unit on the top floor, further separating it from the floor below.

Dickey designed The Land Hotel and it was completed in August 1910. Also in August, Dickey's sketches for the Clayton Hotel (known originally as the Gardiner Building) were published and a building permit was issued for the Gardner Building. In January of of 1911 an article showed both the incomplete Gardner and Nicolaus buildings. These activities would indicate that Dickey spent a lot of time in Sacramento from 1909 to the spring of 1910. At the time, Dickey was invited to become a member of the prestiguous Sacramento institution The Sutter Club. His membership in the club was evidence of the high regard that business and professional leaders of Sacramento had for Charles Dickey.

In 1915 Dickey designed Hawaii's building for the Panama-California Exposition in San Francisco. This project helped Dickey reestablish contacts with old friends and clients in the islands. Commissions soon followed and Dickey had more time to pursue work in the islands due to a general slow down of building in the Bay Area. When Dickey received the Castle & Cook Building project he brought a new junior partner with him—Hart Wood. Wood stayed in Honolulu and maintained an office there. Back in Oakland Dickey was chosen as the supervising architect for the Oakland Public Schools.

Dickey's design choices for the Oakland schools included influences from Mission, Spanish and Mediterranean styles. Regarding his campuses, Dickey stated, *"What could be more suitable against the backgound of our rolling hills, dark oaks and eucalyptus than a low-lying, picturesque building with walls of golden, pinkish cream and a roof of red brown tile?"* Capsulizing Dickey's campus design, Robert Jay wrote, *"Dickey designed some of the schools as a series of separate units connected by covered corridors. Besides*

*reducing costs, this system also enabled Dickey to ahieve the openness to the surrounding environment that was one of his stated priorities." (*This school footprint pattern has become the standard for most suburban schools in California since that era) . It was apparent that Dickey was beginning to express a design vocabulary that was different from his buildings in Sacramento and the Bay Area. When he eventually returned to Hawaii in 1925, he would begin to express a whole new style.

Dickey continued to live in Oakland, but worked on projects in both California and Hawaii in the late teens and early 1920s. His last major commercial project in Oakland was the PG&E Building completed in 1922. At the end of 1923 Dickey was accused of having serious structural defects in some of the schools he designed. Although he was later exonerated, the damage been done. Dickey closed his office in Oakland and embarked on a long voyage to the eastern seaboard and then on to Europe. He studied architecture and went as far east as Constantinople (Instanbul).

Phase III—Hawaii

At the time that Dickey returned from his trip, there was another building boom in Hawaii. Dickey returned to Honolulu where he continued in business until his death in 1942. Dickey is an early icon of Hawaiian architecture. In his 1992 biography, Architecture of Charles W. Dickey: California and Hawaii, Robert Jay wrote: *"Charles William Dickey bestowed upon Hawaii a remarkably rich architectural heritage. As the long list of his designs would attest, he is noteworthy by any criteria: variety, quantity, quality. His legacy includes many of the buildings which, today, are considered among Hawaii's best architecture and also extends beyond his own work to the influence he exerted on other prominent architects who began their careers in his office."* Jay also credits Dickey *"…with the development of a uniquely* ***Hawaiian style****."*

Dickey deliberately produced an architectural style that would take advantage of the Hawaiian environment. Dickey attempted to bring the outdoors into the environment of his structures. He considered ocean and mountain views as well as air movement. Dickey liked to create larger open spaces with fewer walls allowing the trade-winds to circulate inside. He used roofs with deep projecting eaves that would keep rain out without the need to close the windows. The shape of the roof with projecting eaves became such a Dickey trademark that it became known as the "Dickey roof." It was a hip roof with a "double-pitch", that is, a shallower pitch at the eaves, as can be seen on the house he constructed in 1926 for himself. So many other architects in Hawaii have adapted this roof style over the years that it has now become a stereotypical feature denoting a "Hawaiian sense of place."

In the third phase of his career, Dickey added the following National Register structures: Makawao Union Church, Central Fire Station, C.W. Dickey House, Jessie Eyman House,

James L. Coke Residence, Alfred Hocking House, Alexander & Baldwin Building, Wailuku Territorial Building, Wailuku Library, U.S. Immigration Station, and Waikiki (Toyo) Theatre (demolished). Other notable structures are: Queens Hospital, St. Clements Episcopal Church, Halekolani Hotel Main Building, Bishop Memorial Chapel, Baldwin Memorial Native Church and Sacred Heart Convent School.

Charles Dickey's architectural contributions had an impact in both Northern California and in Hawaii. As a product of all three phases of his career, Charles W. Dickey had 20 of his buildings individually listed on the National Register, and an additional 7 that are contributors to National Register Districts. His name is freely associated with developing a uniquely Hawaiian style of architecture. J. Meredith Neil a former Associate Professor of American Studies at the University of Hawaii wrote an article: *The Architecture of C.W. Dickey in Hawaii*. In that article Neil stated, *"No one man has a more central place in Hawaii's architectural history than Charles William Dickey (1871-1942)."* Dickey's influence went far beyond the buildings he designed. Many young architects that worked in his office went on to make significant contributions of their own, including: Hart Wood, Cyril Lemmon, Douglas Freeth, Roy Kelley, and Vladimir Ossipoff. In its survey and nomination of the Downtown Oakland Historic District, the Oakland Cultural Heritage Survey said of Dickey: *"Architect Charles Dickey was one of Oakland's leading early 20th Century architects…"*

Integrity

The property has essentially retained its physical integrity of location, design, setting, materials, workmanship, feeling, and association on the exterior facades. However, the ground floor former storefront areas of the building have been substantially altered over time. The hotel lobby has been altered. The simple interior hotel hallways, rooms and bathrooms have experienced some alterations.

Sacramento Register of Historic and Cultural Resources

Note that at the time of its' listing in the City of Sacramento's then-named "Official Register,**"** the criteria for listing were different than those used today and significant features and characteristics were not specified in the designation ordinances.

The Marshall hotel is listed in Sacramento Register as a Landmark property and it meets:

- **Criterion # ii, association with a person significant in the city's past, and**
- **Criterion # iv, the work of a master,**

of the Sacramento Register of Historic and Cultural Resources.

Sarah Clayton, the hotel's namesake, played a significant role in establishing organizations that provided ongoing care for orphaned or abandoned children in Sacramento that still operate today.

The Marshall Hotel is significant as the work of a master architect, Charles W. Dickey. Some twenty of Charles Dickey's buildings are individually listed in the National Register of Historic Places and another seven are listed as contributors to National Register Historic Districts. During the twenty-year period Dickey worked in California, he only designed four buildings outside of the San Francisco Bay Area; two of them, the Land Hotel and the Nicolaus Building he designed in Sacramento, as well as a building in Stockton have been demolished. The Hotel Clayton/ Hotel Marshall is the only surviving member of this group and its two richly designed L and 7th Street facades are a fine example of his style in California.

Integrity of Interior

When the City first adopted the initial Preservation ordinance, there were no provisions regarding the preservation of the interiors of designated properties. Since that time, additional provisions to the City ordinance have expanded to include the review and recommended preservation of significant interiors that are commonly accessible to the public, and designated as special features.

The interior of the Marshall Hotel contains doors, hallways to the rooms and shared use bathrooms. Some pipes have been added to hallways beneath the hall ceilings. Stairways have railings with simple 'stick' balusters like those leading up from the lobby. Most of the doors to the individual rooms contain transom windows above the plain paneled doors, a detail common to its era and type of its construction. Moldings surrounding doors and on wall bases are simple and utilitarian. The interior halls, stairs and functional features are simple and functional, and do not reflect significant design features. Hallways, rooms and shared bathrooms have experienced some alterations. The lobby and elevator ensemble have experience substantial modification.

While the building contains significant design character on its two street façades, the interior lacks similar design attention. Whether this is the original design intent or the result of modifications cannot be documented, however, another of his local works, the Land Hotel, on the other hand, possessed a fine lobby and rich interior features, as well as a handsome exterior design.

The two facades of the Hotel Marshall have maintained a high degree of integrity with the exception of individual store front spaces on the ground floor. While the cast iron pilasters dividing the spaces have remained essentially intact, the individual shop spaces between them have been substantially and repeatedly modified. The often poorly designed signage and advertising materials detract from the rest of the building's image.

The interiors of the spaces have been highly altered and lack any significant architectural features. A building permit for interior commercial remodeling for $10,000 was issued in 1930.

Access to the interior of the hotel from these store spaces does not appear to have been available to the public. There appears to have been some limited access between some of the shops.

It is noted that the hallways and stairs are reserved for occupants of the building and are not accessible to the public.

Sacramento City Code considerations

The only publicly accessible spaces in the Hotel are the lobby and the retail/commercial activities of the ground level shops. The former lobby was originally open to the public. Storefront tenants along the street do not appear to have had public access to the hotel itself. The interior configuration of halls, rooms, and stairs within the Hotel Marshall were not open to the public.

The existing lobby has experienced substantial modification. There are only isolated pieces of original architectural detail remaining on walls and a large square post. These remnants do not convey any sense of what original design scheme they portrayed since it has been almost completely removed. Due to substantial modification this room no longer contains significant features or characteristics of design or architectural value.

Elevator décor and any former molding or ornamental details have been removed, and the large square post near the entry has retained what may be only pieces of original ornament. The remaining lobby space lacks original or character-defining features. Any original lobby design composition has been fragmented to the degree that its intended image is no longer identifiable. The lobby does not currently contribute to the architectural character of the property.

The interiors of the Hotel today appear architecturally limited despite the notability of the architect, the exterior facades of the Hotel Marshall, and his other work such as the former Land Hotel. The interiors are somewhat altered but offer a view of simple undistinguished hotel interiors of the era. The strongest attribute of the hallways is the stairway and balustrades between the floors.

There is no indication in the 1915 and1952 Sanborn Maps that the building had a basement. The only below ground element is the boiler room in back of the lobby.

SUMMARY

The Hotel Marshall is listed as a Landmark in the Sacramento Register of Historic and Cultural Resources. The property meets eligibility Criteria # ii and # iv for listing in the California Register of Historical Resources due to its association with Sarah Clayton, an important Sacramento figure, and its architectural design by Charles Dickey, a master architect in California and Hawaii.

The architectural significance of the building is based primarily upon important exterior features of the facades on 7th Street and L Street. The remaining interior public hotel lobby has been substantially modified and has not retained significant design features or characteristics. The original storefront areas with street entrances have been substantially altered over time by various tenants and currently do not contribute to the character of the above facades. There is no existing evidence that there was public access to the interior of the hotel. The interior hallways with carpet and plain moldings, doors and transoms have received some alterations. There have been no photographs found to date showing possible wainscoting or other features that may have been removed from the hallway over time. Shared use bathrooms have been modified as have some of the rooms. Some original building features and surfaces may have changed due to a $104,000 remodeling in 1948 after a fire.

The Hotel Marshall appears to meet criteria for listing in the California Register of Historical Resources under Criteria # ii and # iv as noted above.

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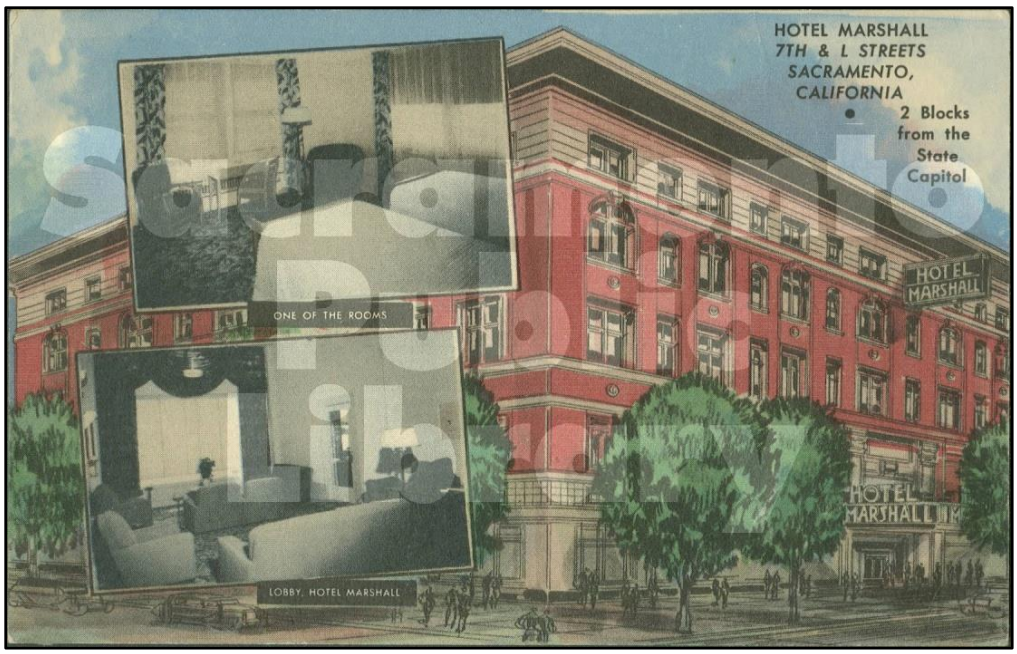


Postcard 1952; inset photo on top is a hotel room, on the bottom is the lobby

South Elevation

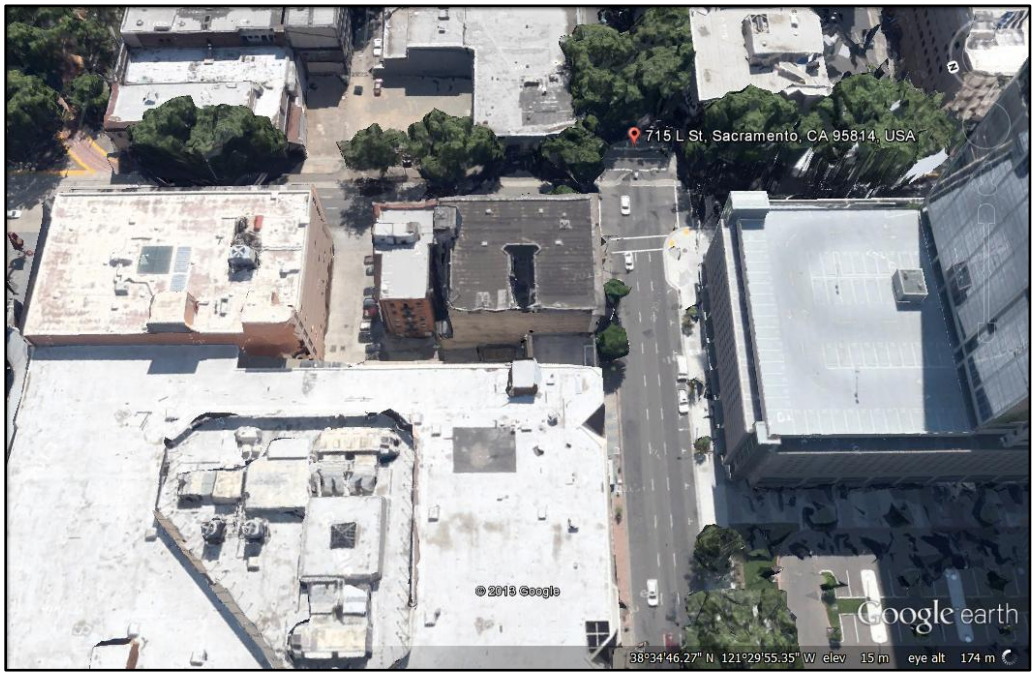
East Elevation, and Jade Hotel

South Elevation, Street level

South Elevation, Fire Escape

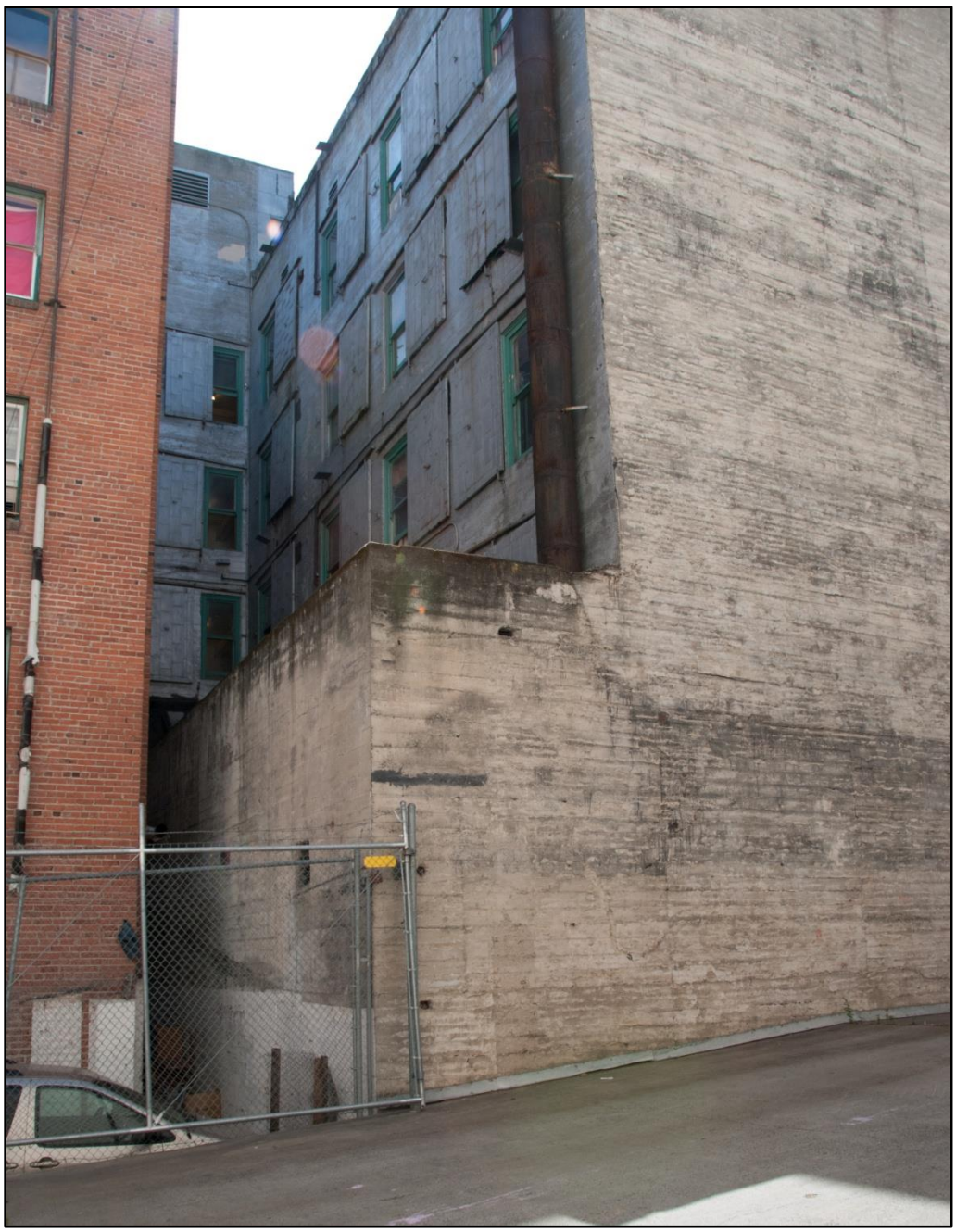
East Elevation, canopy above entry

East Elevation, former store fronts



View of Hotel Marshall and Jade Hotel to the east

Macy's Men's Store at bottom, now demolished



West elevation of Hotel Marshall on right, Jade Hotel left

Hotel Marshall lobby, view to east

Hotel Marshall lobby, view to west

Hotel Marshall lobby, elevator, view to north

Land Hotel, circa 1910, lobby

Land Hotel, circa 1910, bar

The Land Hotel, circa 1915

Hotel Marshall, interior hallway

Second floor elevator and framing

Hotel Marshall, interior of hotel room

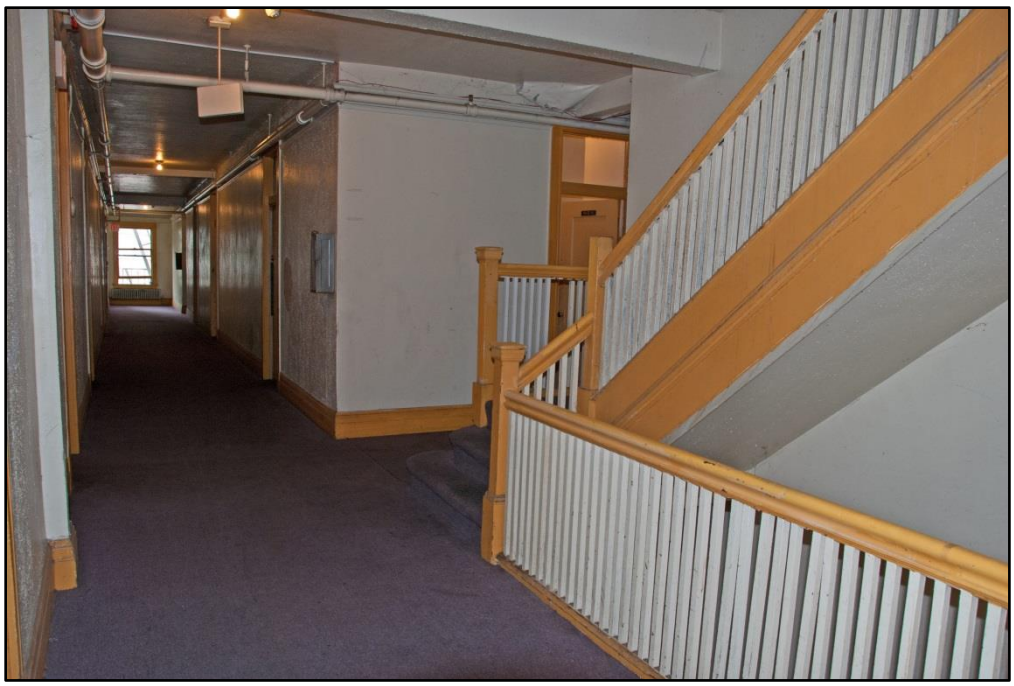
Hotel Marshall, interior of hotel room

Hotel Marshall, end of hallway overlooking fire escape, L Street

Hotel Marshall, shared use bathroom

Terrazzo showing through painted overcoat on bathroom floor

Hotel Marshall, hallway and stairs, view to south.



Interior stair and balustrade

Shadow of former decorative strip, possibly associated with removed wainscoting

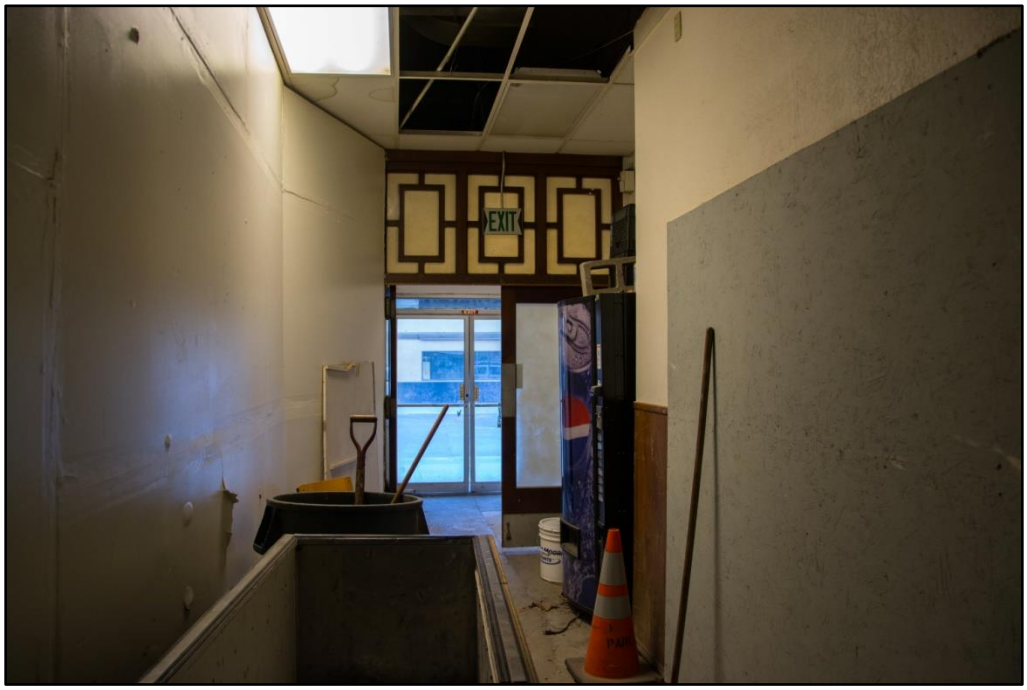
Pressed metal sheathing in light well. Former skylight above retail spaces is now covered.

Hotel Marshall, boiler room, mini-basement

Hotel Marshall, former Club Clayton in store front area adjacent to lobby, to west

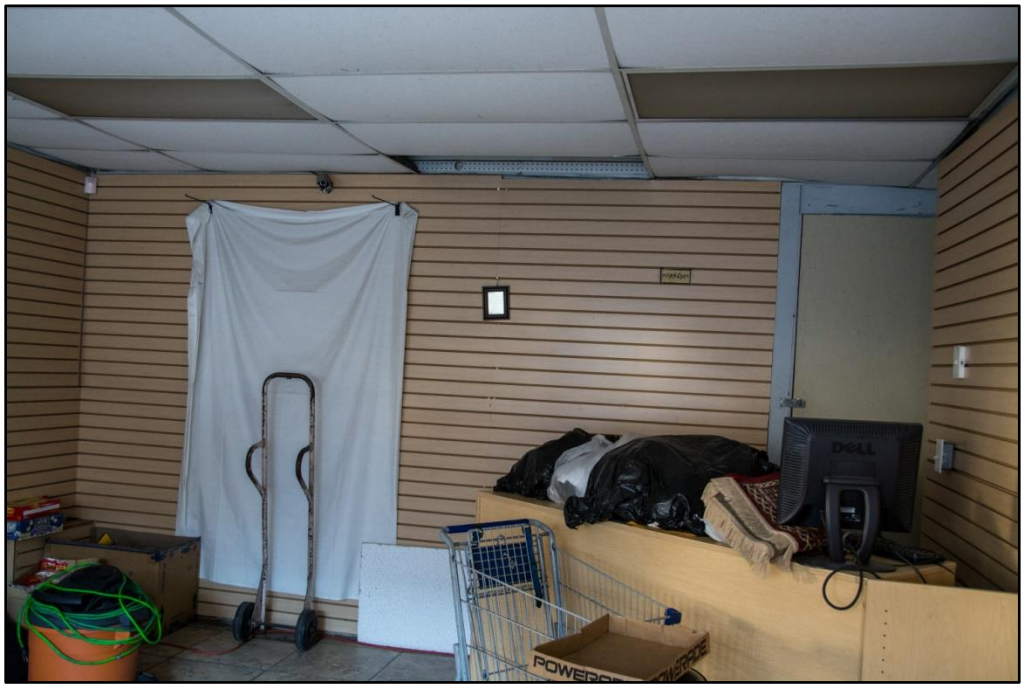
Hotel Marshall, small room in former Club Clayton space, view to east

Hotel Marshall, former Club Clayton area, view to northeast

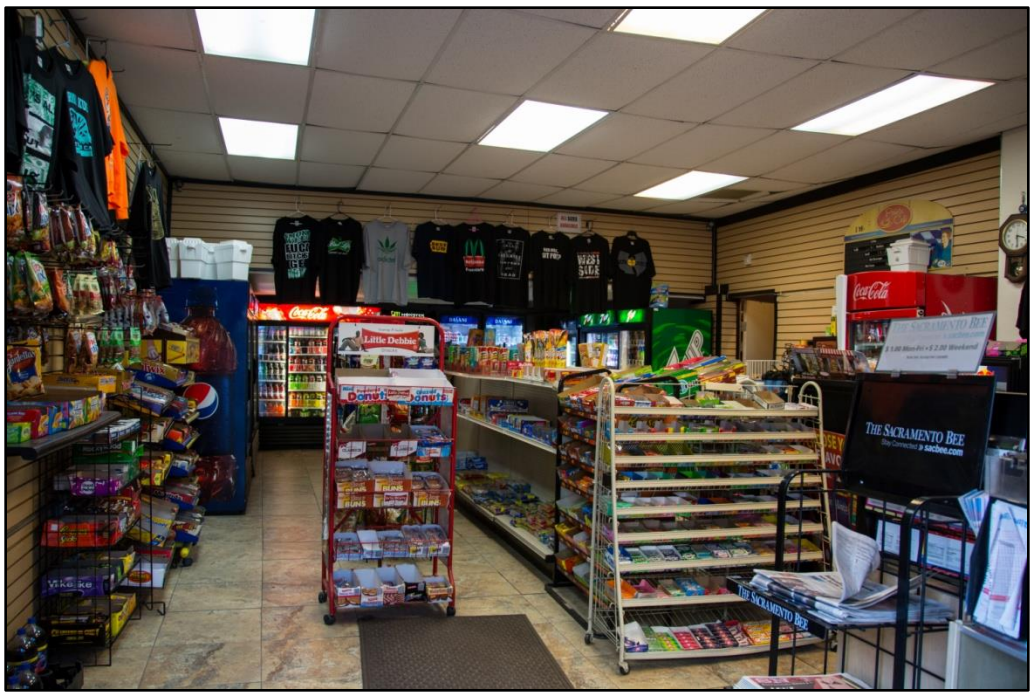


Hotel Marshall, street entry, hall to Club Clayton

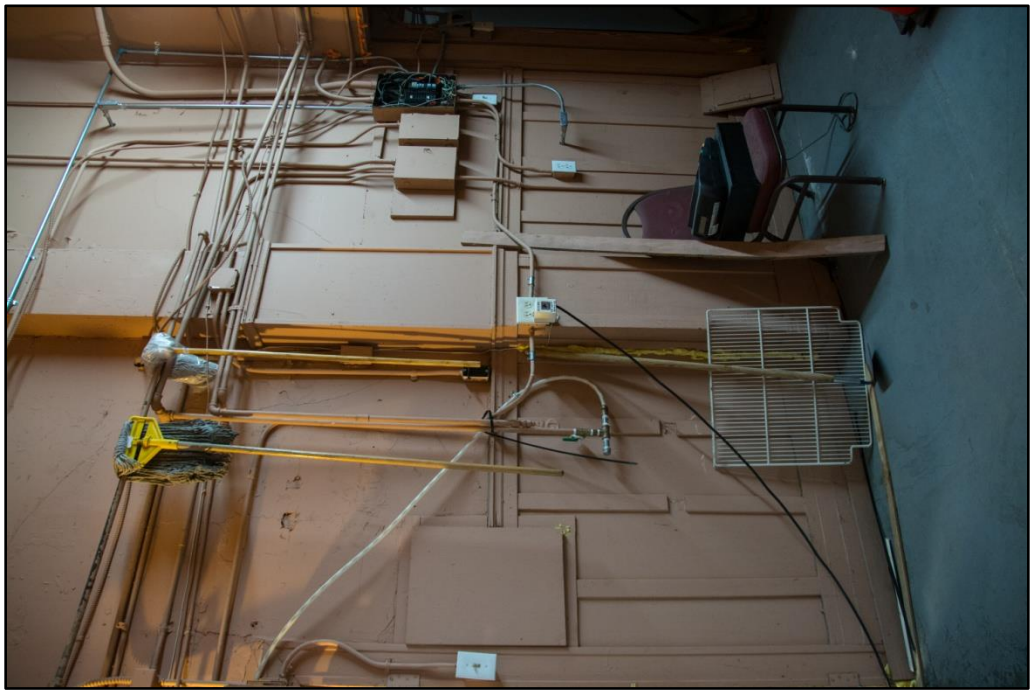
Hotel Marshall, former passport photo store front, view to east



Hotel Marshall, rear of passport store, view to west



Hotel Marshall, corner market, view to west



Hotel Marshall, corner market storeroom at rear of store, view to southwest

Hotel Marshall, restaurant on L Street, front room, view to west

Hotel Marshall, restaurant, entry, looking into backroom, view to north

Hotel Marshall, restaurant, backroom, view to north

Hyatt Boutique Hotel Project
Draft Environmental Impact Report

Appendix E – Phase 1 Environmental Site Assessment

PARTNER
Engineering and Science, Inc.

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

Marshall Hotel & Jade Apartments
1118 and 1122 7th Street
Sacramento, California 95814

April 13, 2015
Partner Project No. 15-136659.1
Client Reference No. 136659

Prepared for:

The Presidio Companies LLC
4705 Mangels Boulevard
Fairfield, California 94534

Appendix E – Phase I Environmental Site Assessment for the Marshall Hotel & Jade Apartments

1118 and 1122 7th Street
Sacramento, California 95814

This document is available on file at:

City of Sacramento
Community Development Department
Environmental Planning Services
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Sacramento, CA 95811

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Public Counter hours are Monday through Friday, from 9:00 AM to 4:00 PM.