

City of
SACRAMENTO
Community Development

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

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

Project Name and Number: Mansion Inn Apartments (DR19-174)

Original Project Name and Number: Pacifica Senior Arts Community Project (P14-024)

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

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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, 3rd Floor, Sacramento, California 95811.

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

By:  _____

Date: October 29, 2019

Mansion Inn Apartments (DR19-174)
Addendum to the Mitigated Negative Declaration for the Pacifica Senior Arts Community
(P14-024)

Project Name/File Number: Mansion Inn (DR19-174)

Project Location and Surrounding Land Uses: The project site is located at 700 16th Street in the City of Sacramento, California, north of H Street and between 15th and 16th Streets. Modifications to the approved project are proposed and it has been renamed the Mansion Inn. The parcel encompasses the southern half of the city block bounded by 16th Street to the west, G Street to the North, H Street to the South and 15th Street to the east. The 1.18-acre site is identified as Assessor's Parcel Number 002-0172-024-0000. Land uses near the project site include a Holiday Inn Express hotel to the immediate north, the historic Governor's Mansion to the south, the Wells Fargo Pavilion to the west, and other office/commercial buildings to the east and southwest.

Existing Setting: The City of Sacramento 2035 General Plan (General Plan) designates the project site as Urban Corridor Low. The current zoning designation for the project site is General Commercial (C-2). The project site is currently occupied by the vacant 132-room Clarion Hotel® that became non-operational in December 2012.

Project Background: The Pacifica Senior Arts Community Project (Pacifica Project) was approved and the associated Initial Study/Mitigated Negative Declaration dated May 2015 (2015 IS/MND) was adopted by the City Council in January 2016. The 2015 IS/MND is available at the Sacramento Planning Division, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m., Monday through Friday.

As approved, the Pacifica Project consisted of (1) the demolition of the existing former Clarion Hotel structure, and (2) the construction of a new mixed-use, age-restricted, art-centered apartment community and ground level commercial and retail spaces. The approved project includes a four-story plus basement building with a gross footprint of approximately 167,788 square feet, and up to 100 independent living units and associated facilities, 41 assisted living units and associated facilities, an approximately 1,843- square foot community arts center, and an approximately 12,361 square feet of ground-level commercial space. The approved project includes a Conditional Use Permit to allow a percentage of units to function as assisted living units, defined as a "Residential Care Facility" by the City of Sacramento Planning and Development Code. A Site Plan and Design Review for new construction in the Central Core Design Review area also were approved.

The project area is served by a fully developed roadway system of arterial and local streets. Existing roadway, pedestrian, and public transit infrastructure would remain in place as currently designed and the project would not substantially change the existing movement of persons and traffic through the project area. The project is served by Sacramento Regional Transit Route 129, which operates two buses during peak-only commuter hours that serve the bus stop at 16th Street and H Street. H Street is directly adjacent to the project and includes an on-street

bicycle lane. Roadways in the surrounding area that provide bikeways include G Street, H street, and 15th Street¹.

In approving the Pacifica Project the City of Sacramento determined that the project, with implementation of mitigation measures identified in the 2015 IS/MND, would not have a significant environmental effect.

Project Description: A planning application was received by the City of Sacramento for the “The Mansion Inn Apartments” project that consists of (1) the demolition of the former Clarion Hotel structure (as evaluated with the previously approved project), and (2) the erection of a five-story mixed-use building consisting of 186 apartments occupying the top four stories with approximately 3,000 square feet of commercial retail space on the ground floor. Two courtyards would be located at the center of the complex and the eastern courtyard would include a pool. The project location, boundaries, and site plan are shown in Figures 1, 2, and 3, respectively.

Site Access and Parking

Access to the project site is currently provided by a driveway on H Street near the H Street/16th Street intersection, a driveway on 16th Street, as well as the alley that borders the project site to the north. There are currently 26 parking spaces, including two handicap spaces associated with the former Hotel; however, the project does not include any on-site parking. Pursuant to Sacramento City Code (SCC), Chapter 17.608, parking is not required at this location of multi-family residential or commercial uses. The project site is also within 0.25 miles of a light rail station. Public parking is available at parking lots in the vicinity; on-street parking is also available. On-site bicycle parking shall be provided in accordance with Sections 17.608.030 C and 17.608.040 of the SCC. This would include 107 total bicycle spaces for the residential building and four bicycle spaces for the retail spaces.

Landscaping

On May 17, 2019, a tree survey was conducted at the project site (Appendix C). There are currently 38 trees surrounding the site including black walnut, Chinese hackberry, scarlet oak, American elm, and Chinese pistache. Based on the survey, five trees are recommended for removal. Two of those trees were determined to be private, protected trees as defined by the City of Sacramento Tree Ordinance²; however, the recommendation to remove the trees is due to poor health. Tree protection measures will be used as outlined in the tree survey and coordinated with the City’s Urban Forestry Division for all other protected trees. Additional on-site landscaping for the project would consist of 15-gallon shade trees, groundcover, and accent shrubs. Shade trees would consist of Florida dogwood, bronze loquat, and windmill palm and elms that would be situated along the eastern and southern project frontages as well as within the project area (Figure 4). An architectural rendering of the proposed project is provided in Figure 5.

¹ City of Sacramento. *The 2016 Bicycle Master Plan*. Amended 2018.

² City of Sacramento. *Ordinance # 2016-0026*. Adopted August 4, 2016.

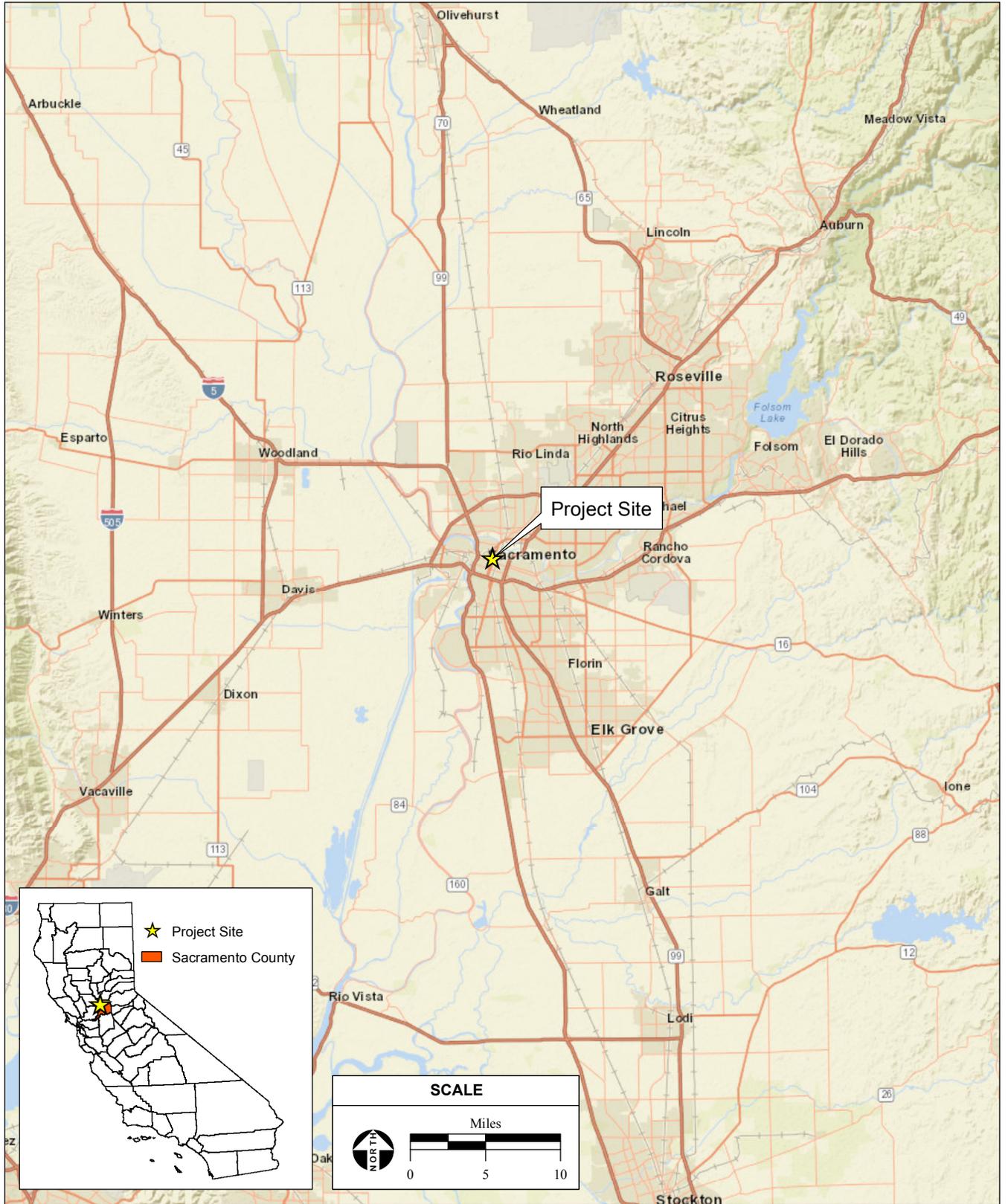


Figure 1
Regional Location



SOURCE: Sacramento County aerial photograph, 3/26/2018;
ESRI, 2019; AES, 10/3/2019

City of Sacramento Mansion Inn 700 16th Street Initial Study Addendum / 219546 ■

Figure 2
Aerial Photograph

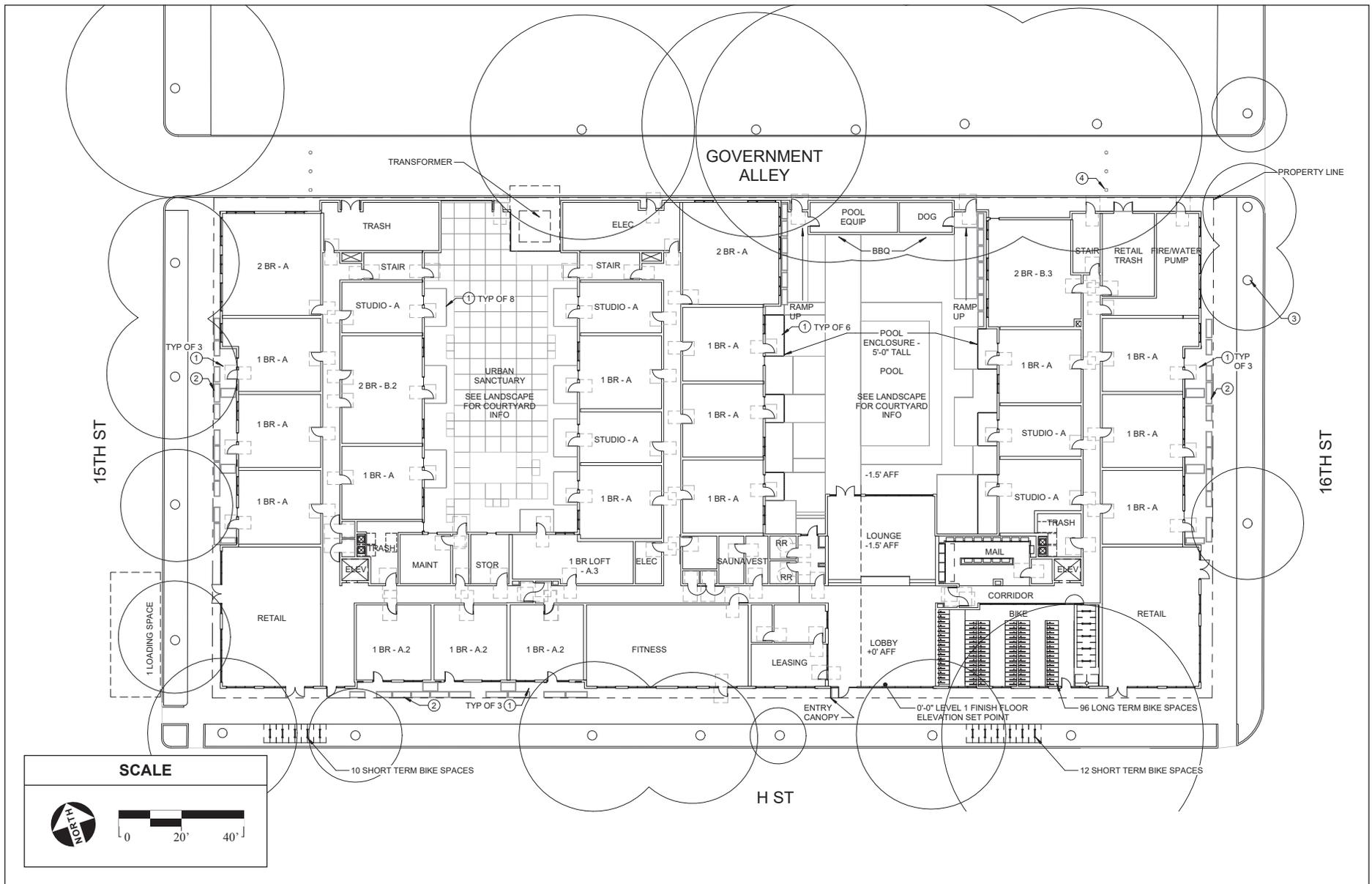


Figure 3
Proposed Site Plan

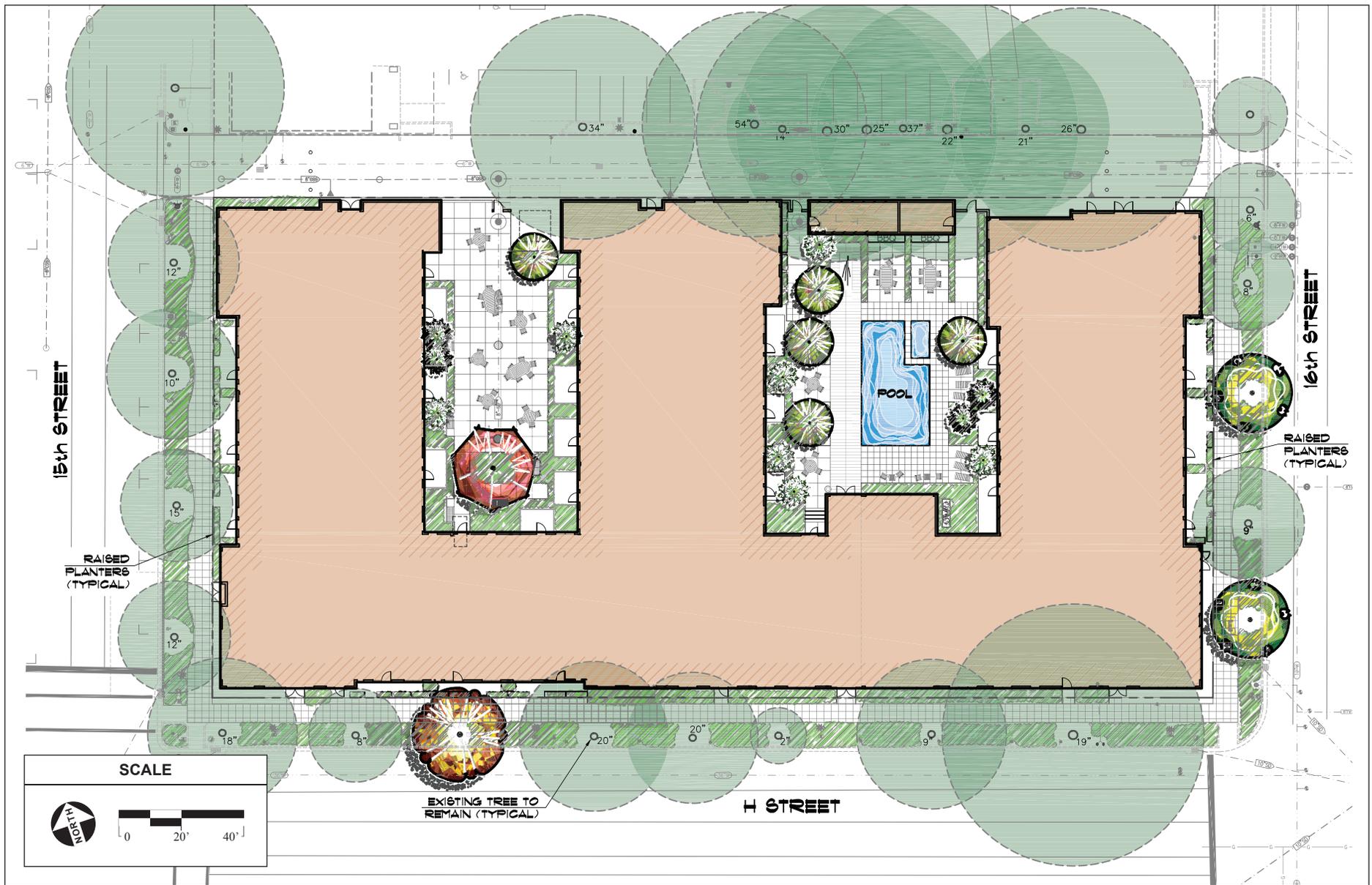


Figure 4
Proposed Landscape Plan



SOURCE: C2K Architecture, 2019; AES, 10/4/2019

City of Sacramento Mansion Inn 700 16th Street Initial Study Addendum / 219546 ■

Figure 5
Architectural Rendition

Utilities

Water supply and wastewater treatment services for the project would be provided by the City of Sacramento through the existing connection that was previously utilized by the former Clarion Hotel. The post-development sewer demand from the project on the existing 8-inch combined sewer system combined sewer system (CSS) main in Government Alley and the 15-inch CSS main in 15th Street was calculated based on the City of Sacramento Standards Section 9, Plate 9-6. The estimated demand from the project as modified is 140 equivalent single-dwelling units (ESD) total, with 50 ESDs contributing to the 15th Street CSS main and 90 ESDs contributing to the Government Alley main. Similarly, electricity and natural gas services would continue to be provided by local service providers that previously served the former Clarion Hotel.

CEQA Compliance

In determining whether an addendum is the appropriate document to analyze the modifications to a project and its approval, CEQA Guidelines Section 15164 (Addendum to an Environmental Impact Report (EIR) or Negative Declaration) states the following.

- (A) The Lead Agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (B) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (C) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (D) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (E) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, required findings on the project by the Lead Agency, or elsewhere in the record. The explanation must be supported by substantial evidence.

New significant effects or other grounds require preparation of a subsequent mitigated negative declaration in support of further agency action on a project pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. Under these regulations, a subsequent or supplemental EIR or mitigated negative declaration shall be prepared if any of the following criteria are met.

- (A) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following.

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

Discussion

The following sections provide information related to impacts of the project as modified relative to those previously identified and addressed in the 2015 IS/MND for the approved project.

Land Use and Planning

Land uses in the vicinity of the project site include a hotel to the immediate north, the historic Governor's Mansion to the south, the Wells Fargo Pavilion to the west, as well as other office/commercial buildings to the east and southwest. The project site has been designated and zoned for urban development in the General Plan and the City of Sacramento Planning and Development Code and the proposed project is consistent with these planning designations.

Population and Housing

Cumulative growth in the region has been addressed in the General Plan. Implementation of the project would not displace existing housing or people or require the construction of new housing elsewhere. Cumulative growth in the region has been addressed in the General Plan for the project vicinity, and the project as modified is not expected to increase growth beyond what is projected and accounted for in the General Plan. Therefore, impacts are considered less than significant.

Agricultural Resources

The project site is currently developed and within the downtown (developed) area of the City of Sacramento and is designated and zoned for urban development. The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance), and is not designated as forest land (California Department of Conservation [DOC], 2014³). The site is not zoned for agricultural or forest uses, and there are no Williamson Act contracts that affect the project site (DOC, 2013⁴). 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 impact to agricultural and forestry resources.

Energy

The project may increase the demand for electricity over that of the former hotel use. Based on size and land use of the project as modified, it is not expected to create a greater energy demand than the approved project. Structures built in the City are subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies to encourage use 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 U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies U 6.1.5 and U 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Impact 4.11-6) Any new development subject to the guidelines would be constructed to the standards required by current building codes, achieving energy efficiency. The increased demand in energy is evaluated in the General Plan Master EIR and

³ DOC, 2014. Division of Land Resources Protection, Farmland Mapping and Monitoring Program: Sacramento County Important Farmland 2012. Available online at: <ftp://ftp.consrv.ca.gov/pub/Dlrp/FMMP/pdf/2012/sac12.pdf>. Accessed February 2015.

⁴ DOC, 2013. Division of Land Resource Protection: Sacramento County Williamson Act FY 2011/2012. Available online at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Sacramento_11_12_WA.pdf. Accessed February 2015.

the project as modified would not result in a new or substantially more severe significant impact than was previously disclosed.

Aesthetics

The proposed project includes a new, five-story, mixed-use building with 186 residential units and 3,000 square feet of commercial space on the northern side of H Street, between 15th and 16th streets. The new building would replace an existing building and thus would not introduce significant new sources of light. The construction materials and use of landscaping are similar to the approved project. The proposed building is anticipated to be constructed with light grey and white stucco, thin brick in alternating colors (platinum, midnight black, and obsidian), Juliette balconies, and planters for landscaping. The project would be conditioned to comply with City of Sacramento Policy ER 7.1.6 that relates to ensuring glare from new developments does not become a hazard or annoyance. As with the approved project, Mitigation Measure LG-1 from the 2015 IS/MND would ensure adjacent uses would not be adversely affected by lighting on the project site and impacts from lighting would remain less than significant.

Air Quality and Greenhouse Gases

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin. Federal and California air quality standards have been established for six common air pollutants, known as criteria pollutants, because they could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide (CO), sulfur oxides (SO₂), nitrogen oxides (NO_x), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for 24-hour particulate matter 2.5 microns in size (PM_{2.5}) standard, and attainment or unclassified for all other criteria pollutants.

To help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*.⁵ The SMAQMD guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and California ozone AAQS. The SMAQMD guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of toxic air contaminants.

The 2015 IS/MND assessed air quality impacts under applicable 2015 standards and conditions and determined that impacts related to air quality associated with build out of the project would be less than significant. However, the 2015 IS/MND also stated that traffic associated with the ultimate use of the development would produce emissions of various compounds that contribute to regional and local air quality problems.

To determine whether the proposed project would result in new or substantially more severe impacts due to the adoption of new standards, the construction-related and operational emissions of the project have been estimated using the California Emissions Estimator Model

⁵ Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. May 2018. Available at: <http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>. Accessed February 2019.

(CalEEMod) version 2016.3.2 software (Appendix A). Tables 1 and 2 include the estimated NO_x, reactive organic gas (ROG), particulate matter 10 microns in size (PM₁₀), and PM_{2.5} emissions projected during both construction and operation of the approved project and the proposed project as modified, as they relate to SMAQMD air quality standards.

As shown in Table 1, the project as modified would not result in operational or construction emissions of NO_x, ROG, PM₁₀, or PM_{2.5} above applicable SMAQMD thresholds. Because the estimated operational emissions of NO_x, ROG, PM₁₀, and PM_{2.5} are below the applicable thresholds, the project as modified would not result in any new or more severe impacts related to construction-related or operational emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, exhaust from landscape maintenance equipment, and consumer products (e.g., deodorants, cleaning products, spray paint). In addition, construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth-moving activities, commutes of construction workers, and construction material hauling for the entire construction period.

Table 1							
Unmitigated Construction Emissions							
Project	Year	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
		pounds/day					
Approved Project	2015	8.64	64.25	44.76	0.06	9.53	6.54
	2016	15.89	37.57	29.44	0.05	2.86	2.34
Project as Modified (Mansion Inn)	2019	6.76	62.51	39.72	0.08	11.61	6.41
	2020	18.34	41.48	33.17	0.07	5.34	2.59
Thresholds		N/A	85	N/A	N/A	N/A	N/A
Exceed Thresholds?		N/A	No	N/A	N/A	N/A	N/A

Source: CalEEMod 2016.3.2.

Table 2							
Unmitigated Operational Emissions							
Project	Sources	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
		pounds/day					
Approved Project	Area	1.13	0.15	12.55	0.00	0.07	0.07
	Energy	0.08	0.69	0.30	0.00	0.06	0.06
	Mobile	22.79	21.09	94.80	0.16	9.96	2.85
	Total	24.00	21.94	107.66	0.16	10.08	2.97
Project as Modified (Mansion Inn)	Area	5.16	0.18	15.40	0.00	0.08	0.08
	Energy	0.05	0.46	0.20	0.00	0.04	0.04
	Mobile	3.52	16.93	35.79	0.11	7.84	2.18
	Total	8.73	17.57	51.38	0.11	7.96	2.30
Thresholds		65	65	N/A	N/A	N/A	N/A
Exceed Thresholds		No	No	N/A	N/A	N/A	N/A

Source: CalEEMod 2016.3.2.

In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations. Relevant rules include, but are not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings). Furthermore, all projects are required to implement the SMAQMD Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would aid the minimization of construction emissions.

It should be noted that the 2015 IS/MND included Mitigation Measure AQ-1, which requires construction contractors to implement all of the SMAQMD Basic Construction Emission Control Practices to minimize construction-related emissions of PM₁₀ (and PM_{2.5}). As discussed earlier in this document, construction-related and operational emissions resulting from the project as modified would be below all applicable SMAQMD thresholds.

The 2015 IS/MND addressed the net increase of CO and ROG_s associated with development of the approved project, including development of the project site. On February 14, 2012, the City of Sacramento adopted a Climate Action Plan (CAP), which identifies how the City of Sacramento and the broader community could reduce greenhouse gas (GHG) emissions in compliance with Assembly Bill 32 and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update (General Plan Update) that incorporated measures and actions from the General Plan CAP policies and programs. Appendix B of the General Plan Update includes all citywide policies and programs that are supportive of reducing GHG emissions.

In addition to the General Plan CAP policies and programs outlined in Appendix B of the General Plan Update, other regulations have been enacted since the 2015 IS/MND was approved for the purpose of, or with an underlying goal for, reducing GHG emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code. According to the California Energy Commission, the upcoming 2019 Building Energy Efficiency Standards are anticipated to result in 30% less energy consumption for non-residential buildings relative to the current 2016 energy standards. The proposed project would be required to comply with all applicable regulations associated with GHG emissions, including the CALGreen Code and California Building Energy Efficiency Standards Code.

As modeled, the proposed project would be anticipated to emit 349.7 metric tons (MT) of carbon dioxide equivalent units (CO₂e) per year during construction, and 1,549.6 MT CO₂e per year during operation. However, the City of Sacramento does not assess potential impacts related to GHG emissions based on the basis of total emissions of GHGs. Rather, the City of Sacramento has integrated a CAP into the General Plan, and thus, potential impacts related to climate change from development within Sacramento are assessed based on project compliance with the General Plan CAP policies and programs set forth in Appendix B of the General Plan Update.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. Policy LU 2.6.1 and LU 2.6.2 were designed to promote the efficient use of land in order to reduce pollution and automobile dependence and facilitate walking, bicycling, and public transit use. The project as modified does not have on-site vehicle parking, but does provide bicycle parking, including 107 total bicycle spaces for the residential building and four bicycle

spaces for the retail spaces to comply with those policies. The project as modified would be constructed in compliance with the California Building Standards Code and the CALGreen Code. Furthermore, Policy ER 6.1.2 directs the City of Sacramento to review proposed development and incorporate feasible measures that reduce construction emissions for ROG, NO_x, and other pollutants. As discussed above, emissions related to construction of the project as modified would be compliant with SMAQMD applicable rules and thresholds of significance and Policy ER 6.1.2.

The proposed project would not result in any new or substantially more severe impacts to air quality relative to what was previously analyzed for the approved project in the 2015 IS/MND. GHG emissions resulting from implementation of the project as modified would comply with all applicable reduction targets, strategies, and specific actions for reducing GHG emissions. Furthermore, once the project as modified is completed, total emissions would be reduced compared to the approved project.

Biological Resources

The project site is approximately 1.18 acres, located on an existing developed site in an urban setting, approximately 1.3 miles east of the Sacramento River, and approximately 1.4 miles south of the American River. The Sacramento River and American River corridors provide sensitive habitats for special status species; however, the project site is separated from these rivers by dense urban development. As the site was formerly used as a hotel, it is fully developed and primarily consists of the hotel building and asphalt.

For the approved project, a record search of known special status species occurrences within 5 miles of the project site was performed using the California Natural Diversity Database (CNDDDB), which is maintained by the California Department of Fish and Wildlife (CDFW). This database provides known information about species and habitats that are of concern to both state and federal laws. The CNDDDB search yielded occurrences for a total of 25 special status species within a 5-mile radius of the project site; including, two plants, 10 birds, five fish, five invertebrates, two mammals, and one reptile. However, the project site does not meet the habitat requirements for the identified special status plant and wildlife species.

Several tree surveys have been completed for the subject property and neighboring property. The most recent tree inventory, completed in October 2019, includes 31 trees. The Mansion Inn site has 11 trees, four of which are private protected trees. The neighboring hotel site to the north has 11 trees, seven of which are private protected trees. There are nine City trees in the right-of-way adjacent to the parcel. A private protect tree is defined as "all trees at 24-inch DSH [diameter at standard height] on undeveloped land or any other type of property such as commercial, industrial, and apartments." Additionally, no Dutch Elm disease concerns were noted in the Arborist's Report (included in Appendix C), so there are no concerns regarding Chapter 12.56.080 of the Sacramento City Code (SCC). A total of 22 trees will be removed for the project, 11 of which are private protected trees and could be permitted in accordance with SCC 12.56. All City trees will be retained and protected throughout construction in accordance with the requirements of SCC 12.56.

As with the approved project, the proposed project as modified would require the removal of some, although fewer, trees and shrubs. Tree removal along with ground disturbances associated with demolition and construction of the project as modified could result in direct destruction of bird nests protected under the Migratory Bird Treaty Act (MBTA) and CDFW

3503.5 code. As with the approved project, the implementation of Mitigation Measure BIO-1 would reduce these impacts to both migratory bird and raptors to a less-than-significant level.

The 2015 IS/MND analyzed potential impacts of development on biological resources within the 1.18-acre project area and concluded that, with implementation of mitigation measures, development of the project as modified would result in less-than-significant impacts to biological resources.

Cultural Resources

The Governor's Mansion State Historic Park is located south of H Street, approximately 100 feet from the project site. The Victorian era residence was constructed in 1877 for Albert and Clemenza Gallatin, and later purchased by the State of California as the home for sitting state governors. The house, with associated structures and landscaped grounds, is listed in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and listed as California Historic Landmark Number 823. The General Plan Environmental Constraint (EC) Policy 3.1.7 requires construction projects be evaluated to determine if nearby historic properties will be exposed to ground-borne vibration peak-particle velocities (ppv) greater than 0.25 inches per second. A Construction Vibration Analysis for the approved project was conducted and concluded that the ground vibration levels at the Governor's Mansion would be approximately 0.01 inches/second ppv. The project as modified will implement the same or similar equipment during demolition and construction as outlined for the approved project, and the impacts would be less than significant.

The project site is not located in an archaeologically sensitive area as shown in Figure 6.4-1 of the General Plan Master EIR. Additionally, given the extent of previous disturbance that has occurred on the project site for the construction of the existing hotel structure the potential for impacts on significant intact archaeological resources is low, and a construction monitoring program is not warranted. However, this does not preclude the possibility that significant subsurface cultural resources could be discovered during project-related grading, excavation, and other earth-moving activities during construction. The project as modified would still be required to comply with mitigation measures (CR1-4) from the 2015 IS/MND should any unique paleontological resources be discovered.

Geology and Soils

The proposed project would involve development consistent with the type, general location, and intensity of land uses anticipated for the site under the approved project. The project as modified would not involve any land uses or operations that would cause an increase in stormwater runoff or erosion levels beyond what was analyzed in the 2015 IS/MND. In addition, the City Community Development Department, Building Division would require a site-specific soil analysis and engineering and seismic designs for the structures associated with the proposed project as modified prior to issuance of building permits. Thus, the project would not result in any changes, new circumstances, or new information that would involve new or substantially more severe impacts related to geology from what was anticipated in the 2015 IS/MND.

Hazards

Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. According to the

1957 Sacramento City Directory, a gas station occupied the southeast corner of the project site. Although the underground storage tank associated with the gas station was likely removed prior to the construction of the existing hotel structure, there is no record of its removal. Therefore, it is assumed that the potential for people to be exposed to contaminated soil during project construction would be potentially significant. Implementation of Mitigation Measures HM-1 and HM-2 would apply to the project as modified and would reduce this impact to a less-than-significant level.

Hydrology and Water Quality

The 2015 IS/MND did not identify any potentially significant impacts to hydrology and water quality, and the proposed project does not implicate any factors or new information that would change those conclusions.

Noise

The 2015 IS/MND determined that the approved project would not result in any short- or long-term significant increases in existing noise levels or exposure of people to severe noise levels. Stationary source and traffic operational noise from development of the project as modified have the potential to increase the ambient noise level in the vicinity of the project site. Stationary source noise such as noise from heating, ventilation, and air conditioning units, parking lots, and sidewalk activities would be consistent with the current urban setting and is not anticipated to increase ambient noise levels over the General Plan acceptable ambient noise level of 70.2 decibels.

Noise levels as a result of construction would cause an exceedance of the City of Sacramento land use compatibility max level for Urban Residential Infill and Mixed-Use Projects. However, SCC Section 8.68.080(D) exempts noise sources due to construction activities as long as the project meets the requirements of the SCC. Implementation of Mitigation Measure N-1, from the 2015 IS/MND, would ensure the adherence to the requirements of SCC Section 8.68.080 and would provide further measures to reduce construction related noise. Therefore, this impact would remain less than significant with mitigation.

Public Services

The proposed project shall comply with all General Plan policies pertaining to fire protection, police protection, schools, libraries, and emergency services. Because the proposed project would no longer be an age-restricted, senior development, there could be increased demand for school services. The proposed project would be required to pay the mandated school impact fees, and because no new facilities are required to serve the project as modified, the impact would be less than significant.

Recreation

The proposed project would construct a new mixed-use residential development on the same site as the existing former Clarion Hotel site and is anticipated to create a demand for recreational facilities. Although use of City parks is anticipated, the proposed project is not anticipated to significantly increase the use of existing recreational facilities such that substantial deterioration of the facility would occur or be accelerated. Chapter 6.9 of the Master EIR considered the effects of the General Plan on existing parkland, urban forest, recreational facilities, and recreational services in the City of Sacramento. 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 are considered less than significant after application of the applicable policies.

Transportation and Circulation

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 General Plan on the public transportation system. Provisions of the 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 California Department of Transportation 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 of Sacramento transportation system, the Master EIR concluded that development of the General Plan would result in significant and unavoidable effects. See Impacts 6.12-1 and 6.12-8 (roadway segments in the City), Impacts 6.12-2 and 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3 and 6.12-10 (freeway segments).

The City of Sacramento’s 2035 General Plan included a Roadway Level of Service Analysis. 16th Street is the only roadway immediately adjacent to the project site included in this analysis. Near the project site, 16th Street operates at Level of Service B with a daily traffic volume of 24,100 vehicles.

As part of the traffic assessment, trip generation estimates were prepared using information supplied by Institute of Transportation Engineers *Trip Generation, 10th Edition, 2017* for land uses in Dense Urban environments; see Table 3. The proposed project would generate 597 additional trips/day with 46 trips in the AM and PM peak hours. The proposed project as modified would produce fewer daily and peak trips/day than the approved project. As a result, the impact to traffic would remain less than significant.

Table 3 Estimated Trip Generation											
Use <i>Office, res. etc.</i>	I T E* Use	Size	Pass By %		Peak hour Trips						Week Day
			A.M.	P.M.	A.M.			P.M.			
					IN	OUT	TOTAL	IN	OUT	TOTAL	
Multifamily Housing (Dense Urban)	221	190 d.u.	0	0	5	33	38	23	9	32	492
Shopping Center (Dense Urban)	820	3 ksf	0	0	4	4	8	7	8	15	105
Total Proposed Trips					9	37	46	30	17	47	597

*Institute of Transportation Engineers (I T E) 10th Edition.

Utilities and Service Systems

Wastewater and Stormwater

A sewer study has been completed and is included as Appendix B. As described therein, the proposed project would increase contributing flows to the CSS from 31.8 ESDs (12,720 gallons per day [gpd]) to 140 ESDs (56,000 gpd), as opposed to only 72.9 ESDs (29,160 gpd) for the approved project. The study concludes that there is sufficient capacity in the sewer lines to accommodate the addition flows generated by the project as modified. However, because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated in accordance with the Combined System Development fee and Sacramento Regional County Sanitation District Regional Connection Fee. Therefore, the proposed project would be required to pay an appropriate share of the capital costs into the Sewer Development Fee Fund in order to recover the fees imposed by the City of Sacramento for meeting or mitigating demands of increased growth on existing or new CSS facilities. Conformance with City of Sacramento regulations and permit requirements would result in a less-than-significant impact related to wastewater and stormwater system capacity. No new facilities are required to serve the proposed project.

Water Supply

Similar to wastewater, the proposed project would increase the water demand over that of the existing Clarion Hotel® and the approved project. However, the proposed project is consistent with the General Plan land use designation accounted for in the Master EIR. The 2010 Urban Water Master Plan (UWMP) considered these projections during normal, dry, and multiple dry years. Thus, water demand for the proposed project would be met by the existing City of Sacramento water right permits and U.S. Bureau of Reclamation contract. In addition, according to the 2010 UWMP, the City of Sacramento water supply would be within their water demand and treatment capability during a multi-dry year in 2015, 2020, 2025, 2030, and 2035. Additionally, the proposed project would comply with CALGreen Tier 1 water efficiency standards. Thus, the proposed project would have a less-than-significant impact related to water supply. No new facilities are required to serve the proposed project.

Solid Waste Disposal

The proposed project would increase the demand for solid waste disposal over that of the existing Clarion Hotel®. The proposed project is consistent with the General Plan land use designation, therefore this increase in solid waste production would not exhaust the remaining landfill capacity, and this impact would be less than significant. No new facilities are required to serve the proposed project.

Electricity and Natural Gas

The proposed project may increase the demand for electricity and natural gas over that of the existing Clarion Hotel®. Based on size and land use of the proposed project, it is not expected to create a greater energy demand than the approved project. The increased demand in energy is evaluated in the General Plan Master EIR and the proposed project would not result in a new or substantially more significant impact than was previously disclosed. No new facilities are required to serve the proposed project.

Environmental Findings

Development of the proposed project would not result in any substantial changes from what has been previously analyzed and would not involve significant impacts or mitigation measures other than those identified in the 2015 IS/MND. The proposed project, therefore, does not constitute a substantial change in the project pursuant to Section 15162(a)(1) of the CEQA Guidelines. As presented in the discussions above, the proposed project would not result in any changes, new significant information of substantial importance, new impacts, or an increase the severity of previously identified impacts associated with the above sections relative to the adopted 2015 IS/MND. The feasibility of mitigation measures or alternatives previously identified would not be modified with implementation of the project as modified, and different mitigation measures or alternatives from those previously identified are not proposed or necessary. The project would be required to implement all applicable mitigation measures set forth in the adopted 2015 IS/MND. Consequently, new information of substantial importance, which was not known and could not have been known at the time the previous CEQA documents were prepared, has not come to light from what has been previously analyzed.

Conclusion

As established in the discussions above regarding the potential effects of the proposed project as modified and in light of the City's record as a whole, the proposed project would not result in any new significant information of substantial importance, new impacts, an increase in the severity of previously identified impacts, new mitigation measures, new or revised alternatives, or any other changes from what was identified for the approved project in the adopted 2015 IS/MND. The Community Development Department concludes that the analyses conducted, and the conclusions reached in the adopted 2015 IS/MND remain valid. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and supplemental environmental review or a subsequent IS/MND is not required. The proposed project would be subject to all applicable previously required mitigation measures set forth in the adopted 2015 IS/MND.

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

APPENDIX A
CALEEMOD MODELING RESULTS

CalEEMod Inputs

Mansion Inn Project

Mansion Inn Project

Input	Type of Input	Project Specific Inputs	
		Inputs	Source/Notes
Project Name	Project Name	Mansion Inn Project	Project Description
Project Location	Air Basin	Sacramento Valley	Modeler, based on location
Climate zone	Climate Zone Number	6	Appendix F of CalEEMod User Guide Climate Zones Lookup
Land Use Setting	Urban or Rural	Urban	Modeler, based on proximity of project site to airport and Tulare
Start of Construction	Date	November 1, 2019	Project Description
Operational Year	1st year of operation after full buildout.	2020	Project Description
Utility Company	Utility Company Name	SMUD	CEC, 2015
Land Use Type and Subtype	Residential, Commercial, Recreation, etc.	See Table 1.	See Table 1.
Unit Amount	Size of Buildings or Number of units for each Land Use Type.	See Table 1.	See Table 1.
Lot Acreage	Acreage of each Land Use Type	See Table 1.	See Table 1.
Population	Population based on persons/household	Default	--
Construction Phases	Type of construction phase (Demo, Site Prep, etc.) and beginning and ending dates	See Table 2.	See Table 2.
Off-Road Equipment	Type of equipment (Excavator, Dozer, etc.) and number of units per construction phase	Default	--
Demolition	Sq ft or tons of Demo	192,000 sq. ft.	300' X 160' X 4 stories
Construction Trip Gen Rate	Average number of one-way trips per day	Default	--
Operational Trip Reductions	% reduction in trips.	NA	--
Operational Trip Gen Rate and trip length	Trips and trip lengths	Default	--
Area Sources	Hearths – # of wood-burning fireplaces, #of gas fireplaces, and # of units with no fireplace.	0	No hearths are included in the project design.
	Landscape Equipment - % of equipment that is electric.	NA	--

Input	Type of Input	Project Specific Inputs	
		Inputs	Source/Notes
Energy Use	Project Specific Emission Factors.	Default	--
Water and Wastewater	Indoor and outdoor water use for each Land Use Subtype in gallons per year.	Default	--
Solid waste	Tons of solid waste generated per year	Default	--
	Land Fill Gas Capture Rate	--	--
Operational off-road equipment	Excavator, Dozer, etc.	--	--
Stationary Sources	Emergency Generators/Fire Pumps	--	--
Land Use Change	Vegetation land use type (cropland, etc.) and initial and final acreage	--	--
Sequestration	Type and net number of new trees added	--	--

Source: CalEEMod, 2016; CEC, 2015.

Project-Mitigation Inputs

Mitigation Input Category	CAPCOA Mitigation Number	Include in Model? (yes/no)	Type of Input / Unit	Project Specific Inputs	
				Inputs	Source/Notes
Off-Road Equipment	C-1	No	Engine Type, DPF Level, and Oxidation Catalyst	--	--
Soil Stabilizer for Unpaved Roads	N/A	No	PM10 (% Reduction)	--	--
	N/A		PM2.5 (% Reduction)	--	--
Water Exposed Area	N/A	No	Frequency (per day)	--	--
	N/A		PM10 (% Reduction)	--	--
	N/A		PM2.5 (% Reduction)	--	--
Replace Ground Cover of Area Disturbed	N/A	No	PM10 (% Reduction)	--	--
	N/A		PM2.5 (% Reduction)	--	--
Unpaved Road Mitigation	N/A	No	Moisture Content (%)	--	--
	N/A	No	Vehicle Speed (mph)	--	--
Project Setting	N/A	Yes	Project Setting	Urban Center	Meets CAPCOA definition of Compact Infill development (CAPCOA, 2010).
Increased Density	LUT-1	Yes	Dwelling Units/Acre	165	186 DU / 1.18 Acre
			Job/Job Acre	--	--
Increased Diversity	LUT-3	No	Yes or No	--	--
Improved Walkability Design	LUT-9	No	Intersections/Square Miles	--	--
Improve Destination Accessibility	LUT-4	No	Distance to Downtown/Job Ctr	--	--
Increased Transit Accessibility	LUT-5	No	Average Distance to Transit Station (miles)	--	--
Integrated Below Market Rate Housing	LUT-6	No	# Dwelling Units Below Market Rate	--	--
Improve Pedestrian Network	SDT-1	No	Yes or No; Project Site, Project Site and Connecting off-site, and Rural	--	--

Mitigation Input Category	CAPCOA Mitigation Number	Include in Model? (yes/no)	Type of Input / Unit	Project Specific Inputs	
				Inputs	Source/Notes
Provide Traffic Calming Measures	SDT-2	No	% Streets with Improvement	--	--
		No	% Intersections with Improvement	--	--
Implement Neighborhood Electric Vehicle (NEV) Network	SDT-3	No	% of streets equipped with NEV network.	--	--
Limit Parking Supply	PDT-1	Yes	% Reduction in Spaces	100%	No parking provided by project.
Unbundled Parking Costs	PDT-2	No	Monthly Parking Costs (\$)	--	--
On-Street Market Pricing	PDT-3	No	% Increase in Price	--	--
Provide a Bus Rapid Transit System	TST-1	No	% Lines BRT	--	--
Expand Transit Network	TST-3	No	% Increase Transit Coverage	--	--
Increase Transit Frequency	TST-4	No	Level of Implementation	--	--
		No	% Reduction in Headways	--	--
Implement Trip Reduction Program	TRT-1, TRT-2	No	% employee eligible	--	--
		No	Program Type	--	--
Transit Subsidy	TRT-4	No	% employee eligible	--	--
		No	Daily Transit Subsidy Amount (\$)	--	--
Implement Employee Parking "Cash-Out"	TRT-15	No	% employee eligible	--	--
Workplace Parking Charge	TRT-14	No	% employee eligible	--	--
		No	Daily Parking Charge (\$)	--	--

Mitigation Input Category	CAPCOA Mitigation Number	Include in Model? (yes/no)	Type of Input / Unit	Project Specific Inputs	
				Inputs	Source/Notes
Encourage Telecommuting and Alternative Work Schedules	TRT-6	No	% employee work 9/80	--	--
		No	% employee work 4/40	--	--
		No	% employee telecommute 1.5 days	--	--
Market Commute Trip Reduction Option	TRT-7	No	% employee eligible	--	--
Employee Vanpool/Shuttle	TRT-11	No	% employee eligible	--	--
		No	% vanpool mode share	--	--
Provide Ride Sharing Program	TRT-3	No	% employee eligible	--	--
Implement School Bus Program	TRT-13	No	% family using	--	--
Only Natural Gas Hearth	N/A	No	Yes or No	--	--
No hearth	N/A	No	Yes or No	--	--
Use of Low VOC Cleaning Supplies	N/A	No	Yes or No	--	--
Use low VOC Paint (Residential Interior)	N/A	No	Emission Factor (EF) (g/l)	--	--
Use low VOC Paint (Residential Exterior)	N/A	No	EF (g/l)	--	--
Use low VOC Paint (Non-residential Interior)	N/A	No	EF (g/l)	--	--

Mitigation Input Category	CAPCOA Mitigation Number	Include in Model? (yes/no)	Type of Input / Unit	Project Specific Inputs	
				Inputs	Source/Notes
Use low VOC Paint (Non-residential Exterior)	N/A	No	EF (g/l)	--	--
Electric Lawnmower	A-1	No	Percent of equipment type that will be electric.	--	--
Electric Leafblower	A-1	No	Percent of equipment type that will be electric.	--	--
Electric Chainsaw	A-1	No	Percent of equipment type that will be electric.	--	--
Exceed Title 24	BE-1	No	Percentage improvement selected for the Project.	--	--
Install High Efficiently Lighting	LE-1	No	% Lighting Energy Reduction	--	--
On-site Renewable Energy	AE-1, AE-2, AE-3	No	kWh Generated	--	--
		No	% of Electricity Use Generated	--	--
Energy Efficient Appliances	BE-4	No	Appliance Type, Land Use Subtype, % Improvement	--	--
Apply Water Conservation Strategy	WUW-2	No	% Reduction Indoor	--	--
		No	% Reduction Outdoor	--	--
Use Reclaimed Water	WSW-1	No	% Indoor Water Use	--	--
		No	% Outdoor Water Use	--	--
Use Grey Water	WSW-2	No	% Indoor Water Use	--	--
		No	% Outdoor Water Use	--	--
Install Low-Flow Bathroom Faucet	WUW-1	No	% Reduction in flow	--	--
Install Low-flow Kitchen Faucet	WUW-1	No	% Reduction in flow	--	--
Install Low-flow Toilet	WUW-1	No	% Reduction in flow	--	--
Install Low-flow Shower	WUW-1	No	% Reduction in flow	--	--
Turf Reduction	WUW-5	No	Turf Reduction Area (sqft)	--	--
		No	% Reduction turf	--	--

Mitigation Input Category	CAPCOA Mitigation Number	Include in Model? (yes/no)	Type of Input / Unit	Project Specific Inputs	
				Inputs	Source/Notes
Use Water-Efficient Irrigation Systems	WUW-4	No	% Reduction	--	--
Water Efficient Landscape	WUW-3	No	Maximum Applied Water Allowance (MAWA) (gal/yr)	--	--
		No	Estimated Total Water Use (ETWU) (gal/yr)	--	--
Institute Recycling and Composting Service	SW-1	No	% Reduction in Waste Disposal over State requirements	--	--

Source: AES, 2019; CalEEMod20163.2, 2016

Table 1 – Land Use Inputs

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet	Population	Indoor Water Demand (gal/yr) ³	Outdoor Water Demand (gal/yr) ⁴
Residential	Apartments Mid-Rise	186	DU	1.18	186,000 (Default)	532 (Default)	Default	Default
Retail	Strip Mall	3	1,000 sq ft	0	3,000	0	Default	Default

Table 2 – Construction Equipment Usage

Equipment	Total No.	Construction Phase Activities			
		Demolition	Site Preparation	Construction	Architectural Coating
	Construction Phasing	11/1/2019	11/29/2019	12/3/2019	9/8/2020
		11/28/2020	12/2/2019	9/7/2020	11/16/2020
All Equipment	Default	Default	Default	Default	Default
Worker Trips (per day)	40	Default	Default	Default	Default
Haul Trips (per day)	10	Default	Default	N/A	N/A

Table 3 - Trip Generation Rates

Land Use	Daily Trip Generation Rate ¹		Trip Length (miles)			Trip Type (%)			Trip Purpose (%)		
	Weekday	Weekend	H-S/ C-C	H-W/ C-W	H-O/ C-NW	Primary	Diverted ²	Pass-B	H-S/ C-C	H-W/ C-W	H-O/ C-NW
Apartments Mid Rise	Default	Default	Default	Default	Default	Default	Default	Default	Default	Default	Default
Strip Mall	Default	Default	Default	Default	Default	Default	Default	Default	Default	Default	Default

Table 4 - Energy Use

Land Use Subtype	Title-24 Electricity Energy Intensity (KWhr/size/yr)	Nontitle-24 Electricity Energy Intensity (KWhr/size/yr)	Lighting Energy Intensity (KWhr/size/yr)	Title-24 Natural Gas Intensity (KBtu/size/yr)	Non-title-24 Natural Gas Intensity (KBtu/size/yr)
Apartments Mid Rise	Default	Default	Default	Default	Default
Strip Mall	Default	Default	Default	Default	Default

Table 5 - Off-Road Equipment Mitigation Inputs

Equipment Type	Engine Tier	Diesel Particulate Filter (DPF) Level 2014
All Equipment	Tier 3	Level 3
Scrapers	No Change	No Change

References

California Energy Commission (CEC), 2015. California Electric Utility Service Areas. Available at: http://www.energy.ca.gov/maps/serviceareas/Electric_Service_Areas_Detail.pdf. Accessed October 3, 2019.

California Air Pollution Control Officers Association (CAPCOA), 2010. Quantifying Greenhouse Gas Mitigation Measures. Available at: <http://www.capcoa.org/wp-content/uploads/downloads/2010/09/CAPCOA-Quantification-Report-9-14-Final.pdf>. Accessed October 3, 2019.

Mansion Inn - Sacramento Valley Air Basin, Annual

Mansion Inn
Sacramento Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	186.00	Dwelling Unit	1.18	186,000.00	532
Strip Mall	3.00	1000sqft	0.00	3,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	65
Climate Zone	6			Operational Year	2020
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

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Project Characteristics -

Land Use - Project Description

Construction Phase - No paving or grading required.

Grading - Project description.

Demolition - 300'*160'*4 stories

Trips and VMT - No more than 40 worker trips per day and 10 material haul trips.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Woodstoves - No hearths included in project design.

Off-road Equipment -

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	175.00
tblConstructionPhase	NumDays	200.00	229.00
tblConstructionPhase	NumDays	20.00	88.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	9/21/2020	11/2/2020
tblConstructionPhase	PhaseEndDate	9/7/2020	10/16/2020
tblConstructionPhase	PhaseEndDate	11/28/2019	3/3/2020
tblConstructionPhase	PhaseEndDate	12/2/2019	12/30/2019
tblConstructionPhase	PhaseStartDate	9/8/2020	3/3/2020
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	102.30	0.00
tblFireplaces	NumberNoFireplace	18.60	0.00
tblFireplaces	NumberWood	65.10	0.00
tblGrading	AcresOfGrading	11.00	1.18
tblLandUse	LotAcreage	4.89	1.18
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	20.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	135.00	40.00
tblTripsAndVMT	WorkerTripNumber	27.00	20.00
tblWoodstoves	NumberCatalytic	9.30	0.00
tblWoodstoves	NumberNoncatalytic	9.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

Mansion Inn - Sacramento Valley Air Basin, Annual

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					
2019	0.0985	0.9508	0.5944	1.2200e-003	0.1213	0.0474	0.1687	0.0431	0.0445	0.0876	0.0000	108.4640	108.4640	0.0219	0.0000	109.0120
2020	1.4890	2.3606	2.0886	4.0600e-003	0.1139	0.1196	0.2335	0.0247	0.1150	0.1397	0.0000	348.4004	348.4004	0.0526	0.0000	349.7152
Maximum	1.4890	2.3606	2.0886	4.0600e-003	0.1213	0.1196	0.2335	0.0431	0.1150	0.1397	0.0000	348.4004	348.4004	0.0526	0.0000	349.7152

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					
2019	0.0985	0.9508	0.5944	1.2200e-003	0.1213	0.0474	0.1687	0.0431	0.0445	0.0876	0.0000	108.4639	108.4639	0.0219	0.0000	109.0119
2020	1.4890	2.3606	2.0886	4.0600e-003	0.1139	0.1196	0.2335	0.0247	0.1150	0.1397	0.0000	348.4001	348.4001	0.0526	0.0000	349.7148
Maximum	1.4890	2.3606	2.0886	4.0600e-003	0.1213	0.1196	0.2335	0.0431	0.1150	0.1397	0.0000	348.4001	348.4001	0.0526	0.0000	349.7148

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-1-2019	1-31-2020	1.5566	1.5566
2	2-1-2020	4-30-2020	1.2146	1.2146
3	5-1-2020	7-31-2020	1.1118	1.1118
4	8-1-2020	9-30-2020	0.7371	0.7371
		Highest	1.5566	1.5566

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	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110
Energy	9.8600e-003	0.0843	0.0362	5.4000e-004		6.8200e-003	6.8200e-003		6.8200e-003	6.8200e-003	0.0000	318.9042	318.9042	0.0127	4.0400e-003	320.4263
Mobile	0.5034	3.1006	5.7075	0.0181	1.3172	0.0209	1.3381	0.3540	0.0197	0.3737	0.0000	1,665.947 ₁	1,665.947 ₁	0.0868	0.0000	1,668.116 ₂
Waste						0.0000	0.0000		0.0000	0.0000	18.0073	0.0000	18.0073	1.0642	0.0000	44.6124
Water						0.0000	0.0000		0.0000	0.0000	3.9152	25.1676	29.0828	0.4034	9.7500e-003	42.0727
Total	1.4113	3.2010	7.1294	0.0187	1.3172	0.0353	1.3525	0.3540	0.0342	0.3881	21.9225	2,012.274₉	2,034.197₄	1.5693	0.0138	2,077.538₆

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110
Energy	9.8600e-003	0.0843	0.0362	5.4000e-004		6.8200e-003	6.8200e-003		6.8200e-003	6.8200e-003	0.0000	318.9042	318.9042	0.0127	4.0400e-003	320.4263
Mobile	0.4361	2.5057	4.2140	0.0124	0.8562	0.0144	0.8706	0.2301	0.0136	0.2437	0.0000	1,138.4356	1,138.4356	0.0679	0.0000	1,140.1331
Waste						0.0000	0.0000		0.0000	0.0000	18.0073	0.0000	18.0073	1.0642	0.0000	44.6124
Water						0.0000	0.0000		0.0000	0.0000	3.9152	25.1676	29.0828	0.4034	9.7500e-003	42.0727
Total	1.3441	2.6061	5.6359	0.0130	0.8562	0.0288	0.8850	0.2301	0.0280	0.2581	21.9225	1,484.7633	1,506.6859	1.5504	0.0138	1,549.5555

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.77	18.58	20.95	30.68	35.00	18.39	34.57	35.00	17.95	33.50	0.00	26.21	25.93	1.20	0.00	25.41

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/1/2019	3/3/2020	5	88	
2	Site Preparation	Site Preparation	11/29/2019	12/30/2019	5	22	
3	Building Construction	Building Construction	12/3/2019	10/16/2020	5	229	
4	Architectural Coating	Architectural Coating	3/3/2020	11/2/2020	5	175	

Acres of Grading (Site Preparation Phase): 1.18

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 376,650; Residential Outdoor: 125,550; Non-Residential Indoor: 4,500; Non-Residential Outdoor: 1,500; Striped Parking Area: 0 (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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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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	5	20.00	0.00	873.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	40.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0481	0.0000	0.0481	7.2900e-003	0.0000	7.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0493	0.4875	0.3202	5.2000e-004		0.0277	0.0277		0.0258	0.0258	0.0000	46.0446	46.0446	0.0117	0.0000	46.3377
Total	0.0493	0.4875	0.3202	5.2000e-004	0.0481	0.0277	0.0758	7.2900e-003	0.0258	0.0331	0.0000	46.0446	46.0446	0.0117	0.0000	46.3377

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3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-003	0.0645	0.0113	1.7000e-004	6.4200e-003	2.9000e-004	6.7100e-003	1.6800e-003	2.8000e-004	1.9600e-003	0.0000	16.5255	16.5255	7.2000e-004	0.0000	16.5436
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	1.8600e-003	1.4000e-003	0.0143	3.0000e-005	3.4000e-003	2.0000e-005	3.4200e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	3.1237	3.1237	1.0000e-004	0.0000	3.1263
Total	3.7600e-003	0.0659	0.0255	2.0000e-004	9.8200e-003	3.1000e-004	0.0101	2.5800e-003	3.0000e-004	2.8900e-003	0.0000	19.6492	19.6492	8.2000e-004	0.0000	19.6699

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					0.0481	0.0000	0.0481	7.2900e-003	0.0000	7.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0493	0.4875	0.3202	5.2000e-004		0.0277	0.0277		0.0258	0.0258	0.0000	46.0445	46.0445	0.0117	0.0000	46.3376
Total	0.0493	0.4875	0.3202	5.2000e-004	0.0481	0.0277	0.0758	7.2900e-003	0.0258	0.0331	0.0000	46.0445	46.0445	0.0117	0.0000	46.3376

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3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-003	0.0645	0.0113	1.7000e-004	6.4200e-003	2.9000e-004	6.7100e-003	1.6800e-003	2.8000e-004	1.9600e-003	0.0000	16.5255	16.5255	7.2000e-004	0.0000	16.5436
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	1.8600e-003	1.4000e-003	0.0143	3.0000e-005	3.4000e-003	2.0000e-005	3.4200e-003	9.0000e-004	2.0000e-005	9.3000e-004	0.0000	3.1237	3.1237	1.0000e-004	0.0000	3.1263
Total	3.7600e-003	0.0659	0.0255	2.0000e-004	9.8200e-003	3.1000e-004	0.0101	2.5800e-003	3.0000e-004	2.8900e-003	0.0000	19.6492	19.6492	8.2000e-004	0.0000	19.6699

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0504	0.0000	0.0504	7.6300e-003	0.0000	7.6300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0478	0.4713	0.3298	5.4000e-004		0.0259	0.0259		0.0242	0.0242	0.0000	47.4023	47.4023	0.0122	0.0000	47.7069
Total	0.0478	0.4713	0.3298	5.4000e-004	0.0504	0.0259	0.0763	7.6300e-003	0.0242	0.0318	0.0000	47.4023	47.4023	0.0122	0.0000	47.7069

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7700e-003	0.0625	0.0106	1.8000e-004	6.4600e-003	2.3000e-004	6.7000e-003	1.7000e-003	2.2000e-004	1.9200e-003	0.0000	17.1142	17.1142	7.3000e-004	0.0000	17.1324
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	1.7800e-003	1.2900e-003	0.0133	4.0000e-005	3.5500e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.1671	3.1671	9.0000e-005	0.0000	3.1694
Total	3.5500e-003	0.0638	0.0239	2.2000e-004	0.0100	2.6000e-004	0.0103	2.6500e-003	2.4000e-004	2.8900e-003	0.0000	20.2812	20.2812	8.2000e-004	0.0000	20.3018

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					0.0504	0.0000	0.0504	7.6300e-003	0.0000	7.6300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0478	0.4713	0.3298	5.4000e-004		0.0259	0.0259		0.0242	0.0242	0.0000	47.4022	47.4022	0.0122	0.0000	47.7068
Total	0.0478	0.4713	0.3298	5.4000e-004	0.0504	0.0259	0.0763	7.6300e-003	0.0242	0.0318	0.0000	47.4022	47.4022	0.0122	0.0000	47.7068

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3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7700e-003	0.0625	0.0106	1.8000e-004	6.4600e-003	2.3000e-004	6.7000e-003	1.7000e-003	2.2000e-004	1.9200e-003	0.0000	17.1142	17.1142	7.3000e-004	0.0000	17.1324
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	1.7800e-003	1.2900e-003	0.0133	4.0000e-005	3.5500e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.1671	3.1671	9.0000e-005	0.0000	3.1694
Total	3.5500e-003	0.0638	0.0239	2.2000e-004	0.0100	2.6000e-004	0.0103	2.6500e-003	2.4000e-004	2.8900e-003	0.0000	20.2812	20.2812	8.2000e-004	0.0000	20.3018

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0586	0.0000	0.0586	0.0319	0.0000	0.0319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0188	0.2143	0.0868	1.9000e-004		9.7100e-003	9.7100e-003		8.9300e-003	8.9300e-003	0.0000	17.0134	17.0134	5.3800e-003	0.0000	17.1480
Total	0.0188	0.2143	0.0868	1.9000e-004	0.0586	9.7100e-003	0.0683	0.0319	8.9300e-003	0.0409	0.0000	17.0134	17.0134	5.3800e-003	0.0000	17.1480

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3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.9000e-004	2.9200e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.6393	0.6393	2.0000e-005	0.0000	0.6398
Total	3.8000e-004	2.9000e-004	2.9200e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.6393	0.6393	2.0000e-005	0.0000	0.6398

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					0.0586	0.0000	0.0586	0.0319	0.0000	0.0319	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0188	0.2143	0.0868	1.9000e-004		9.7100e-003	9.7100e-003		8.9300e-003	8.9300e-003	0.0000	17.0134	17.0134	5.3800e-003	0.0000	17.1480
Total	0.0188	0.2143	0.0868	1.9000e-004	0.0586	9.7100e-003	0.0683	0.0319	8.9300e-003	0.0409	0.0000	17.0134	17.0134	5.3800e-003	0.0000	17.1480

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3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.9000e-004	2.9200e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.6393	0.6393	2.0000e-005	0.0000	0.6398
Total	3.8000e-004	2.9000e-004	2.9200e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.6393	0.6393	2.0000e-005	0.0000	0.6398

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0239	0.1678	0.1416	2.3000e-004		9.6200e-003	9.6200e-003		9.2900e-003	9.2900e-003	0.0000	19.2226	19.2226	3.7000e-003	0.0000	19.3149
Total	0.0239	0.1678	0.1416	2.3000e-004		9.6200e-003	9.6200e-003		9.2900e-003	9.2900e-003	0.0000	19.2226	19.2226	3.7000e-003	0.0000	19.3149

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3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0136	3.3500e-003	3.0000e-005	6.9000e-004	1.0000e-004	7.8000e-004	2.0000e-004	9.0000e-005	2.9000e-004	0.0000	2.8439	2.8439	1.7000e-004	0.0000	2.8481
Worker	1.8200e-003	1.3600e-003	0.0139	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	3.0511	3.0511	1.0000e-004	0.0000	3.0536
Total	2.3400e-003	0.0150	0.0173	6.0000e-005	4.0100e-003	1.2000e-004	4.1200e-003	1.0800e-003	1.1000e-004	1.1900e-003	0.0000	5.8949	5.8949	2.7000e-004	0.0000	5.9017

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	0.0239	0.1678	0.1416	2.3000e-004		9.6200e-003	9.6200e-003		9.2900e-003	9.2900e-003	0.0000	19.2225	19.2225	3.7000e-003	0.0000	19.3149
Total	0.0239	0.1678	0.1416	2.3000e-004		9.6200e-003	9.6200e-003		9.2900e-003	9.2900e-003	0.0000	19.2225	19.2225	3.7000e-003	0.0000	19.3149

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3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0136	3.3500e-003	3.0000e-005	6.9000e-004	1.0000e-004	7.8000e-004	2.0000e-004	9.0000e-005	2.9000e-004	0.0000	2.8439	2.8439	1.7000e-004	0.0000	2.8481
Worker	1.8200e-003	1.3600e-003	0.0139	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	3.0511	3.0511	1.0000e-004	0.0000	3.0536
Total	2.3400e-003	0.0150	0.0173	6.0000e-005	4.0100e-003	1.2000e-004	4.1200e-003	1.0800e-003	1.1000e-004	1.1900e-003	0.0000	5.8949	5.8949	2.7000e-004	0.0000	5.9017

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2112	1.5380	1.3716	2.2900e-003		0.0828	0.0828		0.0800	0.0800	0.0000	188.8038	188.8038	0.0351	0.0000	189.6800
Total	0.2112	1.5380	1.3716	2.2900e-003		0.0828	0.0828		0.0800	0.0800	0.0000	188.8038	188.8038	0.0351	0.0000	189.6800

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3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1700e-003	0.1233	0.0283	2.9000e-004	6.8200e-003	6.3000e-004	7.4500e-003	1.9700e-003	6.1000e-004	2.5800e-003	0.0000	27.9779	27.9779	1.5700e-003	0.0000	28.0171
Worker	0.0164	0.0119	0.1230	3.2000e-004	0.0329	2.3000e-004	0.0331	8.7400e-003	2.2000e-004	8.9600e-003	0.0000	29.2778	29.2778	8.7000e-004	0.0000	29.2996
Total	0.0206	0.1352	0.1513	6.1000e-004	0.0397	8.6000e-004	0.0405	0.0107	8.3000e-004	0.0115	0.0000	57.2557	57.2557	2.4400e-003	0.0000	57.3167

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	0.2112	1.5380	1.3716	2.2900e-003		0.0828	0.0828		0.0800	0.0800	0.0000	188.8036	188.8036	0.0351	0.0000	189.6798
Total	0.2112	1.5380	1.3716	2.2900e-003		0.0828	0.0828		0.0800	0.0800	0.0000	188.8036	188.8036	0.0351	0.0000	189.6798

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3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1700e-003	0.1233	0.0283	2.9000e-004	6.8200e-003	6.3000e-004	7.4500e-003	1.9700e-003	6.1000e-004	2.5800e-003	0.0000	27.9779	27.9779	1.5700e-003	0.0000	28.0171
Worker	0.0164	0.0119	0.1230	3.2000e-004	0.0329	2.3000e-004	0.0331	8.7400e-003	2.2000e-004	8.9600e-003	0.0000	29.2778	29.2778	8.7000e-004	0.0000	29.2996
Total	0.0206	0.1352	0.1513	6.1000e-004	0.0397	8.6000e-004	0.0405	0.0107	8.3000e-004	0.0115	0.0000	57.2557	57.2557	2.4400e-003	0.0000	57.3167

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1778					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1473	0.1603	2.6000e-004		9.7100e-003	9.7100e-003		9.7100e-003	9.7100e-003	0.0000	22.3410	22.3410	1.7300e-003	0.0000	22.3842
Total	1.1989	0.1473	0.1603	2.6000e-004		9.7100e-003	9.7100e-003		9.7100e-003	9.7100e-003	0.0000	22.3410	22.3410	1.7300e-003	0.0000	22.3842

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3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9100e-003	5.0100e-003	0.0518	1.4000e-004	0.0138	1.0000e-004	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	12.3164	12.3164	3.7000e-004	0.0000	12.3255
Total	6.9100e-003	5.0100e-003	0.0518	1.4000e-004	0.0138	1.0000e-004	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	12.3164	12.3164	3.7000e-004	0.0000	12.3255

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1778					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1473	0.1603	2.6000e-004		9.7100e-003	9.7100e-003		9.7100e-003	9.7100e-003	0.0000	22.3409	22.3409	1.7300e-003	0.0000	22.3842
Total	1.1989	0.1473	0.1603	2.6000e-004		9.7100e-003	9.7100e-003		9.7100e-003	9.7100e-003	0.0000	22.3409	22.3409	1.7300e-003	0.0000	22.3842

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3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9100e-003	5.0100e-003	0.0518	1.4000e-004	0.0138	1.0000e-004	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	12.3164	12.3164	3.7000e-004	0.0000	12.3255
Total	6.9100e-003	5.0100e-003	0.0518	1.4000e-004	0.0138	1.0000e-004	0.0139	3.6800e-003	9.0000e-005	3.7700e-003	0.0000	12.3164	12.3164	3.7000e-004	0.0000	12.3255

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Limit Parking Supply

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4361	2.5057	4.2140	0.0124	0.8562	0.0144	0.8706	0.2301	0.0136	0.2437	0.0000	1,138.4356	1,138.4356	0.0679	0.0000	1,140.1331
Unmitigated	0.5034	3.1006	5.7075	0.0181	1.3172	0.0209	1.3381	0.3540	0.0197	0.3737	0.0000	1,665.9471	1,665.9471	0.0868	0.0000	1,668.1162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,236.90	1,188.54	1089.96	3,340,555	2,171,361
Strip Mall	132.96	126.12	61.29	187,490	121,869
Total	1,369.86	1,314.66	1,151.25	3,528,045	2,293,229

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.530940	0.038656	0.196609	0.124029	0.026407	0.006167	0.021091	0.044601	0.001684	0.001914	0.006001	0.000796	0.001107
Strip Mall	0.530940	0.038656	0.196609	0.124029	0.026407	0.006167	0.021091	0.044601	0.001684	0.001914	0.006001	0.000796	0.001107

Mansion Inn - Sacramento Valley Air Basin, Annual

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	221.2801	221.2801	0.0109	2.2500e-003	222.2221
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	221.2801	221.2801	0.0109	2.2500e-003	222.2221
NaturalGas Mitigated	9.8600e-003	0.0843	0.0362	5.4000e-004		6.8200e-003	6.8200e-003		6.8200e-003	6.8200e-003	0.0000	97.6241	97.6241	1.8700e-003	1.7900e-003	98.2042
NaturalGas Unmitigated	9.8600e-003	0.0843	0.0362	5.4000e-004		6.8200e-003	6.8200e-003		6.8200e-003	6.8200e-003	0.0000	97.6241	97.6241	1.8700e-003	1.7900e-003	98.2042

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.81315e+006	9.7800e-003	0.0836	0.0356	5.3000e-004		6.7500e-003	6.7500e-003		6.7500e-003	6.7500e-003	0.0000	96.7564	96.7564	1.8500e-003	1.7700e-003	97.3314
Strip Mall	16260	9.0000e-005	8.0000e-004	6.7000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8677	0.8677	2.0000e-005	2.0000e-005	0.8729
Total		9.8700e-003	0.0844	0.0362	5.3000e-004		6.8100e-003	6.8100e-003		6.8100e-003	6.8100e-003	0.0000	97.6241	97.6241	1.8700e-003	1.7900e-003	98.2042

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					
Apartments Mid Rise	1.81315e+006	9.7800e-003	0.0836	0.0356	5.3000e-004		6.7500e-003	6.7500e-003		6.7500e-003	6.7500e-003	0.0000	96.7564	96.7564	1.8500e-003	1.7700e-003	97.3314
Strip Mall	16260	9.0000e-005	8.0000e-004	6.7000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8677	0.8677	2.0000e-005	2.0000e-005	0.8729
Total		9.8700e-003	0.0844	0.0362	5.3000e-004		6.8100e-003	6.8100e-003		6.8100e-003	6.8100e-003	0.0000	97.6241	97.6241	1.8700e-003	1.7900e-003	98.2042

Mansion Inn - Sacramento Valley Air Basin, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	791702	211.9861	0.0104	2.1500e-003	212.8885
Strip Mall	34710	9.2940	4.6000e-004	9.0000e-005	9.3335
Total		221.2801	0.0109	2.2400e-003	222.2221

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	791702	211.9861	0.0104	2.1500e-003	212.8885
Strip Mall	34710	9.2940	4.6000e-004	9.0000e-005	9.3335
Total		221.2801	0.0109	2.2400e-003	222.2221

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110
Unmitigated	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110

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	0.1178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7381					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0422	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110
Total	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1178					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7381					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0422	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110
Total	0.8981	0.0160	1.3857	7.0000e-005		7.6200e-003	7.6200e-003		7.6200e-003	7.6200e-003	0.0000	2.2560	2.2560	2.2000e-003	0.0000	2.3110

7.0 Water Detail

7.1 Mitigation Measures Water

Mansion Inn - Sacramento Valley Air Basin, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	29.0828	0.4034	9.7500e-003	42.0727
Unmitigated	29.0828	0.4034	9.7500e-003	42.0727

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	12.1186 / 7.64002	28.5627	0.3961	9.5800e-003	41.3187
Strip Mall	0.222218 / 0.136198	0.5201	7.2600e-003	1.8000e-004	0.7540
Total		29.0828	0.4034	9.7600e-003	42.0727

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	12.1186 / 7.64002	28.5627	0.3961	9.5800e-003	41.3187
Strip Mall	0.222218 / 0.136198	0.5201	7.2600e-003	1.8000e-004	0.7540
Total		29.0828	0.4034	9.7600e-003	42.0727

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.0073	1.0642	0.0000	44.6124
Unmitigated	18.0073	1.0642	0.0000	44.6124

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	85.56	17.3679	1.0264	0.0000	43.0283
Strip Mall	3.15	0.6394	0.0378	0.0000	1.5841
Total		18.0073	1.0642	0.0000	44.6124

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	85.56	17.3679	1.0264	0.0000	43.0283
Strip Mall	3.15	0.6394	0.0378	0.0000	1.5841
Total		18.0073	1.0642	0.0000	44.6124

9.0 Operational Offroad

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

Mansion Inn - Sacramento Valley Air Basin, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Mansion Inn - Sacramento Valley Air Basin, Summer

Mansion Inn
Sacramento Valley Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	186.00	Dwelling Unit	1.18	186,000.00	532
Strip Mall	3.00	1000sqft	0.00	3,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	65
Climate Zone	6			Operational Year	2020
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

Mansion Inn - Sacramento Valley Air Basin, Summer

Project Characteristics -

Land Use - Project Description

Construction Phase - No paving or grading required.

Grading - Project description.

Demolition - 300'*160'*4 stories

Trips and VMT - No more than 40 worker trips per day and 10 material haul trips.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Woodstoves - No hearths included in project design.

Off-road Equipment -

Mansion Inn - Sacramento Valley Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	175.00
tblConstructionPhase	NumDays	200.00	229.00
tblConstructionPhase	NumDays	20.00	88.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	9/21/2020	11/2/2020
tblConstructionPhase	PhaseEndDate	9/7/2020	10/16/2020
tblConstructionPhase	PhaseEndDate	11/28/2019	3/3/2020
tblConstructionPhase	PhaseEndDate	12/2/2019	12/30/2019
tblConstructionPhase	PhaseStartDate	9/8/2020	3/3/2020
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	102.30	0.00
tblFireplaces	NumberNoFireplace	18.60	0.00
tblFireplaces	NumberWood	65.10	0.00
tblGrading	AcresOfGrading	11.00	1.18
tblLandUse	LotAcreage	4.89	1.18
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	20.00	10.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	135.00	40.00
tblTripsAndVMT	WorkerTripNumber	27.00	20.00
tblWoodstoves	NumberCatalytic	9.30	0.00
tblWoodstoves	NumberNoncatalytic	9.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

Mansion Inn - Sacramento Valley Air Basin, Summer

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					
2019	6.7553	62.5122	39.7192	0.0804	8.5023	3.1109	11.6132	3.4905	2.9232	6.4137	0.0000	7,842.820 1	7,842.820 1	1.6013	0.0000	7,882.852 2
2020	18.3405	41.4815	33.1654	0.0669	3.2627	2.0801	5.3428	0.6111	1.9756	2.5867	0.0000	6,437.585 5	6,437.585 5	1.0610	0.0000	6,464.110 2
Maximum	18.3405	62.5122	39.7192	0.0804	8.5023	3.1109	11.6132	3.4905	2.9232	6.4137	0.0000	7,842.820 1	7,842.820 1	1.6013	0.0000	7,882.852 2

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					
2019	6.7553	62.5122	39.7192	0.0804	8.5023	3.1109	11.6132	3.4905	2.9232	6.4137	0.0000	7,842.820 0	7,842.820 0	1.6013	0.0000	7,882.852 2
2020	18.3405	41.4815	33.1654	0.0669	3.2627	2.0801	5.3428	0.6111	1.9756	2.5867	0.0000	6,437.585 5	6,437.585 5	1.0610	0.0000	6,464.110 2
Maximum	18.3405	62.5122	39.7192	0.0804	8.5023	3.1109	11.6132	3.4905	2.9232	6.4137	0.0000	7,842.820 0	7,842.820 0	1.6013	0.0000	7,882.852 2

Mansion Inn - Sacramento Valley Air Basin, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050
Energy	0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597
Mobile	3.5186	16.9271	35.7873	0.1098	7.7238	0.1172	7.8410	2.0688	0.1106	2.1793		11,129.5342	11,129.5342	0.5496		11,143.2744
Total	8.7315	17.5673	51.3824	0.1136	7.7238	0.2392	7.9630	2.0688	0.2326	2.3013	0.0000	11,746.8212	11,746.8212	0.5879	0.0108	11,764.7391

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	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050
Energy	0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597
Mobile	3.1205	13.8029	25.6193	0.0749	5.0204	0.0806	5.1010	1.3447	0.0759	1.4206		7,597.0247	7,597.0247	0.4233		7,607.6074
Total	8.3334	14.4431	41.2143	0.0787	5.0204	0.2026	5.2230	1.3447	0.1979	1.5426	0.0000	8,214.3117	8,214.3117	0.4616	0.0108	8,229.0720

Mansion Inn - Sacramento Valley Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.56	17.78	19.79	30.74	35.00	15.33	34.41	35.00	14.89	32.97	0.00	30.07	30.07	21.49	0.00	30.05

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	11/1/2019	3/3/2020	5	88	
2	Site Preparation	Site Preparation	11/29/2019	12/30/2019	5	22	
3	Building Construction	Building Construction	12/3/2019	10/16/2020	5	229	
4	Architectural Coating	Architectural Coating	3/3/2020	11/2/2020	5	175	

Acres of Grading (Site Preparation Phase): 1.18

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 376,650; Residential Outdoor: 125,550; Non-Residential Indoor: 4,500; Non-Residential Outdoor: 1,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Mansion Inn - Sacramento Valley Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	20.00	0.00	873.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	40.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Mansion Inn - Sacramento Valley Air Basin, Summer

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2391	0.0000	2.2391	0.3390	0.0000	0.3390			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	2.2950	22.6751	14.8943	0.0241	2.2391	1.2863	3.5254	0.3390	1.2017	1.5408		2,360.7198	2,360.7198	0.6011		2,375.7475

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	0.0872	2.9088	0.5033	8.1100e-003	0.3107	0.0133	0.3240	0.0812	0.0128	0.0940		854.4848	854.4848	0.0357		855.3772
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	0.1000	0.0587	0.7780	1.7800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		177.1700	177.1700	5.9400e-003		177.3185
Total	0.1872	2.9675	1.2814	9.8900e-003	0.4750	0.0145	0.4895	0.1248	0.0138	0.1386		1,031.6548	1,031.6548	0.0416		1,032.6958

Mansion Inn - Sacramento Valley Air Basin, Summer

3.2 Demolition - 2019

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					2.2391	0.0000	2.2391	0.3390	0.0000	0.3390			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	2.2950	22.6751	14.8943	0.0241	2.2391	1.2863	3.5254	0.3390	1.2017	1.5408	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475

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	0.0872	2.9088	0.5033	8.1100e-003	0.3107	0.0133	0.3240	0.0812	0.0128	0.0940		854.4848	854.4848	0.0357		855.3772
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	0.1000	0.0587	0.7780	1.7800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		177.1700	177.1700	5.9400e-003		177.3185
Total	0.1872	2.9675	1.2814	9.8900e-003	0.4750	0.0145	0.4895	0.1248	0.0138	0.1386		1,031.6548	1,031.6548	0.0416		1,032.6958

Mansion Inn - Sacramento Valley Air Basin, Summer

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2391	0.0000	2.2391	0.3390	0.0000	0.3390			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	2.1262	20.9463	14.6573	0.0241	2.2391	1.1525	3.3916	0.3390	1.0761	1.4152		2,322.3127	2,322.3127	0.5970		2,337.2363

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	0.0774	2.6928	0.4500	8.0300e-003	0.2987	0.0102	0.3089	0.0783	9.7500e-003	0.0880		845.7234	845.7234	0.0342		846.5783
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	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864
Total	0.1686	2.7447	1.1463	9.7500e-003	0.4630	0.0113	0.4743	0.1219	0.0108	0.1326		1,017.3804	1,017.3804	0.0394		1,018.3647

Mansion Inn - Sacramento Valley Air Basin, Summer

3.2 Demolition - 2020

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					2.2391	0.0000	2.2391	0.3390	0.0000	0.3390			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	2.1262	20.9463	14.6573	0.0241	2.2391	1.1525	3.3916	0.3390	1.0761	1.4152	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363

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	0.0774	2.6928	0.4500	8.0300e-003	0.2987	0.0102	0.3089	0.0783	9.7500e-003	0.0880		845.7234	845.7234	0.0342		846.5783
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	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864
Total	0.1686	2.7447	1.1463	9.7500e-003	0.4630	0.0113	0.4743	0.1219	0.0108	0.1326		1,017.3804	1,017.3804	0.0394		1,018.3647

Mansion Inn - Sacramento Valley Air Basin, Summer

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3262	0.0000	5.3262	2.9026	0.0000	2.9026			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118		1,704.9189	1,704.9189	0.5394		1,718.4044
Total	1.7123	19.4821	7.8893	0.0172	5.3262	0.8824	6.2086	2.9026	0.8118	3.7144		1,704.9189	1,704.9189	0.5394		1,718.4044

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	0.0400	0.0235	0.3112	7.1000e-004	0.0657	4.7000e-004	0.0662	0.0174	4.3000e-004	0.0179		70.8680	70.8680	2.3800e-003		70.9274
Total	0.0400	0.0235	0.3112	7.1000e-004	0.0657	4.7000e-004	0.0662	0.0174	4.3000e-004	0.0179		70.8680	70.8680	2.3800e-003		70.9274

Mansion Inn - Sacramento Valley Air Basin, Summer

3.3 Site Preparation - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3262	0.0000	5.3262	2.9026	0.0000	2.9026			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118	0.0000	1,704.9189	1,704.9189	0.5394		1,718.4044
Total	1.7123	19.4821	7.8893	0.0172	5.3262	0.8824	6.2086	2.9026	0.8118	3.7144	0.0000	1,704.9189	1,704.9189	0.5394		1,718.4044

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	0.0400	0.0235	0.3112	7.1000e-004	0.0657	4.7000e-004	0.0662	0.0174	4.3000e-004	0.0179		70.8680	70.8680	2.3800e-003		70.9274
Total	0.0400	0.0235	0.3112	7.1000e-004	0.0657	4.7000e-004	0.0662	0.0174	4.3000e-004	0.0179		70.8680	70.8680	2.3800e-003		70.9274

Mansion Inn - Sacramento Valley Air Basin, Summer

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846		2,018.0224	2,018.0224	0.3879		2,027.7210
Total	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846		2,018.0224	2,018.0224	0.3879		2,027.7210

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	0.0487	1.2664	0.2999	2.8800e-003	0.0677	9.1000e-003	0.0768	0.0195	8.7000e-003	0.0282		302.2962	302.2962	0.0169		302.7190
Worker	0.2000	0.1175	1.5561	3.5600e-003	0.3286	2.3300e-003	0.3309	0.0872	2.1400e-003	0.0893		354.3400	354.3400	0.0119		354.6371
Total	0.2487	1.3839	1.8559	6.4400e-003	0.3963	0.0114	0.4077	0.1067	0.0108	0.1175		656.6362	656.6362	0.0288		657.3561

Mansion Inn - Sacramento Valley Air Basin, Summer

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846	0.0000	2,018.0224	2,018.0224	0.3879		2,027.7210
Total	2.2721	15.9802	13.4870	0.0220		0.9158	0.9158		0.8846	0.8846	0.0000	2,018.0224	2,018.0224	0.3879		2,027.7210

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	0.0487	1.2664	0.2999	2.8800e-003	0.0677	9.1000e-003	0.0768	0.0195	8.7000e-003	0.0282		302.2962	302.2962	0.0169		302.7190
Worker	0.2000	0.1175	1.5561	3.5600e-003	0.3286	2.3300e-003	0.3309	0.0872	2.1400e-003	0.0893		354.3400	354.3400	0.0119		354.6371
Total	0.2487	1.3839	1.8559	6.4400e-003	0.3963	0.0114	0.4077	0.1067	0.0108	0.1175		656.6362	656.6362	0.0288		657.3561

Mansion Inn - Sacramento Valley Air Basin, Summer

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467

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	0.0394	1.1629	0.2533	2.8600e-003	0.0677	6.0200e-003	0.0737	0.0195	5.7600e-003	0.0253		300.3137	300.3137	0.0159		300.7103
Worker	0.1824	0.1037	1.3927	3.4500e-003	0.3286	2.2600e-003	0.3309	0.0872	2.0800e-003	0.0892		343.3142	343.3142	0.0104		343.5729
Total	0.2218	1.2666	1.6460	6.3100e-003	0.3963	8.2800e-003	0.4046	0.1067	7.8400e-003	0.1145		643.6278	643.6278	0.0262		644.2831

Mansion Inn - Sacramento Valley Air Basin, Summer

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467

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	0.0394	1.1629	0.2533	2.8600e-003	0.0677	6.0200e-003	0.0737	0.0195	5.7600e-003	0.0253		300.3137	300.3137	0.0159		300.7103
Worker	0.1824	0.1037	1.3927	3.4500e-003	0.3286	2.2600e-003	0.3309	0.0872	2.0800e-003	0.0892		343.3142	343.3142	0.0104		343.5729
Total	0.2218	1.2666	1.6460	6.3100e-003	0.3963	8.2800e-003	0.4046	0.1067	7.8400e-003	0.1145		643.6278	643.6278	0.0262		644.2831

Mansion Inn - Sacramento Valley Air Basin, Summer

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.4600					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	13.7022	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

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	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864
Total	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864

Mansion Inn - Sacramento Valley Air Basin, Summer

3.5 Architectural Coating - 2020

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	13.4600					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	13.7022	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

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	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864
Total	0.0912	0.0519	0.6964	1.7200e-003	0.1643	1.1300e-003	0.1654	0.0436	1.0400e-003	0.0446		171.6571	171.6571	5.1700e-003		171.7864

4.0 Operational Detail - Mobile

Mansion Inn - Sacramento Valley Air Basin, Summer

4.1 Mitigation Measures Mobile

Increase Density

Limit Parking Supply

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1205	13.8029	25.6193	0.0749	5.0204	0.0806	5.1010	1.3447	0.0759	1.4206		7,597.0247	7,597.0247	0.4233		7,607.6074
Unmitigated	3.5186	16.9271	35.7873	0.1098	7.7238	0.1172	7.8410	2.0688	0.1106	2.1793		11,129.5342	11,129.5342	0.5496		11,143.2744

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,236.90	1,188.54	1089.96	3,340,555	2,171,361
Strip Mall	132.96	126.12	61.29	187,490	121,869
Total	1,369.86	1,314.66	1,151.25	3,528,045	2,293,229

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

Mansion Inn - Sacramento Valley Air Basin, Summer

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.530940	0.038656	0.196609	0.124029	0.026407	0.006167	0.021091	0.044601	0.001684	0.001914	0.006001	0.000796	0.001107
Strip Mall	0.530940	0.038656	0.196609	0.124029	0.026407	0.006167	0.021091	0.044601	0.001684	0.001914	0.006001	0.000796	0.001107

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597
NaturalGas Unmitigated	0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597

Mansion Inn - Sacramento Valley Air Basin, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4967.52	0.0536	0.4578	0.1948	2.9200e-003		0.0370	0.0370		0.0370	0.0370		584.4147	584.4147	0.0112	0.0107	587.8876
Strip Mall	44.5479	4.8000e-004	4.3700e-003	3.6700e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2409	5.2409	1.0000e-004	1.0000e-004	5.2721
Total		0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597

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					
Apartments Mid Rise	4.96752	0.0536	0.4578	0.1948	2.9200e-003		0.0370	0.0370		0.0370	0.0370		584.4147	584.4147	0.0112	0.0107	587.8876
Strip Mall	0.0445479	4.8000e-004	4.3700e-003	3.6700e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2409	5.2409	1.0000e-004	1.0000e-004	5.2721
Total		0.0541	0.4622	0.1985	2.9500e-003		0.0373	0.0373		0.0373	0.0373		589.6556	589.6556	0.0113	0.0108	593.1597

6.0 Area Detail

6.1 Mitigation Measures Area

Mansion Inn - Sacramento Valley Air Basin, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050
Unmitigated	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050

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	0.6453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4689	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847		27.6314	27.6314	0.0269		28.3050
Total	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050

Mansion Inn - Sacramento Valley Air Basin, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6453					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.0446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4689	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847		27.6314	27.6314	0.0269		28.3050
Total	5.1588	0.1781	15.3966	8.1000e-004		0.0847	0.0847		0.0847	0.0847	0.0000	27.6314	27.6314	0.0269	0.0000	28.3050

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Mansion Inn - Sacramento Valley Air Basin, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

APPENDIX B
MANSION INN APARTMENTS – SEWER STUDY



DRAFT

MEMORANDUM

To: City of Sacramento (DOU)
From: Katie Hanten, Cunningham Engineering Corporation
Date: 16 September 2019

Subject: Mansion Inn Apartments- Sewer Study

The purpose of this memo is to provide a summary of the methods used in evaluating the post-development sewer flows for Mansion Inn Apartments, the available capacity in the City CSS mains in Government Alley and 15th Street, and the results of those calculations. An area-wide sewer study is required for this project per the project draft Conditions of Approval (DR19-174) dated July 10, 2019. However, per our meeting with City of Sacramento DOU on July 31st, this sewer study has been limited to the evaluation of the section of existing combined storm-sewer main in Government Alley between 15th and 17th Street and the section of existing combined storm-sewer in 15th Street between Government Alley and G Street (see Appendix C). The estimated ESD's for each of the existing properties contributing to the existing 8" and 12" sections of the CSS main in Government Alley, the new 8" section of CSS main in Government Alley and the existing 15" CSS main in 15th Street were provided by the City of Sacramento (Appendix D).

The post-development sewer demand from our project on the existing 8" CSS main in Government Alley and the 15" CSS main in 15th Street was calculated based on the City of Sacramento Standards Section 9, Plate 9-6. The estimated demand from our project is 140 ESD's total, with 50 ESD's contributing to the 15th Street CSS main and 90 ESD's contributing to the Government Alley main (Appendix A).

Demand on existing CSS main in Government Alley

The estimated demand from our project to the existing 8" CSS main in Government Alley is 90 ESD's (Appendix A). The Holiday Inn Express building to the north of our project site contributes an additional 68 ESD's (Appendix D) to the existing 8" main which yields a total demand of 158 ESD's on the existing 8" CSS alley main (from node A to node B shown in Appendix C). The total demand of 158 ESD's was input into the sewer calculation table (Appendix B) and yielded a d/D value of **40%** and an average daily flow of **1.53 ft/s**.

The total demand from each of the existing properties contributing to the 12" section of the existing CSS alley main is estimated to be 160 ESD's (Appendix D). The total demand of 160 ESD's was input into the sewer calculation table (Appendix B) for the length of 12" pipe running from node B to node C (Appendix C). This demand, combined with the upstream demand (in the 8" section of the existing CSS main) yielded a d/D value of **38%** and an average daily flow of **1.36 ft/s**. A complete summary of these calculations is provided in Appendix B.

Demand on existing CSS main in 15th Street

The estimated demand from our project to the existing 15” CSS main in 15th Street is 50 ESD’s (Appendix A). The total demand of 50 ESD’s was input into the sewer calculation table (Appendix B) for the length of new 8” pipe running from node D to E (Appendix C) and yielded a d/D value of **22%** and an average daily flow of **1.15ft/s**.

The total demand from each of the existing properties contributing to the 15” section of the existing CSS main in 15th Street is estimated to be 22 ESD’s (Appendix D). The total demand of 22 ESD’s was input into the sewer calculation table (Appendix B) for the length of existing 15” pipe running from node E to node F (Appendix C). This demand, combined with the upstream demand from our project (in the section of new 8” CSS main) yielded a d/D value of **14%** and an average daily flow of **0.91 ft/s**. A complete summary of these calculations is provided in Appendix B.

Appendices

Appendix A- Proposed Site Sewer Flows

Appendix B- Sanitary Sewer Calculation Table

Appendix C- Sewer Study Exhibit

Appendix D- City of Sacramento Estimated ESDs for Neighboring Properties





APPENDIX A
Proposed Site Sewer Flows
For Mansion Inn Apartments
Prepared: September 11, 2019
By Cunningham Engineering

Flow to 15" CSS Main in 15th Street				
Facility Description	Units/Area (sf)	ESD	Unit	Total ESD
Residential Units	66	0.75	Per unit	49.5
Commercial/Retail General	1,400	0.25	Per 1,000 SF	0.35
Total				50

Flow 8" CSS Main in Government Alley				
Facility Description	Units/Area (sf)	ESD	Unit	Total ESD
Residential Units	120	0.75	Per unit	90
Commercial/Retail General	1,600	0.25	Per 1,000 SF	0.4
Total				90

Summary of Proposed Site Sewer Flows				
Facility Description	Units/Area (sf)	ESD	Unit	Total ESD
Residential Units	186	0.75	Per unit	139.5
Commercial/Retail General	3000	0.25	Per 1,000 SF	0.75
Total				140

Notes:

1. Proposed project facility descriptions listed above are based on the architectural site plan by C2K Architecture, dated August 2019. Actual final building design may vary from information shown above.
2. Sewer generate rates based on City of Sacramento Design Standards, Chapter 9, Plate 9-6.

APPENDIX B SANITARY SEWER CALCULATION TABLE



Mansion Inn Apartments
1777.00-04
Sacramento, CA

Flow Rate = 310 gpd/ESD
Infiltration Rate = 600 gpad
Mannings "n" = 0.013

DRAFT

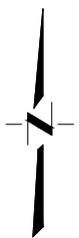
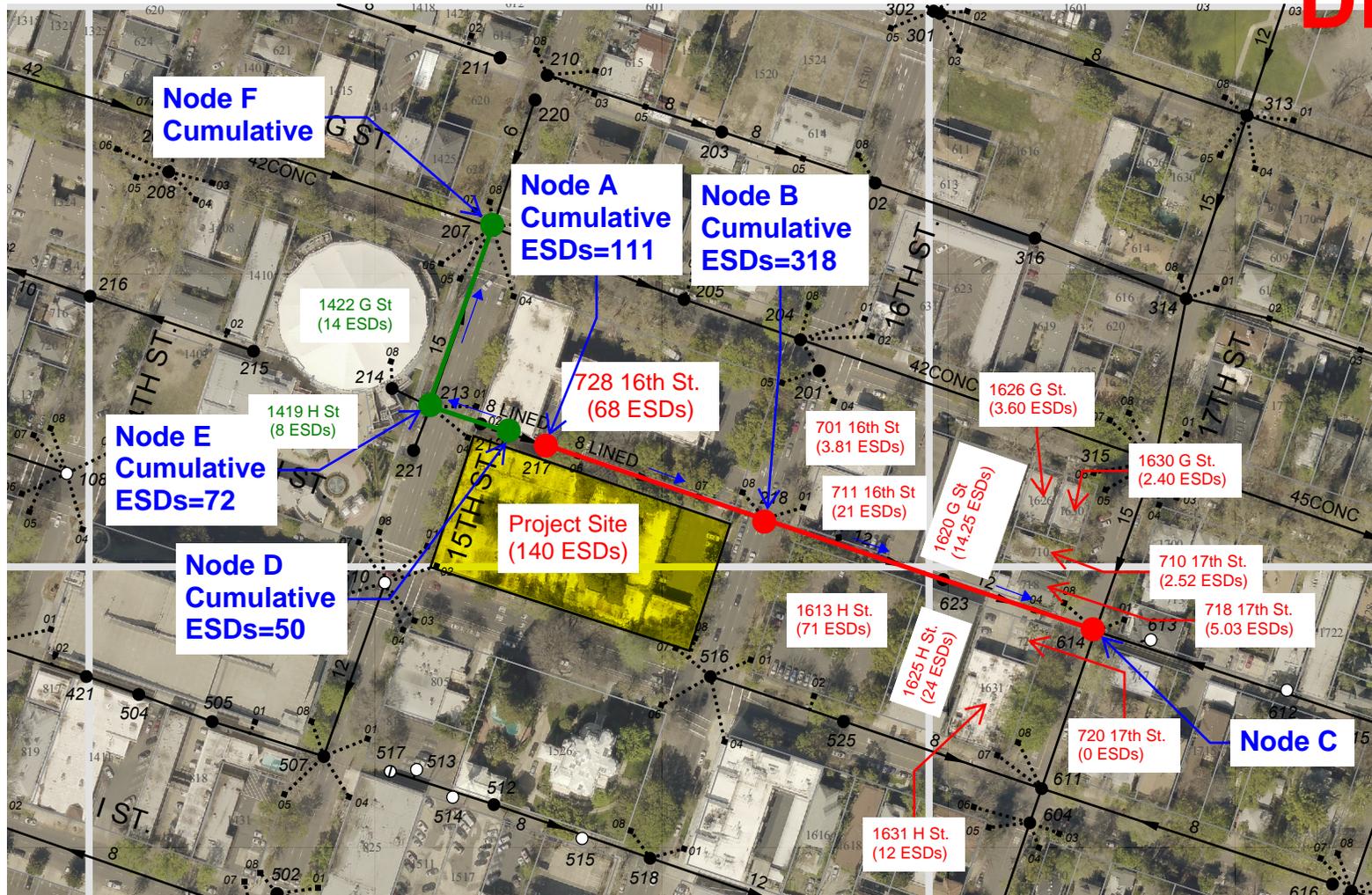
Node		Shed Area (ac)	ESD	ADWF (gpd)	Cumm ADWF (gpd)	Cumm ADWF (cfs)	PF	Infiltration (gpd)	Cumm Infiltration (gpd)	Cumm PWWF (gpd)	Cumm PWWF (cfs)	Pipe Dia. (in)	Length (ft)	Pipe Slope (ft/ft)	Q Full (cfs)	ADWF d (ft)	PWWF d (ft)	PWWF d/D (%)	ADWF V (ft/s)	PWWF V (ft/s)	Q-Full V (ft/s)
From	To																				
A	B	0.59	158	48,980	48,980	0.076	3.67	354	354	179,937	0.278	8	393	0.0044	0.80	0.13	0.27	40%	1.53	2.14	2.30
B	C	0.59	318	98,580	98,580	0.153	3.38	354	708	334,226	0.517	12	381	0.0021	1.63	0.20	0.38	38%	1.36	1.89	2.08

Node		Shed Area (ac)	ESD	ADWF (gpd)	Cumm ADWF (gpd)	Cumm ADWF (cfs)	PF	Infiltration (gpd)	Cumm Infiltration (gpd)	Cumm PWWF (gpd)	Cumm PWWF (cfs)	Pipe Dia. (in)	Length (ft)	Pipe Slope (ft/ft)	Q Full (cfs)	ADWF d (ft)	PWWF d (ft)	PWWF d/D (%)	ADWF V (ft/s)	PWWF V (ft/s)	Q-Full V (ft/s)
From	To																				
D	E	0.59	50	15,500	15,500	0.024	3.89	354	354	60,622	0.094	8	91	0.0050	0.85	0.07	0.15	22%	1.15	1.65	2.45
E	F	0.59	72	22,320	22,320	0.035	3.84	354	708	86,438	0.134	15	350	0.0020	2.89	0.09	0.18	14%	0.91	1.24	2.36

Notes:

1. Calculations Based on City of Sacramento Design Standards.
2. Generation Rates per Sacramento Std 9.3.4, TABLE 9-1 & PLATE 9-6. ESD Flow Factor = 310 gpd/ESD;
3. Peaking Factor per PLATE 9-7. $PF = 2.6(Q^4) - 9.4(Q^3) + 12.5(Q^2) - 7.4(Q) + 4$
4. Groundwater Infiltration per Sacramento Std 9.4.7. Infiltration = 600 gpad
5. Maximum d/D per Sacramento Std 9.5.1. Max d/D = 0.5.
6. Pipe slope for Government Alley CSS main based on field survey. Pipe slope for 15th Street CSS main based on City Standard minimum pipe slope.
7. ESD values per City of Sacramento Landuse and ESDs spreadsheet (S:\Projects\1700\1777 The Mansion Inn\Infiles\Sacramento DOU\2018_Landuse_and_ESDs (Combined System).xlsx)

DRAFT



NOT TO SCALE



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APPENDIX C: SEWER STUDY EXHIBIT

SEPTEMBER 2019

DRAFT



APPENDIX D-CITY OF SACRAMENTO ESTIMATED ESDs FOR NEIGHBORING PROPERTIES

Address	APN	Parcel Area (ac)	Estimated Build-Out ESDs
----------------	------------	-------------------------	---------------------------------

Government Alley
Existing 8" CSS Main

728 16th St	201720230000	1.18	67.91
-------------	--------------	------	-------

Total= 68 ESD

Existing 12" CSS Main

701 16th St	201740030000	0.15	3.81
711 16th St	201740230000	0.38	21.00
1620 G St	201740210000	0.35	14.25
1626 G St	201740090000	0.07	3.60
1630 G St	201740100000	0.07	2.40
710 17th St	201740110000	0.07	2.52
718 17th St	201740120000	0.07	5.03
1613 H St	201740250000	0.59	71.00
1625 H St	201740160000	0.29	24.00
1631 H St	201740220000	0.24	12.00
720 17th St	201740130000	0.05	0.00

Total= 160 ESD

15th Street
Existing 15" CSS Main

1419 H St	20166020000	0.92	8.23
1422 G St	20166020000	0.81	13.53

Total= 22 ESD

 = existing demand contributing to the 8" section of existing CSS main in Government Alley

 = existing demand contributing to the 12" section of existing CSS main in Government Alley

 = existing demand contributing to the 15" section of existing CSS main in Government Alley

Note: Estimated ESD values are based on the information provided in the City of Sacramento "2018 Landuse and ESD's (Combined System)" excel spreadsheet.

APPENDIX C
TREE
SURVEYS

Mansion Inn Tree Survey

Prepared for:

SKK Developments

1121 18th Street

Sacramento, CA 95811

Prepared By:

Bryan Hill

Humboldt State University, B.S. Botany

Certified Arborist WE-5382A

Tree Risk Assessment Qualified

Up A Tree Arborist Services, President

May 17, 2019

I. Introduction

On May 9, 2019, Up A Tree Arborist Services conducted a tree survey at 700 16th Street, Sacramento, CA 95814. The property is on the north side of H Street and extends from 15th to 16th Streets. The property to the north of the lot is occupied by Holiday Inn Express Sacramento. There is a small alley that separates the two properties. Currently the lot is occupied by a vacant building which covers most of the lot. This survey's intent is to identify and evaluate all trees that are within the property's boundaries and those trees in close proximity of the lot that have canopies that overhang the property.

II. Methodology

This tree survey was completed using the Level 2 - Basic Assessment method as outlined by the International Society of Arboriculture. This type of assessment consists of the arborist walking the parcel looking for trees that fit the criteria outlined by the City of Sacramento. The arborist only touched the tree to measure its trunk diameter and nail a numbered tag to the tree's trunk where appropriate. Otherwise, the rest of the data collected was only by observation. To insure this survey was complete all trees with a trunk diameter of one inch or greater were included. For most tree surveys the trees are usually tagged with a numbered metal marker that is nailed to the trunk. That was not done for all trees in this survey because many of the trees are city-maintained street trees or trees on an adjacent private property. Only the trees that were clearly on the private parcel were given a numbered tag. The tag was placed approximately eight feet from the ground on the side of the trunk that was least obvious to normal foot traffic. City trees and trees on adjacent private properties were not tagged but given a letter on the data sheet

All trees on the data sheet are located roughly on a map of the parcel by that corresponding number or letter.

The following list details the data collected on each tree within the survey area:

1. Tree # - All trees had a metal numbered tag nailed to their trunk.
2. Tree name - All trees were identified by both their scientific and common names. Scientific names can change as taxonomists do further research into a given genus or species and find that certain plants belong in other genera.
3. Trunk diameter (DSH) - Trees were measured with a diameter graduated tape to the nearest whole inch to determine the diameter of their trunk, or trunks in the case of multiple trunks originating close to the ground. The measurements were made at approximately 4.5 feet from the ground. This is known commonly known as diameter at standard height (DSH).
4. Canopy drip-line radius (DLR) - This measurement was taken by counting the number of approximate three-foot strides that were needed to go from the base of the tree to the farthest branch tip. This is

called the drip-line radius (DLR) and it is commonly used for determining tree preservation zones during development.

5. Canopy overhang - This measurement only applies to trees that border the property and was taken by counting the number of approximate three-foot strides that were needed to go from the property line to the farthest branch tip extending into the property.
6. Structure rating - Tree structure describes the physical form of the tree in regard to its potential to fail. Tree structure, from the ground up, includes the roots, trunk, scaffold limbs, and branches of the tree. Five categories are awarded for rating the structure of trees: good, good-fair, fair, fair-poor, and poor. A good rating for structure indicates the tree is well proportioned and very unlikely to have any part fail, such as have a branch or scaffold limb tear off or have the whole tree up-root from the ground. A poor rating would indicate the tree is very likely to have a partial or whole tree failure. Most trees fall in the fair category. The rating of large trees for hazard potential is often proportionally related to the tree structure rating. Tree structure ratings can often be improved with mitigation, such as structure pruning and end-weight reduction of over-burdened limbs.
7. Health rating - Tree health describes how vigorous the tree appears. Like tree structure, five categories are used to rate tree health: good, good-fair, fair, fair-poor, and poor. A tree with good health would have full foliage for its species and no dead limbs or twigs. A tree with poor health is usually dead or dying. It is often difficult to improve a tree's health rating through mitigation. Usually multiple factors contribute to an unhealthy tree's condition and trees often show no signs of what is stressing them.
8. Pertinent notes - Any observation beyond the condition of structure and health that was worth noting was placed in this column. Often the maintenance recommendations were based on the listed notes.
9. Maintenance recommendations - These are treatments that are suggested to improve tree structure or tree removal. Structure pruning typically involves, but is not limited to, the pruning of trees to reduce limb end-weight and length, subordination of competing leaders, and removal of dead limbs.

III. Results

There was a total of 38 trees surveyed. Fifteen trees are on the property, 14 are City of Sacramento trees located on the mow strip between the streets and sidewalks, and 9 trees are on the Holiday Inn property. 11 trees (Tree #'s 201, 204, 205, 206, 208, 209, 226, 227, 229, 230, 562) are considered by the City of Sacramento to be private protected trees. These are defined as "all trees at 24-inch DSH on undeveloped land or any other type of property such as commercial, industrial, and apartments". Five protected tree are on the property, six are on the Holiday Inn property.

All the trees, except one, from the Holiday Inn property have canopies that overhang the building located on the property. Their drip-line radii have been estimated since their limbs reach far over the top of the building. These trees have grown wide primarily as a result of extensive pruning for clearance from the powerlines which run over the top of them. These trees will need extensive pruning to get the clearance needed from a five story structure' It is recommended that these trees be removed if possible and replaced with trees that wont grow as large and stay clear of the powerlines.

The City of Sacramento trees are mostly young trees except for the two liquidambar and the Chinese elm. The Chinese elm (tree # 220) is the only tree with significant canopy overhang of the property.

IV. Discussion

The proposed plan for the development of this parcel is to erect a five-story building. All the trees from the Holiday Inn parking lot that overhang the current structure will need to be significantly pruned back to provide the clearance from this building. This pruning in conjunction with the current powerline clearance pruning will create lop-sided trees that grow asymmetrically toward the north and over the Holiday Inn parking lot. Trees that are forced to grow in such a fashion become a higher liability due to hastened growth caused by the excessive pruning. These trees will require more maintenance to reduce the risk that the trees might fail. Large trees need large spaces to grow naturally to stay healthy and well structured. The space available is better suited for medium sized trees that will not get tall enough to reach the powerlines. These trees will not be required to be topped, which disfigures their structure and often impacts their health. These trees would also need less maintenance over time.

Based on this argument and the observation that the trees are already in marginal health from the current powerline clearance pruning it is recommended that the trees at the Holiday Inn adjacent to the parcel to be developed be removed and replaced with a better suited tree for the space available.

Trees to be preserved need to follow the rules outlined below:

Required Tree Preservation Measures for Protected Trees

Tree Protection Zone (TPZ) – the area around a tree within the outermost circumference of the canopy or as set forth in a tree protection plan.

- 1) Trees to be preserved within or adjacent to the construction area shall be protected from disturbance prior to and throughout construction by the following methods or as approved by the City Arborist:
 - a) Placing chain link fencing at the edge of the TPZ. Minimum fencing height is 60 inches.

- b) When the full TPZ cannot be enclosed by chain link fencing, the applicant shall provide protection for the trunk and the soil within then root zone as approved by the City Arborist. Accepted practices may be to wrap foam around the trunk and securing 2x4's vertically around all sides in addition to 4-6 inches of wood chip mulch, ¾" plywood, or trench plates on the ground within the TPZ.
- 2) Protection measures shall remain in place throughout the duration of the project, including landscape installation.
- 3) Any necessary tree pruning, including pruning for clearance for equipment or for structures shall be supervised or performed by the project arborist who shall be an International Society of Arboriculture (ISA) Certified Arborist or an American Society of Consulting Arborists (ASCA) Registered Consulting Arborist. If the pruning will occur on a City street tree or a private protected tree, a separate tree permit from Urban Forestry will be required.
- 4) Excavation, grading, or trenching within the TPZ shall employ one of the following methods: hydro-excavation, pneumatic excavation, or hand digging.
- 5) Grading operations, including cuts, fills, trenching, or other excavations are not allowed unless separately permitted by Urban Forestry and supervised by the project arborist.
- 6) Where grading is necessary within the tree protection zone and permitted, the work shall be done under the supervision of the project arborist with prior approval by the City Arborist. In some cases, boring or drilling may be required. Where grading is approved, the natural topography shall remain as undisturbed as possible.
- 7) Storage of any materials, parking vehicles or equipment, fueling and other actions detrimental to the condition of the tree are not allowed within the TPZ.
- 8) All street trees shall be watered regularly throughout the construction process per the project arborist's recommendations.

Roots damaged by trenching or grade changes should be cut cleanly back past any cracks or tears and then sealed with shellac or similar sealant.

Many of the trees on or adjacent to the property need pruning. Although it is recommended to remove the trees from the Holiday Inn property that overhang the Mansion Inn parcel, pruning recommendations are given in the notes. See the data table for specific recommendations for each tree.

V. Conclusion

The condition of all trees was recorded as perceived at the time of the survey and it should be noted that trees can have dramatic changes to their current condition due to many factors, such as storms, drought, vandalism, and failure due to defects not visible to the arborist. Please contact Bryan Hill, Certified Arborist WE-5382A, with any questions regarding this survey at (916) 718-3021 or upatreearborist@gmail.com.

Tree # on map	Tree Location	Common Name	Scientific Name	DSH (Inches)	DLR (Feet)	Canopy Overhang	Tree Structure	Tree Health	Pertinent Notes	Maintenance Recommendations
562	Within property fence	Camphor	<i>Cinnamomum camphora</i>	25	39	N/A	fair	fair-poor	Many long, over-reaching limbs and large, dead branch tips.	Prune to reduce limb end weight and dead branches.
563	Within property fence	Camphor	<i>Cinnamomum camphora</i>	13	15	N/A	fair	fair-poor	Many long, over-reaching limbs and large, dead branch tips.	Prune to reduce limb end weight and dead branches.
564	Within property fence	Camphor	<i>Cinnamomum camphora</i>	14	21	N/A	fair-poor	fair	Tree appears to have been topped in the past resulting in the crown of the tree consisting of many scaffold limbs.	Prune tree for end limb reduction.
565	Within property fence	Camphor	<i>Cinnamomum camphora</i>	17	24	24	fair	fair	Many long, lower limbs.	Prune to reduce limb end weight and dead branches.
566	Within property fence	Camphor	<i>Cinnamomum camphora</i>	N/A	N/A	N/A	poor	poor	Tree consists of a 10' tall dead trunk surrounded by some suckers growing at its base	Remove tree
201	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	26	39	36	fair-poor	fair-poor	Tree is pruned into "V" for powerline clearance. Many dead branch tips visible.	Prune to reduce limb end weight and dead branches.
202	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	21	27	24	fair-poor	fair-poor	Tree is pruned into "V" for powerline clearance. Many dead branch tips visible.	Prune to reduce limb end weight and dead branches.
203	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	22	42	39	fair-poor	fair-poor	Tree is pruned into "V" for powerline clearance. Many dead branch tips visible.	Prune to reduce limb end weight and dead branches.
204	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	22+15=37	30	12	poor	poor	Tree extensively pruned for powerline clearance. Only portion of tree over hanging the project site is dead.	None
205	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	25 @ 2.5'	42*	39*	fair-poor	fair	Tree canopy has grown significantly toward the S due to extensive powerline clearance pruning. Limbs are over extended over existing structure.	Prune to significantly reduce limb length and weight.
206	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	30	42*	39*	fair-poor	fair	Tree is pruned into "V" for powerline clearance. Many dead branch tips visible. Tree is located due E of water main.	Prune to reduce limb end weight and dead branches.
207	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	14	18	0	poor	fair	Tree does not overhang project site but has roots on the site.	None
208	Holiday Inn	Black walnut	<i>Juglans nigra</i>	54	36*	33*	fair-poor	fair-poor	Tree canopy has grown flat and wide due to powerline clearance pruning. Many long limbs over existing building.	Prune to reduce limb end weight and dead branches.
209	Holiday Inn	Camphor	<i>Cinnamomum camphora</i>	34 @ 2.5'	36	33*	fair-poor	fair-poor	Tree canopy has grown flat and wide due to powerline clearance pruning. Many long limbs over existing building.	Prune to reduce limb end weight and dead branches.
210	15th St, City Trees	Chinese hackberry	<i>Celtis sinensis</i>	12	21	6	fair-poor	fair	Tree is over grown with wild foliage	Structure prune tree
211	15th St, City Trees	Chinese hackberry	<i>Celtis sinensis</i>	10	21	0	fair	fair	Tree is well balanced	Minimal structure prune.
212	15th St, City Trees	Chinese hackberry	<i>Celtis sinensis</i>	15	18	3	fair-poor	fair	Tree has included bark in between 2 main scaffold limbs. Long limbs on S and W sides of tree.	Prune to subordinate W scaffold limb and reduce longer limbs were needed.
213	15th St, City Trees	Chinese hackberry	<i>Celtis sinensis</i>	12	18	3	good-fair	fair	Tree is well balanced.	Structure prune tree
214	H St., City Tree	Scarlet oak	<i>Quercus coccinea</i>	14	24	0	fair	fair	Tree is well balanced	Structure prune tree
215	H St., City Tree	Scarlet oak	<i>Quercus coccinea</i>	8	15	0	fair-poor	fair	Codominant leader of equal size, excessive sunburn visible	Prune to subordinate S leaders.
* = Estimated drip-line radius because tree canopy extends over building										

Tree # on map	Tree Location	Common Name	Scientific Name	DSH (Inches)	DLR (Feet)	Canopy Overhang	Tree Structure	Tree Health	Pertinent Notes	Maintenance Recommendations
216	H St., City Tree	Liquidamber	<i>Liquidamber styraciflua</i>	20	24	5*	fair-poor	fair-poor	Tree has been topped and has dead branch tips visible.	None
217	H St., City Tree	Liquidamber	<i>Liquidamber styraciflua</i>	20	21	8*	fair-poor	fair-poor	Tree has been topped and has dead branch tips visible.	None
218	H St., City Tree	Chinese pistache	<i>Pistacia chinensis</i>	2	9	0	fair-poor	good-fair	Tree is healthy but lacks a strong central leader.	Structure prune for a strong central leader.
219	H St., City Tree	Chinese hackberry	<i>Celtis sinensis</i>	9	24	0	fair	fair-poor	Foliage is thick in center of tree but with lots of dead tips visible.	Structure prune tree
220	H St., City Tree	Chinese elm	<i>Ulmus parvifolia</i>	19	42	27	fair	fair	Tree exhibiting some over extended limbs	Prune to reduce limb end weight and dead branches.
221	16th St., City Tree	American elm	<i>Ulmus americana</i>	9	18	0	fair	good-fair	Tree exhibiting some over extended limbs	Prune to reduce limb end weight and dead branches.
222	16th St., City Tree	Chinese pistache	<i>Pistacia chinensis</i>	8	15	6	good-fair	good-fair	Well proportioned tree, some longer branches visible	Structure prune tree
223	16th St., City Tree	Chinese pistache	<i>Pistacia chinensis</i>	6	15	3	good-fair	good-fair	Well proportioned tree, some longer branches visible	Structure prune tree
568	On site tree	Yucca	<i>Yucca</i>	4	6	N/A	fair	fair-poor	It appears a larger stem already died or was removed.	Remove tree
224	Within building	California fan palm	<i>Washingtonian filifera</i>	22	12	N/A	fair	fair	Dead fronds present 3/4 the length of the tree	Prune to remove the dead fronds
225	Within building	Japanese maple	<i>Acer palmatum</i>	6	18	N/A	fair-poor	fair-poor	Trunk exhibits extensive sunburn	Structure prune
226	Within building	Glossy leafed privet	<i>Ligustrum sinense</i>	25	21	N/A	fair-poor	fair	Tree appears to have been topped in the past so structural integrity of limb attachments is questionable.	Structure prune
227	Within building	Glossy leafed privet	<i>Ligustrum sinense</i>	28 (14+14)	21*	N/A	fair-poor	fair-poor	Many dead tips visible indicating tree health is in decline	Remove tree
228	Within building	Monterey pine	<i>Pinus radiata</i>	19	18	N/A	fair	fair-poor	Crown is brownish with many dead limbs present	Remove dead limbs and irrigate deeply
229	Within building	Monterey pine	<i>Pinus radiata</i>	30	27	N/A	fair	fair-poor	Tree crown is thin	Irrigate deeply
230	Within building	Monterey pine	<i>Pinus radiata</i>	25	21	N/A	fair-poor	fair-poor	Many dead tips visible indicating tree health is in decline	Remove tree
231	Within building	Monterey pine	<i>Pinus radiata</i>	18	15	N/A	fair-poor	fair-poor	Many dead tips visible indicating tree health is in decline	Remove tree
Orange = private protected tree as defined by the City of Sacramento Tree Ordinance (any tree on undeveloped land or commercial property with a DSH > 24 inches)										
* = Estimated drip-line radius because tree canopy extends over building										

Mansion Inn

700 16th Street City Trees



August 1, 2019

Zelkova ID# 10
Zelkova Tag# 221
Height: 16'-30'
Health: 80% - Good
DBH: 9.8



August 1, 2019

Elm, Chinese ID# 13
Elm, Chinese Tag# 220
Height: 31'-45'
Health: 60% - Fair
DBH: 18.8



August 1, 2019

Hackberry ID# 14
Hackberry Tag# 219
Height: 16'-30'
Health: 80% - Good
DBH: 9.1



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist

Mansion Inn

700 16th Street City Trees



August 1, 2019

Liquidambar styraciflua ID# 16
Liquidambar Tag# 217
Height: 60'+
Health: 60% - Fair



August 1, 2019

Liquidambar styraciflua ID# 17
Liquidambar Tag# 216
Height: 46'-60'
Health: 60% - Fair



August 1, 2019

Hackberry ID# 21
Hackberry Tag# 213
Height: 16'-30'
Health: 80% - Good



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist

Mansion Inn

700 16th Street City Trees



August 1, 2019

Hackberry ID# 22
Hackberry Tag# 212
Height: 16'-30'
DBH: 15.6
Health: 80% - Good



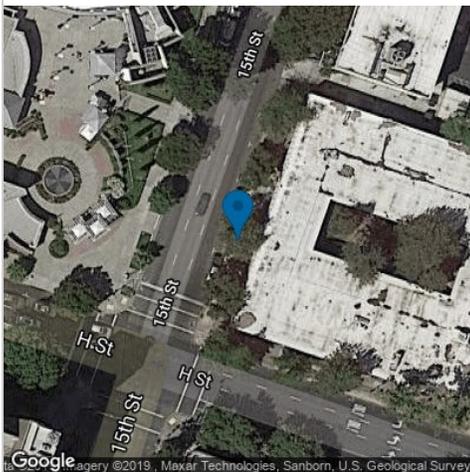
August 1, 2019

Hackberry ID# 23
Hackberry Tag# 211
Height: 16'-30'
DBH: 10.2
Health: 80% - Good

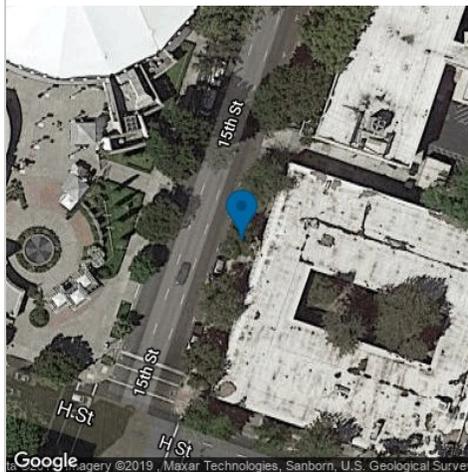


August 1, 2019

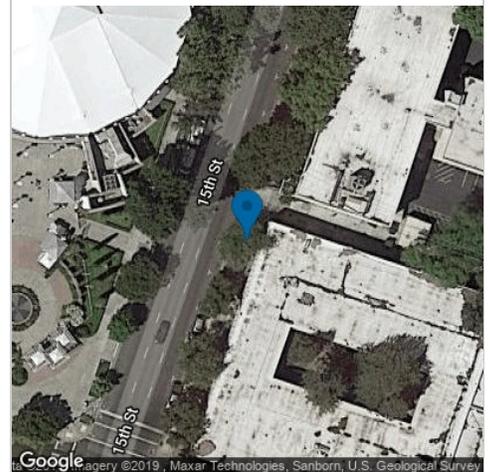
Hackberry ID# 24
Hackberry Tag# 210
Height: 16'-30'
DBH: 12.4
Health: 80% - Good



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist



Minimal Pruning Per Recommendation of City Arborist

We are requesting removal of all trees indicated here, as they have been over-pruned which has started to compromised the structure of most of the trees. The species in this location are not appropriate for placement under utility lines.

Mansion Inn
Holiday Inn Permit Pruning



August 1, 2019

Camphor ID# 25
Camphor Tag# 209
Height: 31'-45'
Health: 60% - Fair



August 1, 2019

Walnut, Black ID# 26
Walnut, Black Tag# 208
Height: 31'-45'
Health: 80% - Good



August 1, 2019

Walnut, Black ID# 26
Walnut, Black Tag# 208
Height: 31'-45'
Health: 80% - Good



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Google Imagery ©2019, Maxar Technologies, Sanborn, U.S. Geological Survey

Minor interior decay.



Google Imagery ©2019, Maxar Technologies, Sanborn, U.S. Geological Survey

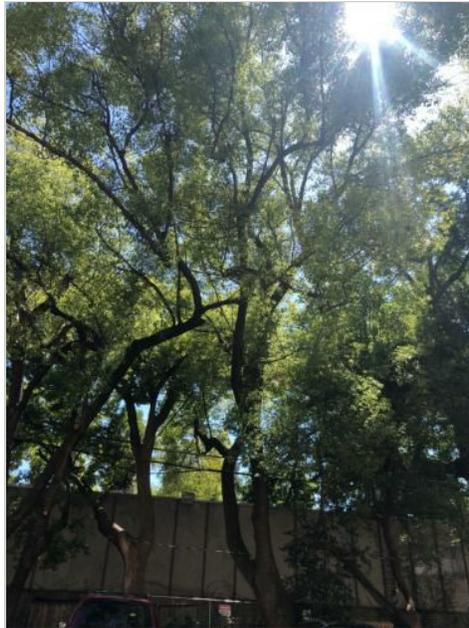
Mansion Inn

Holiday Inn Permit Pruning & Removals



August 1, 2019

Camphor ID# 27
Camphor Tag# 207
 Height: 16'-30'
 Health: 60% - Fair



August 1, 2019

Camphor ID# 28
Camphor Tag# 206
 Height: 31'-45'
 Health: 60% - Fair



August 1, 2019

Camphor ID# 29
Camphor Tag# 205
 Height: 31'-45'
 Health: 40% - Poor



Google Imagery ©2019, Maxar Technologies, Sanborn, U.S. Geological Survey

Poor structure.



Google Imagery ©2019, Maxar Technologies, Sanborn, U.S. Geological Survey



Google Imagery ©2019, Maxar Technologies, Sanborn, U.S. Geological Survey

Mansion Inn

Holiday Inn Permit Pruning & Removals



August 1, 2019

Camphor ID# 30
Camphor Tag# 204
Height: 31'-45'
DBH: 14.9, ...
Health: 60% - Fair



August 1, 2019

Camphor ID# 31
Camphor Tag# 203
Height: 31'-45'
DBH: 21.7
Health: 60% - Fair



August 1, 2019

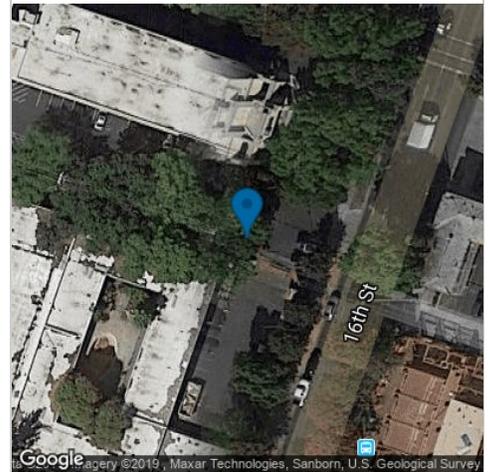
Camphor ID# 36
Camphor Tag# 202
Height: 16'-30'
DBH: 21.7
Health: 40% - Poor



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Mansion Inn

Holiday Inn Permit Pruning & Removals



August 1, 2019

Camphor	ID# 37
Camphor	Tag# 201
Height: 31'-45'	DBH: 27.9
Health: 60% - Fair	



Mansion Inn

700 16th Street Permit Pruning & Removals



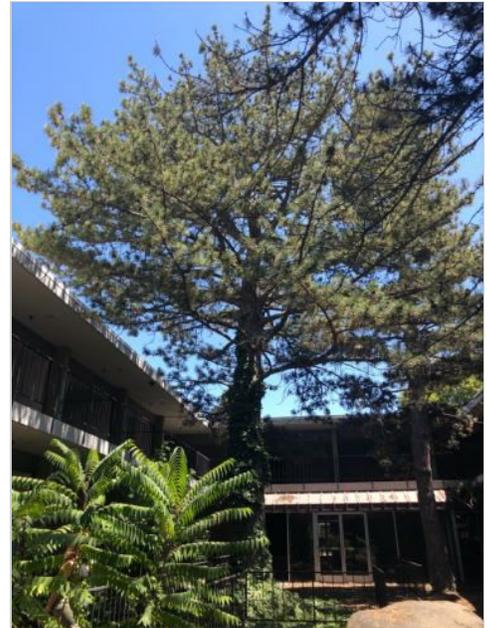
August 1, 2019

Pine, Black ID# 1
Pine, Black Tag# 230
Height: 46'-60' DBH: 24.9
Health: 60% - Fair



August 1, 2019

Pine, Black ID# 2
Pine, Black Tag# 231
Height: 31'-45' DBH: 17.8
Health: 60% - Fair



August 1, 2019

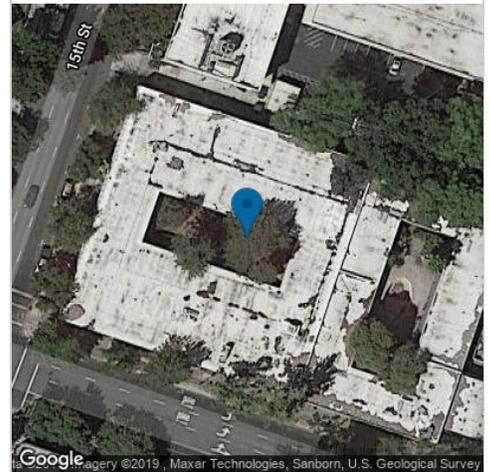
Pine, Black ID# 3
Pine, Black Tag# 229
Height: 46'-60' DBH: 29.6
Health: 60% - Fair



REM Remove Stump / REM Remove Tree
Tree is in footprint of development.



REM Remove Stump / REM Remove Tree
Tree is in footprint of development.



REM Remove Stump / REM Remove Tree
Tree is in footprint of development.

Mansion Inn

700 16th Street Permit Pruning & Removals



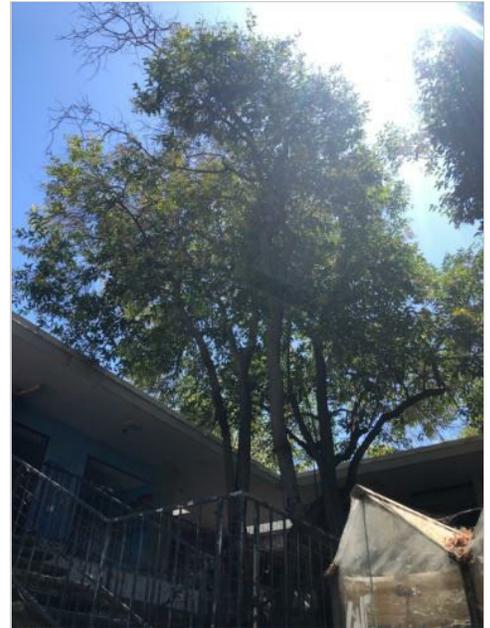
August 1, 2019

Pine, Black ID# 4
Pine, Black Tag# 228
 Height: 60'+
 Health: 60% - Fair
 DBH: 19.9



August 1, 2019

Privet ID# 5
Privet Tag# 226
 Height: 31'-45'
 Health: 80% - Good
 DBH: 26.4



August 1, 2019

Privet ID# 6
Privet Tag# 227
 Height: 31'-45'
 Health: 60% - Fair
 DBH: 14.8, ...



REM Remove Stump / REM Remove Tree
 Tree is in footprint of development.



REM Remove Stump / REM Remove Tree
 Tree is in footprint of development.



REM Remove Stump / REM Remove Tree
 Tree is in footprint of development.

Mansion Inn

700 16th Street Permit Pruning & Removals



August 1, 2019

Palm, Mexican Fan ID# 7
Palm, Mexican Fan Tag# 224
 Height: 46'-60'
 DBH: 23.7
 Health: 60% - Fair



August 1, 2019

Maple, Japanese ID# 8
Maple, Japanese Tag# 225
 Height: 16'-30'
 DBH: 6
 Health: 60% - Fair



August 1, 2019

Camphor ID# 9
Camphor Tag# 564
 Height: 16'-30'
 DBH: 14.3
 Health: 60% - Fair



REM Remove Stump / REM Remove Tree
 Tree is in footprint of development.



REM Remove Stump / REM Remove Tree
 Tree is in footprint of development.



Minimal Pruning Per Recommendation of City
 Arborist

Mansion Inn

700 16th Street Permit Pruning & Removals



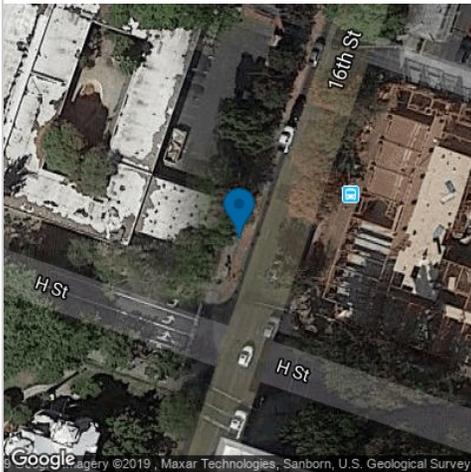
August 1, 2019

Camphor ID# 11
Camphor Tag# 563
Height: 16'-30' DBH: 12.9
Health: 60% - Fair

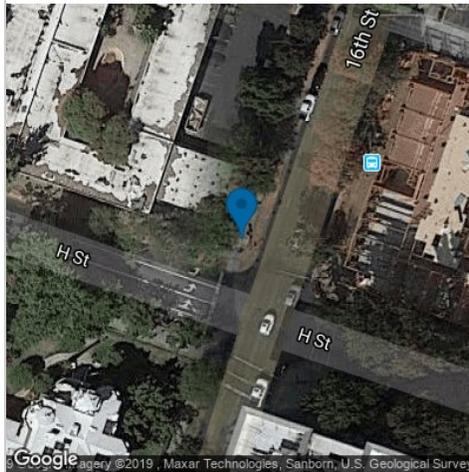


August 1, 2019

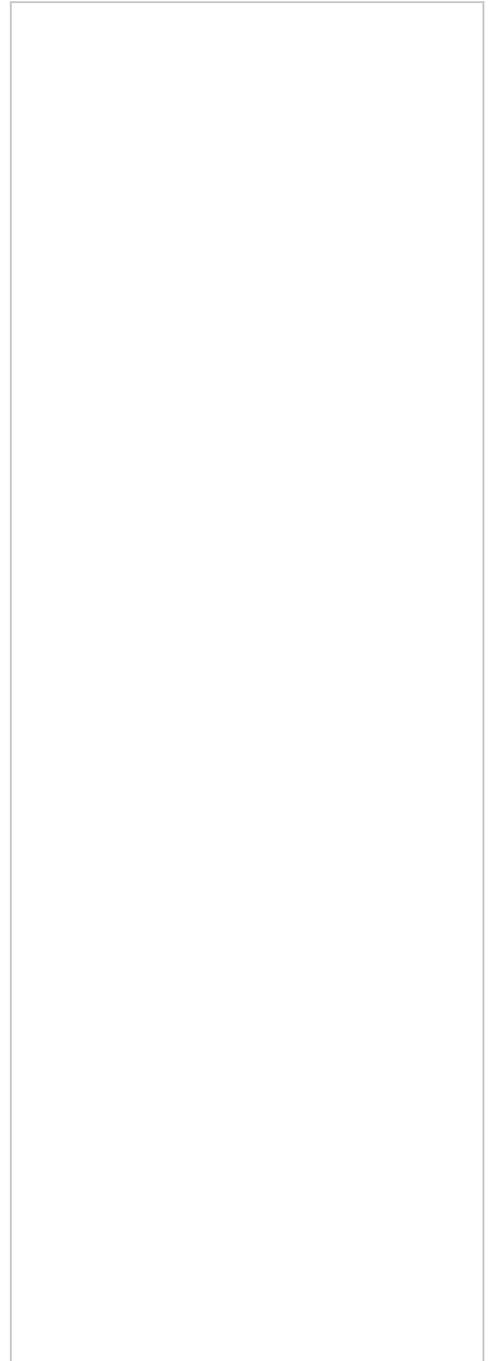
Camphor ID# 12
Camphor Tag# 562
Height: 31'-45' DBH: 26.1
Health: 60% - Fair



Miminal Pruning Per Recommendation of City Arborist



Miminal Pruning Per Recommendation of City Arborist



Mansion Inn

700 16th Street Permit Pruning & Removals



August 1, 2019

Pine, Black ID# 18
Pine, Black Tag# 567
 Height: 46'-60'
 Health: 60% - Fair



August 1, 2019

Pine, Black ID# 18
Pine, Black Tag# 567
 Height: 46'-60'
 Health: 60% - Fair

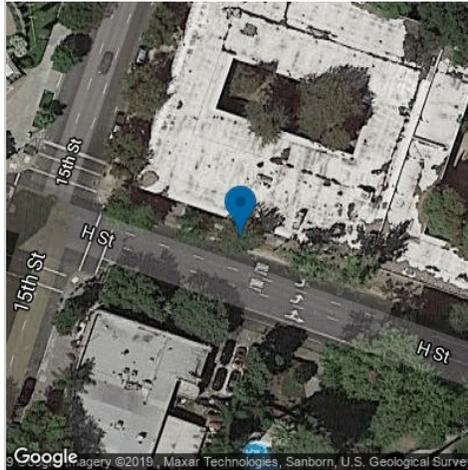


August 1, 2019

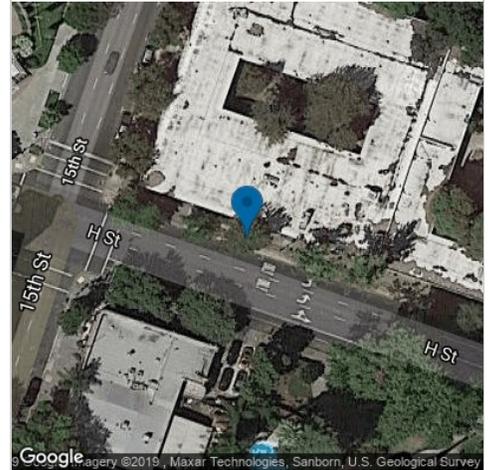
Pine, Black ID# 18
Pine, Black Tag# 567
 Height: 46'-60'
 Health: 60% - Fair



REM Remove Stump / REM Remove Tree



REM Remove Stump / REM Remove Tree
 Root flare is opposite of lean.



REM Remove Stump /
 REM Remove Tree
 Tree has significant lean.

Mansion Inn

700 16th Street Permit Pruning & Removals



August 1, 2019

Camphor	ID# 41
Camphor	Tag# 565
Height: 16'-30'	DBH: 17
Health: 80% - Good	



Minimal Pruning Per Recommendation of City Arborist

SKK DEVELOPMENTS
700 16th Street Project Site
City of Sacramento, California
TREE INVENTORY SUMMARY

TREE #	COMMON NAME	SPECIES	MULTI-STEMS (inches)	TOTAL DBH* (inches)	DLR (feet)	CONDITIONAL ASSESSMENT						Rating (1-6)	Preservation (P/M/G)	Protected Trees				NOTABLE CHARACTERISTICS	MAINTENANCE RECOMMENDATIONS
						RT CR	TRUNK	LIMBS	FOLIAGE	STRUC-TURE	VIGOR			A Protected City Tree	B Private Protected Species 12"+ DBH	C Private Protected Diameter 24"+ DBH	D Private Protected Diameter 32"+ DBH		
1	Camphor	<i>(Cinnamomum camphora)</i>		26	28	Poor	Poor	Poor	Poor to fair	Fair	Fair	5	P			1		Crook. Out of balance east.	<i>Recommend removal due to nature and extent of noted defects.</i>
2	Camphor	<i>(Cinnamomum camphora)</i>		21	27	Poor	Poor	Poor	Poor to fair	Poor to fair	Fair	6	P					Out of balance east. One-sided. Codominant stem 7'. ocltw with decay.	<i>Recommend removal due to nature and extent of noted defects.</i>
3	Camphor	<i>(Cinnamomum camphora)</i>		18	29	Poor	Poor	Poor	Poor to fair	Poor to fair	Fair	5	P					Out of balance northeast. Callousing lower trunk wound north to 3' above grade.	<i>Recommend removal due to nature and extent of noted defects.</i>
4	Camphor	<i>(Cinnamomum camphora)</i>		28	27	Poor	Poor	Poor	Poor to fair	Poor	Fair	6	P			1		Large basal/lower trunk wound/cavity with moderate to significant decay northwest and southeast sides. Leans. Dieback.	<i>Recommend removal due to nature and extent of noted defects.</i>
5	Camphor	<i>(Cinnamomum camphora)</i>		21	28	Poor	Poor	Poor	Poor to fair	Poor to fair	Fair	5	P					Out of balance/one-sided south.	<i>Recommend removal due to nature and extent of noted defects.</i>
6	Camphor	<i>(Cinnamomum camphora)</i>	15,21	29	24	Poor	Poor	Poor	Poor to fair	Poor to fair	Fair	5	P			1		Co-dominant stems with inclusion.	<i>Recommend removal due to nature and extent of noted defects.</i>
7	Camphor	<i>(Cinnamomum camphora)</i>		25	34	Poor	Poor	Poor	Poor to fair	Poor	Fair	6	P			1		Partial root system fail. Leans south. Codominant stems 10'.	<i>Recommend removal due to nature and extent of noted defects.</i>
8	Camphor	<i>(Cinnamomum camphora)</i>		33	36	Poor	Poor	Poor	Poor to fair	Poor	Fair	6	P			1	0	Codominant stems 8'. gas service conflicts.	<i>Recommend removal due to nature and extent of noted defects.</i>
9	Camphor	<i>(Cinnamomum camphora)</i>		15	17	Poor	Poor	Poor	Poor to fair	Poor	Fair	6	P					Suppressed. Codominate stems on both sides of utility lines.	<i>Recommend removal due to nature and extent of noted defects.</i>

SKK DEVELOPMENTS
700 16th Street Project Site
City of Sacramento, California
TREE INVENTORY SUMMARY

TREE #	COMMON NAME	SPECIES	MULTI-STEMS (inches)	TOTAL DBH* (inches)	DLR (feet)	CONDITIONAL ASSESSMENT						Rating (1-6)	Preservation (P/M/G)	Protected Trees				NOTABLE CHARACTERISTICS	MAINTENANCE RECOMMENDATIONS
						RT CR	TRUNK	LIMBS	FOLIAGE	STRUC-TURE	VIGOR			A Protected City Tree	B Private Protected Species 12"+ DBH	C Private Protected Diameter 24"+ DBH	D Private Protected Diameter 32"+ DBH		
10	Black Walnut	<i>(Juglans hindsii)</i>		53	35	Poor	Poor	Poor	Poor to fair	Poor	Fair	6	P			1	0	Basal/lower trunk cavity grade to 12' above grade with significant decay. Width of reaction growth varies 6"-18" wide. Actual cavity is much more extensive. Large gall 12'-14' northeast side. Old failure/removal of main stem 35' above grade. Unevenly balanced north and south. Decay in scaffolds throughout canopy.	<i>Recommend removal due to nature and extent of noted defects.</i>
11	Camphor	<i>(Cinnamomum camphora)</i>		33	29	Poor	Poor	Poor	Poor	Poor to fair	Fair	5	P			1	0	Moderate to significant twig dieback. Very sparse foliage.	<i>Recommend removal due to nature and extent of noted defects.</i>

TOTAL INVENTORIED TREES = 11 trees (302 aggregate diameter inches)
TOTAL RECOMMENDED REMOVALS = 11 trees (302 aggregate diameter inches)
Rating (1-6, where 6 is remove) = 1=0 trees; 2=0 trees; 3=0 trees; 4=0 trees; 5=5 trees; 6=6 trees
Preservation (Poor/Moderate/Good) = P=11 trees; M=0 trees; G=0 trees
A Total Protected City Trees (City property or Right-of-Way or Council Resolution) = 0 trees
B Total Private Protected Species (native tree species 12"+ DBH = 0 trees)
C Total Private Protected Trees Diameter 24"+ = 4 trees (0 aggregate diameter inches)
D Total Private Protected Trees Diameter 32"+ = 3 trees (0 aggregate diameter inches)

***Total DBH for Multi-Stems:**
Largest stem plus 50% of the total of the other stems

**SKK DEVELOPMENT
700 16TH STREET
SACARMENTO, CALIFORNIA**

728 16th Street

16th Street

11

x

10

x

8

x

x

6

x

4

x

x

3

x

2

x

1

700 16th St

SIERRA NEVADA ARBORISTS

OCTOBER 13, 2019

Google Earth

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