City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Laguna Miral Apartments Project (P24-014) The proposed project consists of a request to construct a 125-unit apartment complex on a 4.1-acre vacant site within the Office-Business (OB) Zone and Laguna Meadows Planned Unit Development. The request requires Planning and Design Commission approval of a PUD Guidelines Amendment to use the site as residential rather than office and Site Plan and Design Review.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

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

A copy of this document and all supportive is available on the City's EIR Webpage at:

https://www.cityofsacramento.gov/community-development/planning/environmental

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

By: Scott Johnson

Date: October 14, 2024

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. PROJECT SUMMARY

1.	Project Title:	Laguna Miral Apartments Project
2.	Lead Agency Name and Address:	City of Sacramento Community Development Department 300 Richards Boulevard, Third Floor Sacramento, CA 95811
3.	Contact Person and Phone Number:	Ron Bess Associate Planner (916) 808-8272
4.	Project Location:	8740 Bruceville Road Sacramento, CA 95811 APN: 117-0211-024
6.	Project Sponsor's Name and Address:	David Jacobson Jacobson Consulting 1267 Valley Oak Court #E Novato, CA 94947
7.	Land Use Designation:	Residential Mixed Use (RMU)
8.	Zoning Designation:	Laguna Meadows Planned Unit Development Office Business Low-Rise Mixed-Use (OB-PUD)
9.	Potentially Required Approvals from Other Public Agencies:	None

10. Surrounding Land Uses and Setting:

The project site is located at 8740 Bruceville Road, west of the southbound Bruceville Road traveling lanes, in the City of Sacramento, California. The approximately 4.1-acre project site, identified by Assessor's Parcel Number (APN) 117-0211-024 is currently undeveloped. The project site contains one private protected valley oak tree located on the western boundary and several ornamental trees along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west. The City of Sacramento 2040 General Plan designates the site as Residential Mixed Use (RMU) and the site is zoned Laguna Meadows Planned Unit Development Office Business Low-Rise Mixed-Use (OB-PUD).

11. Project Description Summary:

    The Laguna Miral Apartments Project (proposed project) would include the development of a 125-unit apartment complex with five, three-story multi-family residential buildings each containing 24 units, two patio areas, and two storage rooms, as well as a two-story community building with a leasing office and community room on the first floor and five residential units on the second floor. The proposed apartment complex would consist of a mix of one-, two-, and three-bedroom units. On-site amenities would include an outdoor pool in the northwestern portion of the project site and a kids play area in the northcentral portion of the site. A total of 185 automobile parking spaces would be provided throughout the project site, including nine accessible parking spaces and a van accessible space. In addition, the proposed project would provide seven motorcycle parking spaces. Site access would be provided by two new connections to Bruceville Road. Improvements along the Bruceville Road frontage would include new landscaping, curbs, gutters, and new sidewalks that would connect to the existing sidewalks located north and south of the project site.

12. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1) requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project early in the CEQA process if they have requested notice of projects proposed within that area.

    In accordance with AB 52 requirements, the City of Sacramento distributed formal project notification letters to the United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on February 21, 2024. The Wilton Rancheria requested consultation on February 21, 2024. The City conducted consultation with the tribe. On October 3, 2024, Wilton Rancheria closed consultation with the stipulation that a tribal representative shall be allowed to conduct a pedestrian survey prior to on-site ground disturbance activities and the inclusion of mitigation addressing any inadvertent discoveries made during project construction. The remaining tribes did not request consultation within the required consultation period.

B. SOURCES

The following documents are referenced information sources used for the purposes of this Initial Study/Mitigated Negative Declaration (IS/MND):

1. California Environmental Protection Agency. *Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit*. Available at: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed August 2024.
2. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
3. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 2024.

4. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed August 2024.
5. California Department of Resources Recycling and Recovery. *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed August 2024.
6. California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2024.
7. City of Sacramento. *2023 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed August 2024.
8. City of Sacramento. *Chapter 12.56 Tree Planting, Maintenance, and Conservation.* Available at: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca. Accessed October 2024.
9. City of Sacramento. *Citywide Commercial Design Guidelines – Site Plan and Design Review Guidelines Checklist*. July 4, 2019.
10. City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
11. City of Sacramento. *Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan*. August 2023.
12. City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.
13. City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
14. City of Sacramento. *Sacramento 2040 Technical Background Report.* Adopted January 19, 2021.
15. City of Sacramento. *Section 17.612.040 Tree shading requirements for parking lots.* Available at: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca. Accessed October 2024.
16. City of Sacramento. *South Area Community Plan.* Adopted February 27, 2024.
17. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed August 2024.
18. Elk Grove Unified School District. *Development School Impact Fees.* Available at: https://www.egusd.net/Departments/Facilities-and-Planning/index.html. Accessed August 2024.
19. Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0308H.* Available at: https://msc.fema.gov/portal/home. Accessed August 2024.
20. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
21. Moore Biological Consultants. *"8740 Bruceville Road", Sacramento, Sacramento County, California: Biological Assessment.* November 15, 2023.
22. Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed August 2024.
23. Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt*. September 20, 2023.
24. Sacramento County. *Sacramento County Local Hazard Mitigation Plan. July* 2021. Available at: https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx. Accessed July 2024.
25. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.

26. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
27. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.
28. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.
29. Saxelby Acoustics. *Environmental Noise Assessment, Laguna Miral Apartments.* August 16, 2024.
30. State Water Resources Control Board. *GeoTracker, Leaking Underground Storage Tank (LUST) Cleanup Sites*. Available at https://geotracker.waterboards.ca.gov/search?cmd=search&site_type=LUFT. Accessed August 2024.
31. State Water Resources Control Board. *Water Rights Enforcement: Cease and Desist Orders (CDOs)*. Available at: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/compliance/cease_desist_actions/#2023. Accessed August 2024.
32. Tom Origer & Associates. *Cultural Resources Study for the Laguna Miral Project 8740 Bruceville Road Sacramento, Sacramento County, California.* July 8, 2024.
33. U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed July 2024.
34. U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less-Than-Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
✖ **Biological Resources**	✖ **Cultural Resources**	☐ **Energy**
✖ **Geology and Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards and Hazardous Materials**
✖ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
✖ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	✖ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	✖ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

× I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ron Bess	October 11, 2024
Signature	Date
Ron Bess, Associate Planner	City of Sacramento
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This IS/MND identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through conditions of approval. The City of Sacramento would adopt a Mitigation Monitoring/Reporting Program (MMRP) for the project in conjunction with approval of the project.

On February 27, 2024, the City of Sacramento adopted the 2040 General Plan,[1] which became effective on March 28, 2024. As part of the adoption of the 2040 General Plan, the City adopted various updated Community Plans, including the South Area Community Plan.[2] Located in the southernmost portion of the City, the South Area Community Plan encompasses approximately 19 square miles, including the project site. The City of Sacramento also certified a Master Environmental Impact Report (MEIR) associated with the 2040 General Plan on February 27, 2024.[3] The General Plan MEIR is a master EIR, prepared pursuant to Section 15169 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan MEIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible.

The project site is part of the Laguna Meadows Planned Unit Development (PUD), which was created on March 13, 1988. The Laguna Meadows PUD includes design guidelines for a mid-density suburb with a mixture of retail, office space, and single- and multi-family neighborhoods.

The impact discussions for each section of this IS/MND have been largely based on information in the City of Sacramento 2040 General Plan and associated General Plan MEIR, as well as technical studies prepared specifically for the proposed project. Technical reports used in preparation of this IS/MND are attached as appendices.

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and discretionary actions required for the project.

Project Location and Setting

The project site is located at 8740 Bruceville Road in the City of Sacramento, California (see Figure 1). The 4.1-acre project site is identified by APN 117-0211-024 and is currently undeveloped. The project site contains one private protected valley oak tree located on the western boundary and several ornamental trees along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. The project site is designated as RMU by the City of Sacramento South Area Community Plan, and is zoned OB-PUD within the Laguna Meadows PUD.

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1 City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
2 City of Sacramento. *South Area Community Plan.* Adopted February 27, 2024.
3 City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.

Figure 1
Regional Project Location



Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west (see Figure 2).

Project Components

The proposed project would include development of 125 residential units divided between six buildings (Buildings 1 through 6) within the project site (see Figure 3). Building 3 would be developed as a community building with five residential units, while the remaining five buildings would be developed as 24-unit apartment buildings. The provided units would include a mix of one-, two-, and three-bedroom floor plans. The residential buildings (Buildings 1 and 2, as well as 4 through 6) would each be three stories with two patios and two storage rooms. The community building would be two stories and would include a leasing office, a common community room, five residential units, a patio area, and a pool equipment storage room on the first floor; the second floor would house the remaining five units. The proposed project would also include improvements along the Bruceville Road frontage. Such frontage improvements would include new landscaping, curbs, gutters, and new sidewalks connecting to the existing sidewalks located north and south of the project site.

Development of the proposed project would require the approval of a Laguna Meadows PUD Schematic Plan Amendment, as well as Site Plan and Design Review approval. Each project approval is described in further detail below.

Access and Circulation

Access to the proposed project would be provided by two new driveway connections to Bruceville Road: a 26-foot-wide driveway connection generally located in the northeastern portion of the site and a 24-foot-wide driveway connection generally located in the southeastern portion of the site. In addition, the proposed project would include pedestrian access to the existing commercial uses south of the site. The proposed project would provide a total of 185 parking spaces on-site, comprised of 154 regular parking spaces, 21 compact spaces, and 10 Americans with Disability Act (ADA) accessible parking spaces (one of which would be van accessible). In addition, a total of seven motorcycle parking spaces would be provided on-site.

Utilities

The following section describes the water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the proposed project. Figure 4 shows the project's conceptual utility plans.

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. Potable water would be provided by the City through the extension of an existing 12-inch water line located within Bruceville Road.

Wastewater

Wastewater treatment for the project area is currently provided by the Sacramento Area Sewer District (SacSewer). It should be noted that prior to December 26, 2023, SacSewer was represented by two independent special districts, a previous iteration of SacSewer and the Sacramento Regional County Sanitation District (Regional San).

Figure 2
Project Site Boundaries



Figure 3
Schematic Site Plan

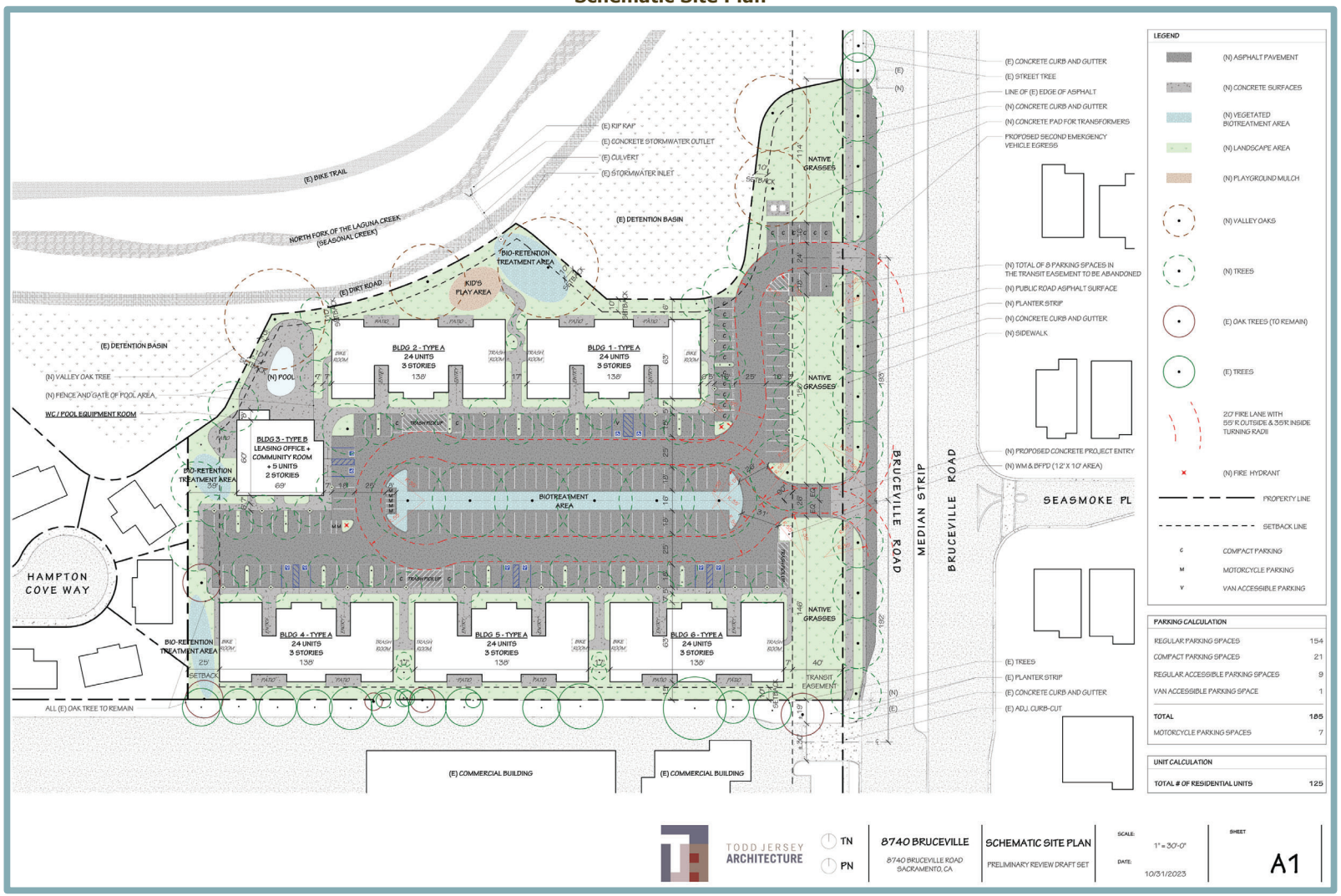
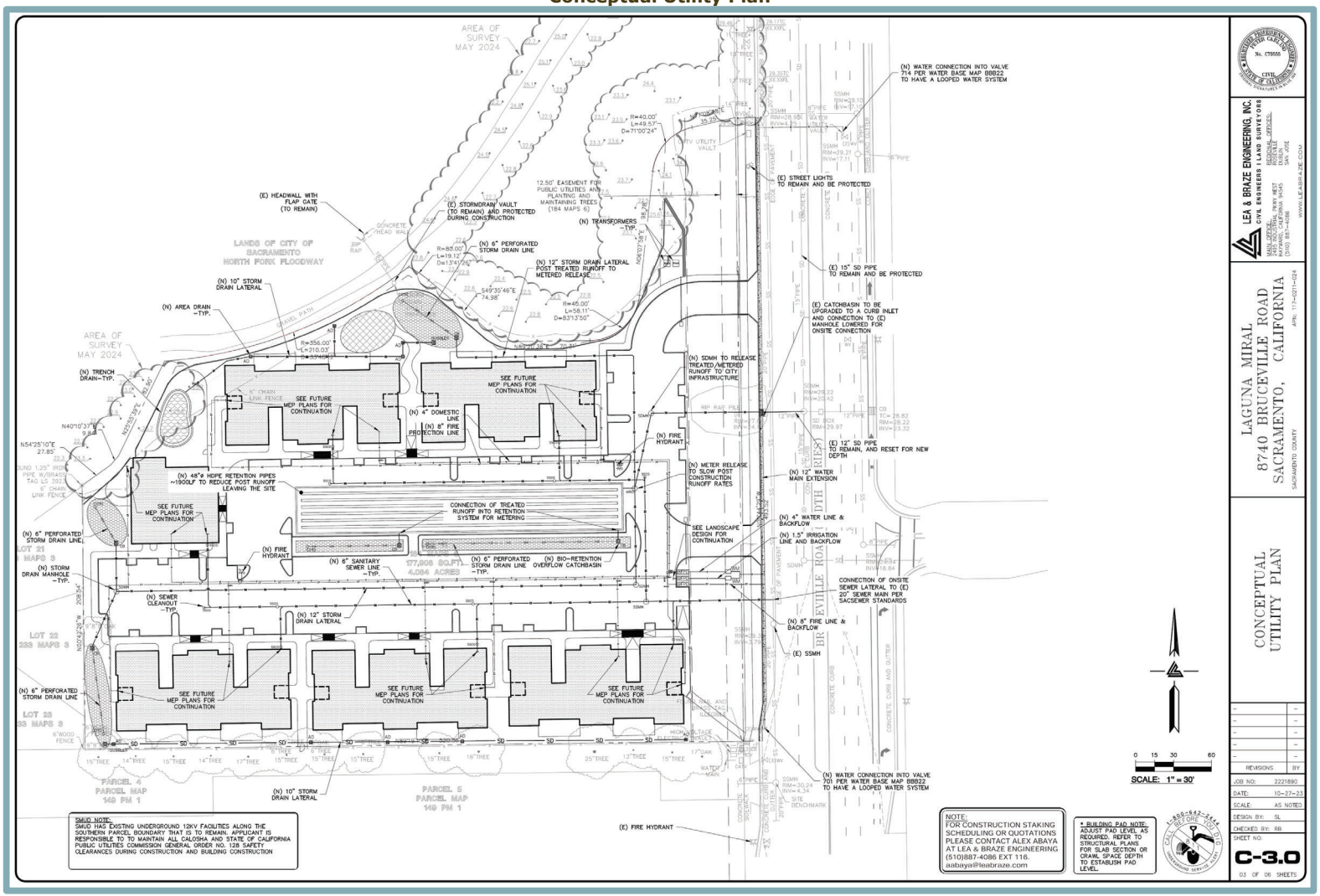


Figure 4
Conceptual Utility Plan



However, Sacramento Local Agency Formation Commission (LAFCo) authorized a reorganization of the districts, dissolving the former SacSewer, annexing the district into Regional San, and subsequently naming the wastewater special district "Sacramento Area Sewer District."

Wastewater generated in the project area is collected through a series of sewer pipes and flows into the SacSewer interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by SacSewer and provides sewage treatment for the entire City. The proposed project would connect to existing infrastructure, including a 20-inch sewer main in Bruceville Road. Collected wastewater is ultimately treated at the SRWWTP, which is owned and operated by SacSewer and provides sewage treatment for the entire City.

Stormwater Drainage

The City's DOU provides storm drainage service throughout the City by using drain inlets, pumps, and canals. The City provides stormwater drainage through either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Stormwater collected by the CSS is transported to SacSewer's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River. The project site is located within the City's Separated Sewer System, and, therefore, stormwater drainage at the project site is collected by individual drainage sumps.

The proposed project would include installation of new storm drain inlets to capture on-site storm runoff and convey flows to on-site retention areas for treatment. The existing detention basins to the north and east would be preserved. The proposed project would also include new bioretention overflow catch basins in the center of the project site. From the detention basins, treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line that includes a meter to slow the release rate of treated runoff into the City storm drainage infrastructure.

Laguna Meadows PUD Schematic Plan Amendment

The project site has been reserved for Office Uses by Laguna Meadows PUD documentation; however, the proposed project would require a PUD Schematic Plan Amendment to revert the site back to its underlying zone of Office-Business (OB). Multi-family uses are allowed under the OB zone, but are subject to special standards pursuant to Section 17.22.117 of the Sacramento Municipal Code. The operational standards include, but are not limited to, standards related to on-site managers, inspections and signage, maintenance, and landscaping. The project would conform to all applicable standards included in Section 17.22.117 of the Sacramento Municipal Code, as well as all applicable Laguna Meadows Design Guidelines for apartments.

Site Plan and Design Review

The proposed project would require approval of Site Plan and Design Review for the construction of the proposed apartment buildings and site improvements. As detailed in Sacramento City Code Section 17.808,100, the purpose of the Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and applicable Specific Plans and/or Transit Village Plans, as well as with any applicable design guidelines. In addition, the purpose of the permit is to ensure a development is of high quality and is compatible with and complementary to surrounding development; to ensure streets and other public access ways and facilities, parking facilities, and utility and other infrastructure, both on-site and off-site, are adequate and available to support a development and conform to City development

standards; to promote energy efficiency and water conservation; and to avoid or minimize, to the extent feasible, adverse environmental effects of development.

Discretionary Actions

Development of the proposed project would require the following discretionary actions from the City of Sacramento:

- PUD Schematic Plan Amendment. The proposed project would require approval of a Laguna Meadows PUD Schematic Plan Amendment to reclassify the project site to residential uses.
- Site Plan and Design Review. Pursuant to Section 17.808.100 of the City of Sacramento Code, Site Plan and Design Review shall be required for the proposed project.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✖	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. Existing scenic resources in the City of Sacramento include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, according to the General Plan MEIR, scenic resources in the City include the State Capitol building, Tower Bridge, and Sutter's Fort. The project site is not located in the vicinity of the American River, Sacramento River, State Capitol building, Tower Bridge, or Sutter's Fort. In addition, the MEIR concluded that, with implementation of General Plan policies, development under the 2040 General Plan would not result in substantial changes to important scenic resources. Because the proposed project is consistent with the project site's RMU General Plan designation, the proposed project would not result in significant impacts related to scenic resources beyond what has previously been anticipated by the City.

According to the California Scenic Highway Mapping System, the project site is located approximately 4.45 miles east of State Route (SR) 160, which is the nearest officially designated State Scenic Highway to the project site.[4] Because the project site is not visible from SR 160, the proposed project would not have the potential to damage scenic resources such as trees, rocks, or historic buildings, within a State scenic highway or an area designated as a scenic resource or vista.

Based on the above, development of the proposed project would not have a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, a ***less-than-significant*** impact would occur.

[4] California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2024.

c. The project site is currently undeveloped; however, surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west. Therefore, the proposed project is within an urbanized area of the City, and, pursuant to Appendix G of the CEQA Guidelines, the relevant threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed project is subject to Site Plan and Design Review in accordance with Sacramento City Code Section 17.808.100, which would ensure that the proposed project is consistent with the 2040 General Plan, and applicable plans, as well as with applicable design guidelines included in the Citywide Commercial Design Guidelines.[5] Accordingly, the City's Site Plan and Design Review process would ensure that the proposed development would not conflict with applicable zoning and other regulations governing scenic quality.

The immediate project vicinity, as viewed from Bruceville Road, is characterized by existing commercial and residential uses. As such, the proposed project would be visually compatible with the surrounding existing uses. The proposed project would be consistent with the site's land use designation, and would comply with applicable policies set forth by the 2040 General Plan. In addition, the project would be subject to applicable regulations and standards set forth in the Laguna Meadows PUD Design Guidelines. Finally, new landscaping would be provided primarily along the site boundaries, consistent with the requirements established by Sacramento City Code Chapter 7.612. Pursuant to Section 17.612.010 of the City Code, the proposed project would be required to include and maintain landscaping within all required front-yard and street side-yard setbacks. Additionally, a landscaped planter is required to separate all surfaced areas from the adjacent public street. Pursuant to Section 17.612.040, trees are required to be planted and maintained throughout the surface parking facility to ensure that, within 15 years after establishment of the parking facility, at least 50 percent of the parking facility will be shaded. All planting, soil volumes, and maintenance would be required to comply with the parking facility tree shading design and maintenance guidelines.

In addition, while the proposed project would include a PUD Schematic Plan Amendment, the proposed project is consistent with the site's current General Plan designation of RMU. Therefore, the City has generally anticipated the development of the site with the proposed uses.

Based on the above, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and a ***less-than-significant*** impact would occur.

d. According to the City's General Plan MEIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. The project site is currently undeveloped. As such, sources of light and glare do not exist on-site. However, the site is surrounded by existing urban development, such as the single-family residences to the west and the commercial development to the south. Therefore, sources

[5] City of Sacramento. *Citywide Commercial Design Guidelines – Site Plan and Design Review Guidelines Checklist*. July 4, 2019.

of light and glare associated with urban development already occur within the project vicinity. Such sources include, but are not limited to, headlights on cars and trucks using the nearby roads, exterior light fixtures from the nearby single-family residences, external lighting, and interior light spilling through windows. Therefore, while the proposed project would add new sources of light and glare to the site, such sources would be similar to existing conditions and would not adversely affect day or nighttime views in the project area.

In addition, the proposed project would be consistent with the site's land use and zoning designations, and thus, the project site has been anticipated for residential development by the City. Furthermore, the proposed project would be subject to General Plan policies. For example, Policy LUP-4.6 requires lighting to be shielded from view and directed downward to minimize spill-over onto adjacent properties, which would be ensured through the Site Plan and Design Review process. Through compliance with the applicable General Plan policies, the proposed project is not anticipated to cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto oncoming traffic or nearby residential uses.

All components of the proposed project would be subject to Site Plan and Design Review by the City of Sacramento to ensure light and glare do not obstruct day or nighttime views in the area. Citywide design guidelines for lighting requires even illumination and prohibits unwanted glare towards adjacent or other sensitive areas. Pursuant to the Citywide Commercial Design Guidelines, downlighting and other features reducing sky-lighting are encouraged. Compliance with such standards would ensure that on-site lighting would be directed within the project site and would not substantially illuminate adjacent properties.

Based on the above, implementation of the proposed project would result in a ***less-than-significant*** impact related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	✖	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	✖	☐

Discussion

a,e. The project site is not currently being used for agricultural purposes. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site and the surrounding area are classified as Urban and Built-Up Land.[6] In addition, the project site is located near existing development, thereby precluding any potential agricultural uses on the site. Due to the lack of farmland or designated agricultural areas on site, as well as the developed nature of the area, the project site is not considered Farmland. Therefore, the proposed project would not convert Farmland to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use, and a ***less-than-significant*** impact would occur.

b. As noted above, the project site is currently zoned OB-PUD and designated RMU by the City's General Plan. Agricultural uses are not permitted within either designation and the project site is not currently used for agricultural purposes. In addition, according to the Natural Hazard Disclosure Statement prepared for the project site by Property ID (see Appendix A), the project site is not under a Williamson Act contract.[7] Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and ***no impact*** would occur.

c,d. The project site is not currently zoned forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or zoned Timberland Production (as defined by Government Code Section 51104[g]). As discussed above, the site is currently designated RMU and zoned OB-PUD. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project would not otherwise result in the loss of forest land or conversion of forest land to non-forest use. Therefore, ***no impact*** would occur.

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[6] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 2024.

[7] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt* [pg. 36]. September 20, 2023.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Sacramento is located in the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour $PM_{2.5}$ AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{10}, AAQS, and attainment or unclassified for all other State AAQS.

As a part of the SVAB federal ozone nonattainment area, the SMAQMD works with the other local air districts within the Sacramento area to develop a regional air quality management plan under the Federal Clean Air Act (FCAA) requirement. The regional air quality management plan is called the State Implementation Plan (SIP) which describes and demonstrates how Sacramento County, as well as the Sacramento nonattainment area, would attain the required federal ozone standard by the proposed attainment deadline. In accordance with the requirements of the FCAA, SMAQMD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan) in December 2008. The California Air Resources Board (CARB) determined that the Ozone Attainment Plan met FCAA requirements and approved the Plan on March 26, 2009, as a revision to the SIP. An update to the plan, the 2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Attainment Plan), was prepared and adopted by CARB on November 16, 2017. An additional update to the plan was prepared and adopted by CARB on October 15, 2018, and known as the 2018 Updates to the California SIP.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD CEQA Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under

nonattainment for ozone.[8] The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. The construction and operational thresholds for PM_{10} and $PM_{2.5}$ only apply to those projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

Table 1
SMAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85 lbs/day	65 lbs/day
ROG	N/A[1]	65 lbs/day
PM_{10}*	80 lbs/day and 14.6 tons/yr[2]	80 lbs/day and 14.6 tons/yr[3]
$PM_{2.5}$*	82 lbs/day and 15 tons/yr[2]	82 lbs/day and 15 tons/yr[3]

1 The application of architectural coatings is typically the largest source of ROG emissions during construction activity. SMAQMD addresses construction-related emissions of ROG through the implementation of Rule 442, which regulates ROG emissions from architectural coatings. Therefore, SMAQMD has not adopted a threshold for construction-related ROG emissions.

2 The identified construction thresholds of significance for PM_{10} and $PM_{2.5}$ are only applicable when all feasible construction BMPs are applied. The SMAQMD's construction BMPs are also known as Basic Construction Emission Control Practices. (SMAQMD, *Basic Construction Emission Control Practices (Best Management Practices),* July 2019)

3 The identified operational thresholds of significance for PM_{10} and $PM_{2.5}$ are only applicable when all feasible operational BMPs and BACTs are applied. The implementation of BACTs apply only to stationary source operational emissions. (SMAQMD, *Operational Best Management Practices for PM from Land Use Development Projects*, October 2020)

Source: SMAQMD Thresholds of Significance Table, April 2020.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) web-based Version 2022.1.1.26 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the current California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following inherent site design features and project-specific information:

- Construction would begin in March 2026 and would occur over an approximately 18-month period;
- During grading, 250 cubic yards (CY) of material would be imported to the project site;
- The proposed residences would not include hearths/fireplaces; and
- Consistent with 2022 California Green Building Standards Code (CALGreen), 100 percent of residential electricity would be generated by rooftop solar photovoltaic (PV) systems.

8 Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix B to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

To apply the construction thresholds presented in Table 1, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. The BMPs for dust control include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site;
- Provide current certificate(s) of compliance for the CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, Title 13, Sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Compliance with the foregoing measures is required pursuant to Rule 403, and project construction is assumed to include compliance with the foregoing measures. The foregoing

measures would also be incorporated into the project through Conditions of Approval. Consequently, the project PM emissions are assessed in comparison to the thresholds presented in Table 1 above.

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for NO_X, PM_{10}, and $PM_{2.5}$.

Table 2
Maximum Unmitigated Construction Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	5.76 lbs/day	N/A	**N/A**
NO_X	29.2 lbs/day	85 lbs/day	**NO**
PM_{10}	21.1 lbs/day and 0.66 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	11.3 lbs/day and 0.34 tons/yr	82 lbs/day and 15 tons/yr	**NO**

Source: CalEEMod, August 2024 (see Appendix B).

As shown in the table, the project's construction emissions would be below the applicable SMAQMD thresholds of significance. Therefore, the proposed project would not substantially contribute to the SVAB's non-attainment status for ozone or PM during construction. In addition, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants to levels lower than those presented in Table 2. Applicable rules and regulations would include, but would not be limited to, the following:

- Rule 403 related to Fugitive Dust;
- Rule 404 related to Particulate Matter;
- Rule 407 related to Open Burning;
- Rule 442 related to Architectural Coatings;
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials; and
- Rule 460 related to Adhesives and Sealants.

Thus, in accordance with SMAQMD guidance, the proposed project would be considered to have a less-than-significant impact on air quality during construction.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with apartments with three to 10 stories is 740 units for ozone precursors and 1,485 units for particulate matter.[9] The proposed project involves the development of 125 residential units, which would be below the operational screening criteria for both categories of criteria

[9] Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

pollutants. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance.

Nonetheless, to confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in Table 3. As shown in the table, the proposed project's maximum unmitigated operational emissions or criteria pollutants would be below the applicable thresholds of significance and, as a result, impacts related to operational emissions would be considered less than significant.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	6.44	65 lbs/day	**NO**
NO_X	3.24	65 lbs/day	**NO**
PM_{10}	4.69	80 lbs/day and 14.6 tons/yr*	**NO**

* When all feasible operational BMPs and BACTs are applied.

Source: CalEEMod, August 2024 (see Appendix B).

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

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

As discussed above, the proposed project would result in construction and operation emissions below the applicable thresholds of significance and, therefore, would result in less-than-significant impacts. As such, the proposed project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment, and the project's incremental contribution to cumulative emissions would be considered less than significant.

Conclusion

As discussed above, both construction-related and operational emissions resulting from implementation of the proposed project would be below SMAQMD's applicable thresholds of significance. Because the proposed project would result in emissions below the

applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Thus, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are the existing single-family residences located to the west of the site, with the nearest residence located further than 26 feet of the project site's western boundary.

The major pollutant concentrations of concern are localized CO emissions, toxic air contaminant (TAC) emissions, and criteria pollutant emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Pursuant to the SMAQMD CEQA Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[10] The proposed project would not contribute to high levels of traffic congestion that could result in long-term generation of CO. Additionally, due to the continued attainment of California AAQS (CAAQS) and national AAQS (NAAQS), and advances in vehicle emissions technologies, the likelihood that any single project would create a CO hotspot is minimal. Consequently, the proposed project would result in a less-than-significant impact related to localized CO emissions.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

[10] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

The proposed project does not include any operational activities that would be considered a substantial source of TACs. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of TACs during operations.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately 18 months. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Thus, construction of the proposed project would not be expected to expose any nearby sensitive receptors to substantial pollutant concentrations.

Criteria Pollutants

Recent rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for the analysis of potential health impacts resulting from the emission of criteria pollutants during operations of proposed projects. Although analysis of project-level health risks related to the emission of CO and TACs has long been practiced under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria pollutants is a relatively new field. In October of 2020, SMAQMD released the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Guidance) for the analysis of criteria emissions in areas within the SMAQMD's jurisdiction. The Guidance represents SMAQMD's effort to develop a methodology that provides a consistent, reliable, and meaningful analysis in response to the Supreme Court's direction on correlating health impacts to a project's emissions.

The Guidance was prepared by conducting regional photochemical modeling, and relies on the USEPA's Benefits Mapping and Analysis Program (BenMAP) to assess health impacts from ozone and $PM_{2.5}$. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the *Minor Project Health Effect Screening Tool*, while larger projects with emissions between two and eight times greater than SMAQMD's adopted thresholds may use the *Strategic Area Project Health Screening Tool*.[11] Considering the proposed project would not result in emissions which exceed the SMAQMD's thresholds of significance, the project would qualify for the *Minor Project Health Effects Screening Tool*. It is important to note, however, that the *Minor Project Health Effects Screening Tool* applies the assumption that all small

[11] Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.

projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 3, the proposed project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the proposed project using the *Minor Project Health Effects Screening Tool* are highly conservative. The project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented herein based on the aforementioned SMAQMD tool. Results from the *Minor Project Health* Effects Screening Tool are shown in Table 4 below.

As shown in the table, according to the *Minor Project Health Effects Screening Tool*, which is based on the highly conservative assumption that the proposed project would emit criteria pollutants at levels equal to the SMAQMD thresholds of significance, the proposed project could result in approximately 1.8 premature deaths per year due to the project's $PM_{2.5}$ impacts, and could result in approximately 0.039 premature deaths per year due to the project's ozone impacts. Such numbers represent a very small increase over the background incidence of premature deaths due to $PM_{2.5}$ and ozone concentrations (0.0040 percent and 0.00013 percent, respectively). $PM_{2.5}$ emissions from the proposed project could result in approximately 0.86 asthma-related emergency room visits, and ozone emissions from the proposed project could result in approximately 0.87 asthma-related emergency room visits. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0047 percent and 0.000047 percent, respectively).

As noted above, because the proposed project's emissions would be substantially below the SMAQMD thresholds of significance, the project's actual health impacts associated with criteria pollutant emissions would be much lower than what is presented above.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO, TACs, or criteria pollutants, during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants (WWTPs), landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Table 4
Estimated Health Effects from Proposed Project

Health Endpoint	Age Range[1]	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3] (%)	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	0.86	0.0047	18,419
Hospital Admissions, Asthma	0-64	0.057	0.0031	1,846
Hospital Admissions, All Respiratory	65-99	0.27	0.0014	19,644
Cardiovascular $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.15	0.00063	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000072	0.0019	4
Acute Myocardial Infarction, Nonfatal	25-44	0.0065	0.0021	308
Acute Myocardial Infarction, Nonfatal	45-54	0.017	0.0022	741
Acute Myocardial Infarction, Nonfatal	55-64	0.027	0.0022	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.097	0.0019	5,052
Mortality $PM_{2.5}$				
Mortality, All Cause	30-99	1.8	0.0040	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.060	0.00030	19,644
Emergency Room Visits, Asthma	0-17	0.34	0.0058	5,859
Emergency Room Visits, Asthma	18-99	0.53	0.0042	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.039	0.00013	30,386

1 Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

2 Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.

3 The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4 The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.

5 The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.

Source: Sac Metro Air District Minor Project Health Effects Screening Tool, Version 2. Published June 2020

Construction activities often include diesel fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, as discussed above, construction activities would be temporary, and operation of construction equipment adjacent to existing residential and school uses would be restricted to the hours of 7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM Sundays and holidays, pursuant to Sacramento Municipal Code Section 8.60.060. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is approved, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

Dust

As noted previously, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Furthermore, all projects within Sacramento County are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would help to ensure that dust is minimized during project construction. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

Based on the above, construction and operation of the proposed project would not result in emissions, such as those leading to odors and/or dust, that would adversely affect a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	✖	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	✖	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	✖	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✖

Discussion

a. The following discussion is based primarily on the findings of a Biological Assessment prepared for the project by Moore Biological Consultants (see Appendix C).[12]

Currently, the project site is undeveloped, and contains one private protected valley oak tree located on the western boundary of the site. In addition, several ornamental trees are located just off-site along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west.

According to the Biological Assessment, the project site has been subject to regular mowing and/or discing for weed abatement purposes. Vegetation in the project site is comprised of primarily non-native annual grass and weed species. The dominant grass species on-site are oats (*Avena* sp.), soft brome (*Bromus hordeaceus*), and foxtail barley (*Hordeum murinum*). Other grassland species, such as filaree (*Erodium botrys*), yellow starthistle (*Centaurea solstitialis*), prickly lettuce (*Lactuca serriola*), and field bindweed (*Convolvulus arvensis*) are intermixed with the grasses.

[12] Moore Biological Consultants. *"8740 Bruceville Road", Sacramento, Sacramento County, California: Biological Assessment.* November 15, 2023.

Several species of plants and animals within the State of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the State's human population grows and the habitats the species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under State and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered. Collectively, these plants and animals are referred to as "special-status species." Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. Special-status species include the following:

- Plant and wildlife species that have been formally listed as threatened or endangered, or are candidates for such listing by the CDFW or National Marine Fisheries (NMFS);
- Plant and wildlife species that have been listed as threatened or endangered or are candidates for such listing by the CDFW;
- CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- CDFW Fully Protected Species; and
- Species on CNPS Lists 1 and 2, which are considered to be rare, threatened, or endangered in California by the CNPS and CDFW.

In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on CNPS Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

Moore Biological Consultants conducted a database review in order to identify potential biological resource constraints and assess the suitability of habitats on the project site to potentially support State- and federally-protected species. The database review included a review of the following databases:

- CNPS Rare Plant Inventory website;
- California Natural Diversity Database (CNDDB) query of Plant and Wildlife Species on the project site and the vicinity;
- USFWS Information for Planning and Conservation (IPaC) Trust Resource Report; and
- USFWS National Wetlands Inventory (NWI) website.

In addition, Moore Biological Consultants conducted a field survey of the project site on October 18, 2023, to identify on-site habitats, which could potentially support special-status species, and to determine the likelihood of any occurrences of special-status species. The site visit also included a survey of potentially jurisdictional waters of the U.S., as defined by the U.S. Army Corps of Engineers (USACE) and an assessment of

potentially suitable nesting and aquatic habitat within the project site. See questions 'b' and 'c' for a discussion of aquatic resources.

The results of the database review and field survey conducted as part of the Biological Assessment are discussed in further detail below.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities, including, but not limited to, vernal pools, marshes and swamps, seasonal wetlands, riparian scrub, chaparral, dunes, and areas with unusual soil characteristics.

Special-status plants identified in the CNDDB query conducted as part of the Biological Assessment include Peruvian dodder (*Cuscuta obtusiflora var. glandulosa*), dwarf downingia (Downingia pusilla), woolly rose mallow (*Hibiscus lasiocarpos var. occidentalis*), alkali-sink goldfields (*Lasthenia chrysantha*), legenere (*Legenere limosa*), Heckard's pepper-grass (Lepidium latipes var. heckardii), Sanford's arrowhead (*Sagittaria sanfordii*), and saline clover (*Trifolium hydrophilum*). However, the aforementioned species typically occur in unusual habitat types. For example, woolly rose mallow is entirely restricted to marsh and swamp habitat, and dwarf downingia is restricted to vernal pools.

As previously discussed, the project site supports disturbed ruderal grassland vegetation and has been subject to regular mowing and/or disking for years, presumably for weed abatement purposes. The nature of the past disturbance limits the site's ability to contain habitat necessary for accommodating special-status plant species. In addition, special-status plants or potentially suitable habitat was not observed during the field survey conducted for the Biological Assessment. Therefore, special-status plant species are not anticipated to occur within the project site, and, as a result, implementation of the proposed project would not result in adverse effects to special-status plant species.

Special-Status Wildlife

According to the results of the CNDDB query conducted for the Biological Assessment, 18 special-status wildlife species are known to occur in the project region, including Swainson's hawk (*Buteo swainsoni*), burrowing owl (*Athene cunicularia*), tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), song sparrow ("Modesto population") (*Melospiza melodia*), American badger (*Taxidea taxus*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), Central Valley steelhead (Oncorhynchus mykiss), Sacramento splittail (*Pogonichthys macrolepidotus*), green sturgeon (*Acipenser medirostris*), longfin smelt (*Spirinchus thaleichthys*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*). The USFWS IPaC Trust Resource Report also identified California tiger salamander (*Ambystoma californiense*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*) and monarch butterfly (*Danaus plexippus*) within the project region.

However, as discussed above, the project site has been regularly disturbed, which substantially limits the site's ability to contain habitat necessary for accommodating special-status wildlife species. The project site does not provide suitable aquatic habitat for Central Valley steelhead, green sturgeon, longfin smelt, Sacramento splittail, delta smelt, or other special-status fish. Elderberry shrubs, milkweed plants, and vernal pools

are not located on-site, habitats which are necessary to support special-status species such as VELB, monarch butterfly, vernal pool tadpole shrimp, and vernal pool fairy shrimp. The project site also does not provide suitable denning habitat for American badger, nor were dens were observed during the field survey.

Although the creek to the north of the site is dry much of the year, western pond turtle may occur adjacent to the site when the creek is full of water. As such, any western pond turtles using the creek could potentially wander on-site. However, the ruderal grassland on-site does not provide suitable nesting habitat for nesting western pond turtles. In addition, giant garter snakes are unlikely to occur, as the creek does not have support a suitable prey base for giant garter snake.

In addition, the existing surrounding uses have substantially modified the natural habitats in the project vicinity. Because the project site is surrounded by residential and commercial development, as well as heavily trafficked roads, the habitat quality in the site for special-status wildlife is poor to none. According to the Biological Assessment, Swainson's hawk is the only special-status wildlife species with potential to occur in the site.

Swainson's Hawk

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The MBTA and California Fish and Game Code (CFGC) protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through September 15). Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. The species generally arrives in the Central Valley in mid-March and begins courtship and nesting immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August. Swainson's hawks primarily occur in the Central Valley during their breeding season, and a population is known to winter in the San Joaquin Valley. Swainson's hawks prefer nesting sites that provide views of nearby foraging grounds, which consist of grasslands, irrigated pasture, hay, and wheat crops. The CNDDB query conducted as part of the Biological Assessment contains several records of nesting Swainson's hawk in the greater project vicinity. The nearest record is approximately 0.5-mile southeast of the site.

Swainson's hawks were not observed on-site during the field survey. The on-site ruderal grassland surrounded by development is unlikely to be used by foraging Swainson's hawks. However, expansive fields of irrigated annual cropland in the greater project vicinity provide suitable foraging habitat for this species. In addition, the single on-site tree and large trees located near the site could provide potentially suitable habitat for nesting raptors, including Swainson's hawk. Swainson's hawks are known to nest in developed areas, and thus, could conceivably nest in or adjacent to the project site. In the event that Swainson's hawk occurs on-site during the breeding season, project construction could result in an adverse effect to the species, and impacts could be potentially significant.

Nesting Raptors and Migratory Birds

Due to a lack of suitable habitat, various special-status bird species identified by the Biological Assessment are not expected to occur on-site. For example, the white-tailed kite is unlikely to nest in or adjacent to a small in-fill site, such as the project site. According to the Biological Assessment, extensive burrow habitat that could be used by the burrowing owl was not observed on-site. Similarly, the nearby creek and detention basins

north of the site do not contain dense emergent wetland vegetation that could support bird species that nest in riparian and/or marsh habitats, such as tricolored blackbird, yellow-headed blackbird, and song sparrow.

As previously discussed, the project site has been regularly disturbed, which substantially limits the potential for the project site to contain habitat necessary for accommodating special-status wildlife species. However, due to the existing on-site and adjacent trees, raptors and migratory birds protected by the MBTA could use the project site as potential foraging and/or nesting habitat.

Vegetation removal and site disturbance during construction activities could adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds, which would constitute a violation of State and federal laws. Thus, in the event that such species occur on the project site during the breeding season, project construction activities could result in a substantial adverse effect to species protected under the MBTA.

Conclusion

Based on the above, the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS, and a ***potentially significant*** impact could result.

Mitigation Measure(s)

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

Swainson's Hawk

IV-1. *If construction activities commence between March 1 and September 15, a pre-construction survey for nesting Swainson's hawks within 0.25-mile of the project site shall be conducted by a qualified biologist. If nesting Swainson's hawks are not found, then further mitigation measures are not necessary. If active nests are found, a qualified biologist shall determine the need (if any) for delays to project construction. The determination shall use the criteria established by the Swainson's Hawk Technical Advisory Committee. The results of the pre-construction survey shall be submitted to the City of Sacramento Community Development Director, or designee thereof, as applicable.*

Nesting Raptors and Other Migratory Birds

IV-2. *Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA):*

- *If any vegetation removal or construction activity commences between January 1 through July 31, a qualified biologist shall conduct a preconstruction survey for nesting raptors. If vegetation removal or construction commences during March 1 through July 31, a pre-construction survey shall be conducted for all species of*

nesting birds. The results of the preconstruction survey(s) shall be submitted to the City of Sacramento Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.

- *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:*
    - *Stop all work within a 100-foot radius of the discovery;*
    - *Notify the City of Sacramento Community Development Department; and*
    - *Not resume work within the 100-foot radius until authorized by a qualified biologist.*

- *If an active nest of a MBTA bird, or other federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a buffer zone around the nest. Buffer zones are typically 100 feet for migratory bird nests and 500 feet for raptor nests. Further work may not occur within the buffer zone until the biologist determines that the nest is no longer active or until the young fledge.*

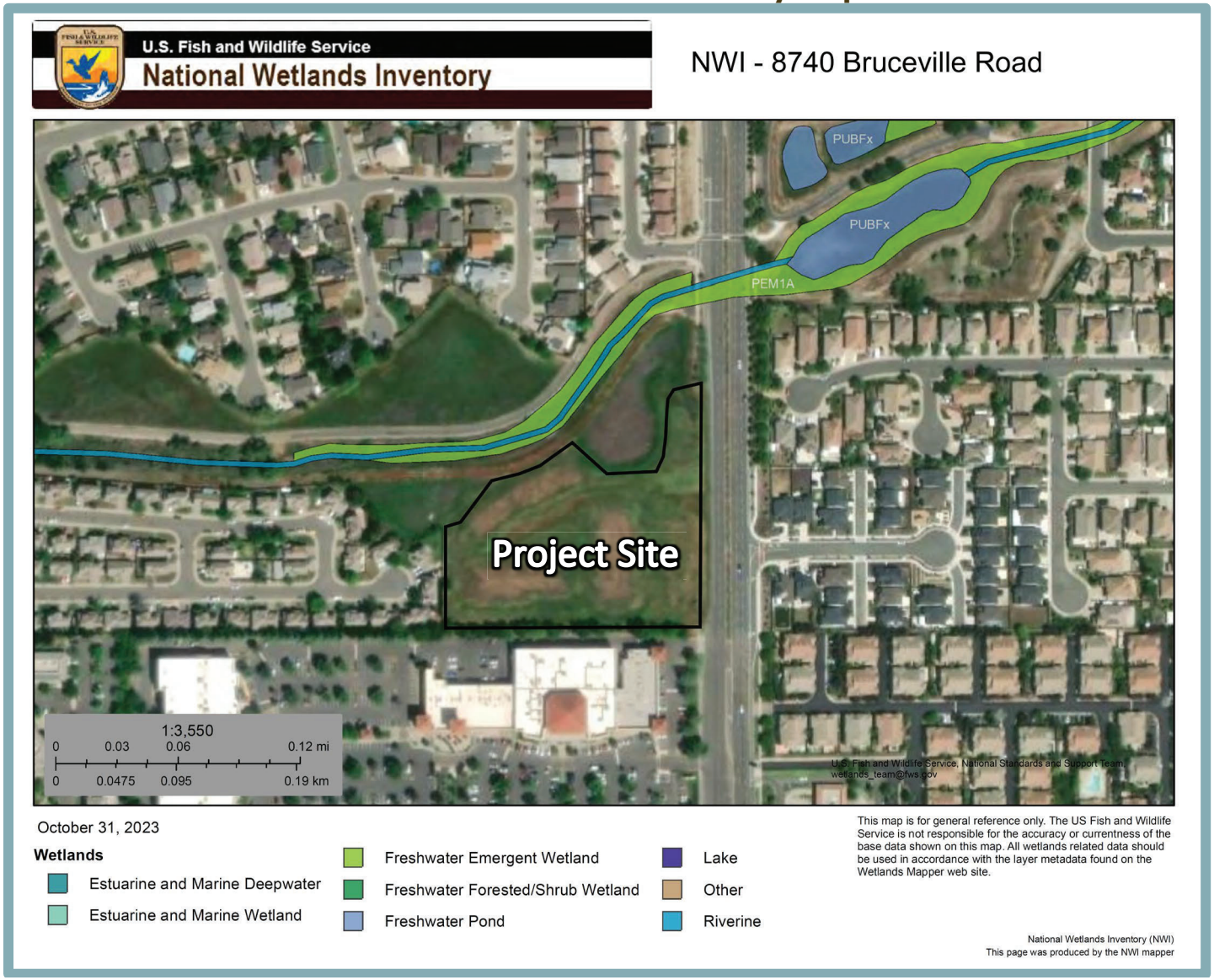
The above measures shall be included in the notes on construction drawings subject to review and approval by the City of Sacramento Community Development Director, or designee thereof, as applicable.

b,c. Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by USACE. Natural drainage channels and adjacent wetlands throughout the State may be considered waters of the U.S. or jurisdictional waters subject to the jurisdiction of USACE. Adjacent wetlands must have a continuous surface connection with a jurisdictional water of the U.S. such that the wetland is indistinguishable from the adjacent water. Geographically and hydrologically isolated wetlands are outside federal jurisdiction, but are regulated by Regional Water Quality Control Board (RWQCB).

The project site is comprised of highly disturbed ruderal grassland vegetation. Upland plant species are dominant throughout the site. According to the Biological Assessment, the project site does not contain riparian habitat or other sensitive natural communities. In addition, based on a query of the USFWS NWI conducted as part of the Biological Assessment, wetlands do not occur on the project site (see Figure 5). Therefore, waters of the U.S. or jurisdictional waters do not occur on the project site.

Based on the above, the proposed project would not have a substantial adverse effect on riparian habitat or another sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, or on State- and federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Thus, a ***less-than-significant*** impact would occur.

Figure 5
National Wetlands Inventory Map



d. Wildlife movement corridors are routes that animals regularly use and follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation. According to the Biological Assessment, movement corridors do not exist on-site. In addition, the proposed project is located near other existing urban development, which precludes the presence of extensive wildlife movement corridors. The nearby creek could function as a wildlife movement corridor for urbanized species, such as striped skunk, raccoon, and Virginia opossum. However, the proposed project would not impact the nearby creek.

As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. Sacramento City Code, Chapter 12.56, establishes guidelines for the conservation, protection, removal, and replacement of both City trees and private protected trees. Pursuant to Section 12.56.020, a private protected tree meets at least one of the following criteria:

- A tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
- Any native Valley Oak (Quercus lobata), Blue Oak (Quercus douglasii), Interior Live Oak (Quercus wislizenii), Coast Live Oak (Quercus agrifolia), California Buckeye (Aesculus californica), or California Sycamore (Platanus racemosa), that has a diameter at standard height (DSH) of 12 inches or more, and is located on private property;
- A tree that has a DSH of 24 inches or more located on private property that:
    - Is an undeveloped lot; or
    - Does not include any single unit or duplex dwellings; or
- A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

When circumstances do not allow for retention of trees, permits are required to remove City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that no person shall perform regulated work without a tree permit. The Tree Permit application requires a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

According to the Biological Assessment, the project site contains one tree, a valley oak (*Quercus lobata*). The on-site tree is considered private protected by the City and would be preserved as part of the proposed project; therefore, a tree removal permit is not required. However, because the on-site tree is a valley oak, construction activities associated with the proposed project could adversely impact existing private protected or heritage trees. The City requires a Tree Permit to perform any activity, not including routine maintenance, that could adversely impact the health of a private protected tree. Obtaining a Tree Permit in accordance with the requirements set forth in Sacramento City Code

Chapter 12.56, paying all applicable fees, and complying with the provisions set forth by said permit would avoid such an impact.

Based on the above, without compliance with requirements set forth by Sacramento City Code Chapter 12.56, development of the proposed project could conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

IV-3. *Prior to issuance of Grading Permits, the project applicant shall comply with tree permit requirements in effect at the time of project approval for pruning or soil disturbance within the canopy dripline of a private protected tree. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department. If tree removal is proposed at any point during project development, all removal activities shall be subject to the guidelines set forth in Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the Sacramento City Code, which requires the acquisition of a Tree Removal Permit prior to the removal of any tree. Compliance with Chapter 12.56 of the Sacramento City Code would ensure a less-than-significant impact occurs.*

f. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would have ***no impact*** related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

The following is primarily based on a Cultural Resources Study prepared for the proposed project by Tom Origer & Associates.[13]

a. Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The Cultural Resources Study consisted of archival research to identify any previously recorded cultural resources and a field survey, conducted on July 3, 2024, of the entire project site. On July 7, 2022, the Northwest Information Center (NWIC) performed a records search of the State Office of Historic Preservation (OHP) for cultural resource site records. The NWIC concluded that previous cultural resource studies encompassing the project site have not been conducted; however, seven studies have been conducted within a 0.25-mile radius of the site. The previous studies identified four cultural resources within a 0.25-mile radius of the project site. All four identified cultural resources are located outside the project site boundaries, and would not be affected by the proposed project. Therefore, according to the NWIC records search, the project site does not contain precontact archaeological sites or historical archaeological resources.

In addition, according to the Natural Hazards Disclosure Statement prepared for the proposed project, properties with a historic designation may be subject to special regulations when considering rehabilitation or modification of existing structures and surrounding lands.[14] The project site is not located in or adjacent to a historic district, and thus, would not be subject to any special regulations related to historical resources.

Based on the above, development of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and a ***less-than-significant*** impact would occur.

b,c. Based on the results of the California Historical Resources Information System (CHRIS) records search conducted as part of the Cultural Resources Study, previously documented archaeological sites, architectural resources, or traditional cultural properties

[13] Tom Origer & Associates. *Cultural Resources Study for the Laguna Miral Project 8740 Bruceville Road Sacramento, Sacramento County, California.* July 8, 2024.

[14] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt* [pg. 32]. September 20, 2023.

have not been discovered on the project site. In addition, archaeological site indicators were not observed on-site during the field survey conducted by Tom Origer & Associates on July 3, 2024. On June 18, 2024, the Native American Heritage Commission (NAHC) conducted a records search of the Sacred Lands File (SLF), which indicated that tribal cultural resources are not known to be present in the project vicinity. In addition, the project site has been subject to significant disturbance as part of mass grading activities. Therefore, any surface tribal cultural resources would not be present on-site.

Based on the age of the project site and the environmental setting, Tom Origer & Associates determined that a very low potential exists for buried resources to occur within the project site. However, the potential to disturb unknown archaeological resources, including human remains, during future ground-disturbing construction and excavation activities at the subject property cannot be completely eliminated. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries. Therefore, impacts could be ***potentially significant***.

Mitigation Measure(s)

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

V-1. ***Avoidance and Preservation Procedures in the Event of the Inadvertent Discovery of Cultural Resources***

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

- *Planning construction to avoid archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *Recommendations for avoidance of cultural resources will be reviewed by the City representative and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural*

resources or modification or realignment to avoid highly significant features within a cultural resource.

- *If the discovered cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.*
- *The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area."*

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

- *Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.*
- *If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.*

V-2. ***Implement Procedures in the Event of the Inadvertent Discovery of Human Remains***

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

Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

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

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

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[15] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration, repair, improvement, and rehabilitation of a structure or improvement to a property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards,

[15] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve increased energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, the Sacramento Municipal Utility District (SMUD) would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed project would be subject to all relevant provisions of the CBSC, including the Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code, Building Energy Efficiency Standards, and all applicable regulations included in the City's Climate Adaptation and Action Plan (CAAP) would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high-performance attics and walls, and high-efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy sources to 60 percent of total procurement by 2030. Furthermore, as discussed in Section III, Air Quality, of this IS/MND, the proposed project would be consistent with 2022 CALGreen Code, and 100 percent of residential electricity would be generated by onsite renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Further discussion of vehicle miles traveled (VMT) associated with the proposed project is provided in Section XVII, Transportation, of this IS/MND. Additionally, the City of Sacramento and surrounding areas provide residents with numerous public transportation options. Transit options include local bus stops and regional transit throughout the City. Transit would provide access to several grocery stores, restaurants, and businesses within close proximity to the project site. In addition, the proposed project would include a pedestrian connection to the commercial uses located south of the project site. The site's access to public transit and pedestrian facilities, such as existing sidewalks along Bruceville Road and the proposed connection, would reduce VMT and, consequently, fuel consumption associated with the proposed single-family residences.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	✖	☐	☐
iv. Landslides?	☐	✖	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. The Sacramento 2040 General Plan MEIR identifies the City as being located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. The City of Sacramento does not include any Alquist-Priolo Earthquake Fault Zones and is not located in the immediate vicinity of an active fault.[16] In addition, the Natural Hazards Disclosure Statement prepared for the proposed project confirmed that the project site is not located in an Alquist-Priolo Earthquake Fault Zone, nor within 0.25-mile of a fault. The Foothills Fault System as the nearest active fault, which is located approximately 34 miles northeast of the project site. Thus, the potential for fault rupture risk at the project site is relatively low. However, according to the MEIR, Sacramento is located in a moderately seismically active region. The MEIR indicates that ground shaking occurs periodically in Sacramento as a result of distant earthquakes. Similarly, the Natural Hazards Disclosure Statement determined that the project site could be subject to light ground shaking during earthquake scenarios.

Although the project site is not located in the vicinity of any active or potentially active faults, an earthquake of moderate to high magnitude generated by the above fault could cause considerable ground shaking at the project site. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering

[16] City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-5]. Certified February 27, 2024.

standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Issues related to fault rupture, seismic ground shaking, and seismically induced ground failure are addressed in the City's adopted Standard Specifications for Public Works Construction, which requires construction contractors to build in accordance with City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction. The Standard Specifications for Public Works Construction sets forth provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require heavy construction, and individual components used in the construction of the project would be constructed to industry-standard design specifications and requirements, including American Society for Testing and Materials (ASTM) standards.

Additionally, Chapter 15.20 of the Sacramento City Code adopts Title 24 of the Uniform Building Code (UBC) and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong ground shaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong ground shaking and seismic-related ground failure.

Based on the above, a ***less-than-significant*** impact would occur related to seismic surface rupture and strong seismic ground shaking.

aiii,c. The proposed project's potential effects related to liquefaction, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement.

The California Geological Survey (CGS) has not evaluated the project site for liquefaction hazards.[17] The nearest known liquefaction zone is located approximately 25.5 miles southwest of the project site. Additionally, the Natural Hazards Disclosure Statement prepared for the proposed project determined that, although the project site is not located

[17] U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.

in a CGS-designated liquefaction hazard zone, the project site is located in an area with potentially liquefiable soils. According to the Natural Hazards Disclosure Statement, the proposed project would require mitigation consistent with established practice to reduce seismic risk to a less-than-significant level.

Given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the General Plan MEIR. The MEIR concluded that compliance with the requirements of the CBC, as established by Chapter 15.20 of the City's Municipal Code, would ensure that seismically induced ground shaking and secondary effects, including liquefaction, would be minimized. However, the MEIR recommends preparation of a site-specific geotechnical report for all new projects in the City to determine if a specific location is vulnerable to liquefaction hazards, and to provide recommendations to address any hazards that are present.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any open faces that would be considered susceptible to lateral spreading. In addition, as noted above, the site is not anticipated to be subject to substantial liquefaction hazards. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years, and is a common consequence of liquefaction. As discussed above, on-site soils are not anticipated to be subject to substantial liquefaction risks. Because the site presents low potential for liquefaction, the potential for seismically induced settlement to occur at the project site is also considered to be low. However, the Natural Hazards Disclosure Statement identified the project site as located in an area with medium to high potential for subsidence due to the potential for seismic shaking. Therefore, preparation of a project-specific geotechnical report would be required to determine specific risks related to subsidence and settlement, and to provide recommendations to address any identified hazards.

Conclusion

From a geotechnical standpoint, provided that the recommendations included in a project-specific geotechnical exploration are implemented into project design, the geological and soil conditions on the site would be adequate to support development of the proposed project. However, because conformance with such recommendations cannot be ensured, a ***potentially significant*** impact could occur related to liquefaction and settlement or subsidence.

Mitigation Measure(s)

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

VII-1. Prior to approval of any grading permits, a design-level Geotechnical Analysis shall be conducted by a California Registered Civil Engineer or Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following:

- *Road, pavement, and parking area design;*
- *Structural foundations, including retaining wall design (if applicable);*
- *Grading practices;*
- *Erosion/winterization;*
- *Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.);*
- *Subsidence and settlement potential; and*
- *Slope stability.*

All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design. The design-level Geotechnical Analysis shall be submitted to the City of Sacramento Community Development Department.

aiv. Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is relatively flat and does not contain slopes. In addition, the Natural Hazards Disclosure Statement determined that the project site is not located in an officially designated earthquake-induced landslide hazard zone. Thus, landslides are not likely to occur on- or off-site as a result of the proposed project, and a ***less-than-significant*** impact would occur.

b. During construction activities, topsoil would be exposed following site grading and prior to constructing building foundations. As a result, the potential for topsoil erosion would exist. Following development of the site, all exposed soils would be covered with impervious surfaces or landscaping and, thus, the potential for erosion to occur would not exist long-term.

Issues related to erosion and degradation of water quality during construction are discussed in Section X, Hydrology and Water Quality, of this IS/MND, under question ‘a.’ As noted therein, the City’s National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State’s General Construction Permit prior to receipt of any construction permits. The State’s General Construction Permit requires any project that would disturb more than one acre of land to prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Additionally, in accordance with Sacramento City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and

retain sediment on the project site during project construction. The erosion control measures included in both the SWPPP and the Erosion and Sediment Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and a ***less-than-significant*** impact would occur.

d. Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. Expansive soils can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundation. Building damage due to volume changes associated with expansive soil can be reduced by a variety of solutions. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Exposed soils must be kept moist prior to placement of concrete for foundation construction.

According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey program,[18] mapped soils within the project site consist of Galt clay and Madera loam soils. Soils with a low expansive potential rate at less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high potential above nine percent. Table 5 below provides a summary of the extensibility and clay content of the on-site soils, along with the corresponding shrink-swell class.

Table 5
Soil Properties

Soil Type	Percent of Project Site	Linear Extensibility Rating	Percent Clay Content	Shrink-Swell Class
Galt clay	51.5	8.9	46.4	High
Madera loam	48.5	4.4	15.0	Moderate

Source: Natural Resources Conservation Service, Web Soil Survey, 2024.

As shown in the table, based on the NRCS calculated coefficients of linear extensibility, the project site contains soils that are considered to be moderately to highly expansive. In addition, the Natural Hazards Disclosure Statement prepared for the proposed project identifies the project site as located in an area of soils with high shrink-swell potential.

Due to the presence of potentially expansive soils within the project site, the proposed project could potentially create substantial direct or indirect risks to life or property and could result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

VII-2. Implement Mitigation Measure VII-1.

[18] Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed August 2024.

e. The proposed project would connect to existing City sewer infrastructure. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City's General Plan MEIR does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. However, the MEIR indicates that paleontological resources could occur within the geologic formations underlying the City Planning Area due to deposits laid down by large river systems.[19] Previously unknown paleontological resources could exist within the project site. Ground-disturbing activity, such as grading, trenching, or excavating associated with development of the proposed project, could have the potential to disturb or destroy such resources. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

VII-3. *In the event that a paleontological resource is inadvertently discovered during project-related work, regardless of the depth of excavation or location, work shall be halted within 50 feet (15 meters) of the find and a qualified paleontologist (Society of Vertebrate Paleontology [SVP] 2010) and the City of Sacramento Community Development Department shall be notified. The resources shall be examined by the qualified paleontologist at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. Construction activities could continue in other areas.*

If the find is determined to be significant under SVP criteria, the find shall be left in place without further disturbance, or if avoidance is not feasible, then additional work, such as fossil recovery excavation (salvage) and curation at a certified repository, such as the University of California Museum of Paleontology (UCMP), may be warranted and would be discussed in consultation with the City of Sacramento Community Development Department, and any other relevant regulatory agency, as appropriate. The qualified paleontologist shall submit to the City of Sacramento Community Development Department for review and approval a report of the findings and method of curation or protection of the resources.

[19] City of Sacramento. *Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-8]. August 2023.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislations in an attempt to address GHG emissions. Specifically, AB 32, and more recently Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008, and updated in 2017 and 2022. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

The City of Sacramento has integrated a CAAP into the City's 2040 General Plan, and thus, in addition to project compliance with SMAQMD's established thresholds, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures. In addition, SMAQMD has adopted thresholds of significance for GHG emissions during construction and operations of projects, which are discussed in further detail below.

GHG emissions resulting from construction and operations of the proposed project were modeled using the CalEEMod emissions model under the same assumptions as discussed in Section III, Air Quality, of this IS/MND. All modeling results are included as Appendix B.

Construction GHG Emissions

For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 $MTCO_2e$/yr. If construction of the proposed project would result in emissions that exceed 1,100 $MTCO_2e$/yr, then construction of the project could result in a potentially significant impact and mitigation measures would be required. The estimated unmitigated maximum annual construction-related emissions from the proposed project are presented in Table 6.

Table 6
Total Maximum Unmitigated Construction GHG Emissions

	GHG Emissions ($MTCO_2e$/yr)
Maximum Construction GHG Emissions	364
SMAQMD Threshold	**1,100**
Exceeds Threshold?	**NO**

Source: CalEEMod, August 2024 (see Appendix B).

Based on the modeling conducted for the proposed project, construction of the project was estimated to generate maximum unmitigated GHG emissions of 364 MTCO2e/yr. As shown in the table, maximum emissions related to construction of the proposed project would not exceed the applicable threshold of significance. Therefore, project construction would not result in a cumulatively considerable contribution to global climate change.

Operational GHG Emissions

SMAQMD has adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD's CEQA Guidelines note that, where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Sacramento has adopted a CAAP, which provides a jurisdiction-wide approach to the analysis of GHG emissions. The City's CAAP includes Citywide measures intended to reduce emissions from existing sources, as well as measures aimed at reducing emissions from future sources related to development within the City. Thus, the analysis provided herein is focused on the proposed project's consistency with the City's CAAP. Nonetheless, the estimated unmitigated maximum annual operational emissions from the proposed project were modeled for informational purposes. According to the CalEEMod calculations, the proposed project would generate maximum unmitigated GHG emissions of 1,026 $MTCO_2e$/yr during operations.

Consistency with the City of Sacramento CAAP

The City of Sacramento has integrated a CAAP into the City's 2040 General Plan. Potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures. The majority of the reduction measures set forth in the CAAP are citywide efforts in support of reducing overall citywide emissions of GHG and are not applicable to individual development projects. However, various measures related to new development within the City would directly apply to the proposed project. The project's general consistency with the applicable CAAP measures is discussed below.

Measure E-2 of the CAAP is intended to eliminate natural gas in new construction through the adoption of new regulations that mandate all-electric construction in new buildings within the City. Pursuant to Sacramento City Code Section 15.38.020, which includes local

amendments to the CALGreen Code, new buildings three-stories or less constructed after January 1, 2023, shall be all-electric, and all new buildings constructed after January 1, 2026, shall be all-electric. The proposed project would be designed such that all project components are built all-electric in compliance with Sacramento City Code Section 15.38.030. Therefore, the proposed project would be consistent with Measure E-2 of the CAAP.

In addition, all internal roadways and pedestrian connections would be constructed in conformance with City standards. As such, the proposed project would generally comply with Action TR-1.2 of the CAAP.

Finally, by including low impact development (LID) such as the proposed on-site bioretention catch basins, the proposed project would also generally comply with Action WW-1.4 of the CAAP.

The General Plan MEIR concluded that buildout of the City's General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's RMU General Plan land use designation for the site as well as the CAAP policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project would be generally similar to what was previously analyzed in the MEIR, and would be consistent with the CAAP.

Conclusion

Based on the above, the proposed project would be consistent with the City's CAAP and policies intended to reduce GHG emissions. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, impacts would be considered ***less-than-significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✖	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✖
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Residential developments are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. On-site maintenance may involve the use of common household cleaning products, fertilizers, and herbicides, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount anticipated to be used on the site, routine use of such products would not represent a substantial risk to public health or the environment.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials. Due to the regulations governing use of such products, routine use of such products would not represent a significant hazard to the public or the environment.

Based on the above, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. A Natural Hazard Disclosure Statement was prepared for the proposed project by Property ID for the purposes of identifying various potential environmental hazards, such as oil and gas (see Appendix A).[20]

The Natural Hazard Disclosure Statement included a review of maps and information from the CGS to identify potential hazardous conditions such as the presence of naturally occurring asbestos or nearby wells and/or storage facilities containing potentially hazardous materials, such as oil or gas.

As a known carcinogen, State and federal officials consider all types of asbestos to be hazardous. Wind and water can carry asbestos fibers, and certain human activities, including mining, grading, quarrying, construction, or driving over roads with asbestos-bearing rock, can release dust containing asbestos fibers. According to the Natural Hazard Disclosure Statement, the project site is not located in an area likely to contain naturally occurring asbestos. Therefore, ground disturbing activities associated with project construction are not anticipated to release naturally occurring asbestos into the environment.

According to the Natural Hazard Disclosure Statement prepared for the proposed project, the project site is not within 500 feet of oil and gas wells, either active or abandoned, and is not located within two miles of natural gas storage facilities. As such, the proposed project would not result in any potential hazards related to the presence of known oil or gas wells, or natural gas storage facilities. Documentation of soil, gas, or groundwater impairments associated with the use or past use of the project site that would indicate the likely presence of a hazardous environmental condition were not identified by the Natural Hazards Disclosure Statement.

According to the Natural Hazards Disclosure Statement, groundwater contaminant plumes are known to exist at various water sources, including those located at the former McClellan Air Force Base, the former Mather Air Force Base, the Downtown Sacramento Union Pacific Railyards, the Boeing/Aerojet Inactive Rancho Cordova Test Site (IRCTS), Aerojet, and several metal and/or chemical companies. Sacramento County requires regulatory agencies to review well permits located within 2,000 feet of a known contaminant plume and prohibits the construction of water wells around the former McClellan Air Force Base to ensure the protection of public health. The Natural Hazards Disclosure Statement identifies the project site as outside any areas of known groundwater contamination plumes.

Based on the above, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a ***less-than-significant*** impact would occur.

c. The nearest school is Golden Valley Academy, a preschool located approximately 0.29-mile east of the site. Furthermore, operation of the proposed project would not include any activities that would involve the routine emission or handling of substantial amounts of hazardous or acutely hazardous materials. During future operations, hazardous material use would be limited to landscaping products such as fertilizer, pesticides, as well as typical commercial and maintenance products (cleaning agents, degreasers, paints,

[20] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt*. September 20, 2023.

batteries, and motor oil). Proper handling and usage of such materials in accordance with label instructions would ensure that adverse impacts to human health or the environment would not result. Thus, the proposed project would not create a significant hazard to the public or the environment through hazardous emissions or the handling of hazardous or acutely hazardous materials.

Additionally, construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. However, as discussed above, project contractors are required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials.

Therefore, the project would have a ***less-than-significant*** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The California Environmental Protection Agency (CalEPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not included on the DTSC Hazardous Waste and Substances Site List,[21] or the list of solid waste disposal sites.[22] In addition, the project site is not included on the list of leaking UST sites from the SWRCB's GeoTracker database,[23] or the list of active CDO and CAO from the SWRCB.[24]

Based on the above, the proposed project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

e. The nearest airport to the site is the Sacramento Executive Airport, located approximately 6.33 miles to the northwest. In addition, the Natural Hazards Disclosure Statement identifies the project site as within two miles of a private heliport at the Kaiser South Sacramento Hospital. However, the Natural Hazards Disclosure Statement also determined that the project site is not located within an airport influence area. As such, the project site is not located within two miles of any public airports and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public

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21 Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed August 2024.

22 California Environmental Protection Agency. *Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit.* Available at: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed August 2024.

23 State Water Resources Control Board. *GeoTracker, Leaking Underground Storage Tank (LUST) Cleanup Sites*. Available at https://geotracker.waterboards.ca.gov/search?cmd=search&site_type=LUFT. Accessed August 2024.

24 State Water Resources Control Board. *Water Rights Enforcement: Cease and Desist Orders (CDOs)*. Available at: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/compliance/cease_desist_actions/#2023. Accessed August 2024.

use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. Construction of the frontage improvements along Bruceville Road would temporarily disturb roadway operations; however, construction activities would be temporary, and permanent modifications would not occur. During project operations, the proposed project would provide adequate access for emergency vehicles by way of the northernmost site access point, and would not interfere with potential evacuation or response routes used by emergency response teams.

Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the Sacramento County Local Hazard Mitigation Plan.[25] The proposed project is consistent with the site's current General Plan land use and zoning designations; thus, development of the site and associated effects on emergency evacuation routes has been anticipated by the City. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

As a result, the project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. Issues related to wildfire hazards are further discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone (FHSZ). In addition, the Natural Hazards Disclosure Statement identifies the project site as outside a State fire responsibility area or an area with substantial forest fire risks. The project site is located within an urbanized portion of the City, which precludes the majority of the necessary fuel for wildfires. Thus, the potential for wildland fires to reach the project site would be limited. Overall, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[25] Sacramento County. *Sacramento County Local Hazard Mitigation Plan. July* 2021. Available at: https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx. Accessed July 2024.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	✖	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	✖	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	✖	☐	☐
iv. Impede or redirect flood flows?	☐	☐	✖	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✖	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind and water to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Program (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program, which in turn is based on the NPDES Municipal Stormwater Discharge Permit. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a SWPPP. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project.

With implementation of the required SWPPP and BMPs included therein, construction of the proposed project would not result in a violation of water quality standards and/or degradation of water quality. Final BMPs for the proposed project construction would be chosen in consultation with the applicable California Stormwater Quality Association Stormwater BMP Handbooks and Section 11 of the City's Development Standards, and implemented by the project contractor. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Should the proposed project not include preparation and compliance with a SWPPP, a significant impact may occur.

Additionally, in accordance with Sacramento City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction. The Erosion and Sediment Control Plan would be required to be submitted concurrently with the final grading plan prepared for the proposed project.

Operations

Following project buildout, the surface of the site would be covered with either impervious surfaces or landscaped areas, and topsoil would no longer be exposed. As such, the potential for erosion and associated impacts to water quality would be reduced. However, the addition of impervious surfaces on the site would result in the generation of urban runoff during project operations, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported by way of stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways.

Following project construction, the project site, which is currently undeveloped, would be developed to include approximately 2.95 acres of new impervious surfaces. Consistent with Chapter 13.16.120 of the Municipal Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions. The proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the Municipal Code, which requires the following:

> "When property that contributes drainage to the storm drain system or combined sewer system is improved or developed, all stormwater and surface runoff drainage impacts resulting from the improvement or development shall be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property."

The project site is currently vacant. Development of the project would include six buildings with a total of 125 multi-family residences, recreational facilities, and 185 parking spaces within an on-site parking lot. Such development would result in a 79,672-square-foot (sf) increase in impervious surfaces within the site as compared to existing conditions (from 49,118 sf of existing impervious surfaces to 128,790 sf). Development of the proposed project would include the an on-site stormwater system to capture runoff from the new impervious surfaces, which would be routed through new storm drain lines to the proposed detention basins located along the northern and western project site boundaries. The minimum size of the bioretention area is 5,152 sf; the proposed bioretention area would be 5,932 sf, and thus, would provide sufficient storage.

Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the Stormwater Quality Design Manual for the Sacramento Region include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. Additionally, the City's DOU recommends implementation of LID measures.

Proposed source control measures included as part of the proposed project would be designed consistent with the standards set forth in the Sacramento Region Stormwater Quality Design Manual. Finally, as established by Sacramento City Code Section 15.88.260, the proposed project would be required to prepare a Post-Construction Erosion and Sediment Control Plan, which would detail how the project would control surface runoff and retain sediment on-site after all proposed improvements and structures have been installed on-site. The Post-Construction Erosion and Sediment Control Plan would be required to be submitted to the City concurrently with the final grading plan prepared for the proposed project.

Conclusion

Based on the above, impacts related to water quality would not occur during project operations. However, because a SWPPP has not yet been prepared for the proposed project, proper compliance with the aforementioned regulations cannot be ensured at this time, and the proposed project's construction activities could violate water quality standards or waste discharge requirements or otherwise degrade water quality. Thus, the proposed project could violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

X-1. *Prior to issuance of any grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the Central Valley RWQCB. The contractor shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to both the City Department of Utilities, and the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

b,e. Water supplies for the project site would be provided by the City. The City's water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines. According to the General Plan MEIR, the City supplies domestic water from a combination of surface water and groundwater sources. The City is permitted to 326,800 acre-feet per year (AFY) of surface water diverted from the Sacramento and American rivers in 2030, while the City's average groundwater deliveries from 2006 to 2017 were approximately 17,932 AFY. The City's 2020 Urban Water Management Plan (UWMP) includes a water service reliability assessment of the City's projected supplies and demands during normal, single dry, and five consecutive dry years. Under the various water year types, the total annual water supply sources available are compared to the total annual projected water use for the City's water service area from 2025 to 2045 in five-year increments. The City is projected to have a surplus of water supplies in all water year types through 2045. The proposed project is consistent with the site's General Plan land use designation and would not generate an increase in water demand beyond what has already been anticipated in the MEIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands. Therefore, while a portion of the water supplied to the project site by the City would be obtained through groundwater resources, such groundwater usage has been anticipated and would not substantially deplete groundwater supplies within the project area.

The proposed project would result in an increase of impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. In addition, the Natural Hazards Disclosure Statement identified the project site as located within a high-priority groundwater basin. However, stormwater runoff from such impervious surfaces would be directed to the proposed underground treatment/storage system. The stormwater drainage system would include bioretention overflow catch basins in the center of the site, as well as new storm drain inlets to capture on-site storm runoff

and convey flows to new bioretention areas for treatment. The two existing detention basins located to the north and east of the project site would be preserved and would not receive drainage flows from the proposed project. . From the proposed detention basins, the treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line. The storm drain line would include a meter to slow the release rate of treated runoff into the City storm drainage infrastructure, which includes an existing 15-inch storm drain line in Bruceville Road.

The proposed bioretention areas would allow for stormwater to continue to percolate within on-site soils, thereby contributing to groundwater recharge. In addition, the project site represents a relatively small area compared to the size of the groundwater basin, and thus, does not currently represent a substantial source of groundwater recharge. Furthermore, the project site has been previously designated for urban development, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan MEIR. Therefore, the proposed project would not interfere substantially with groundwater recharge.

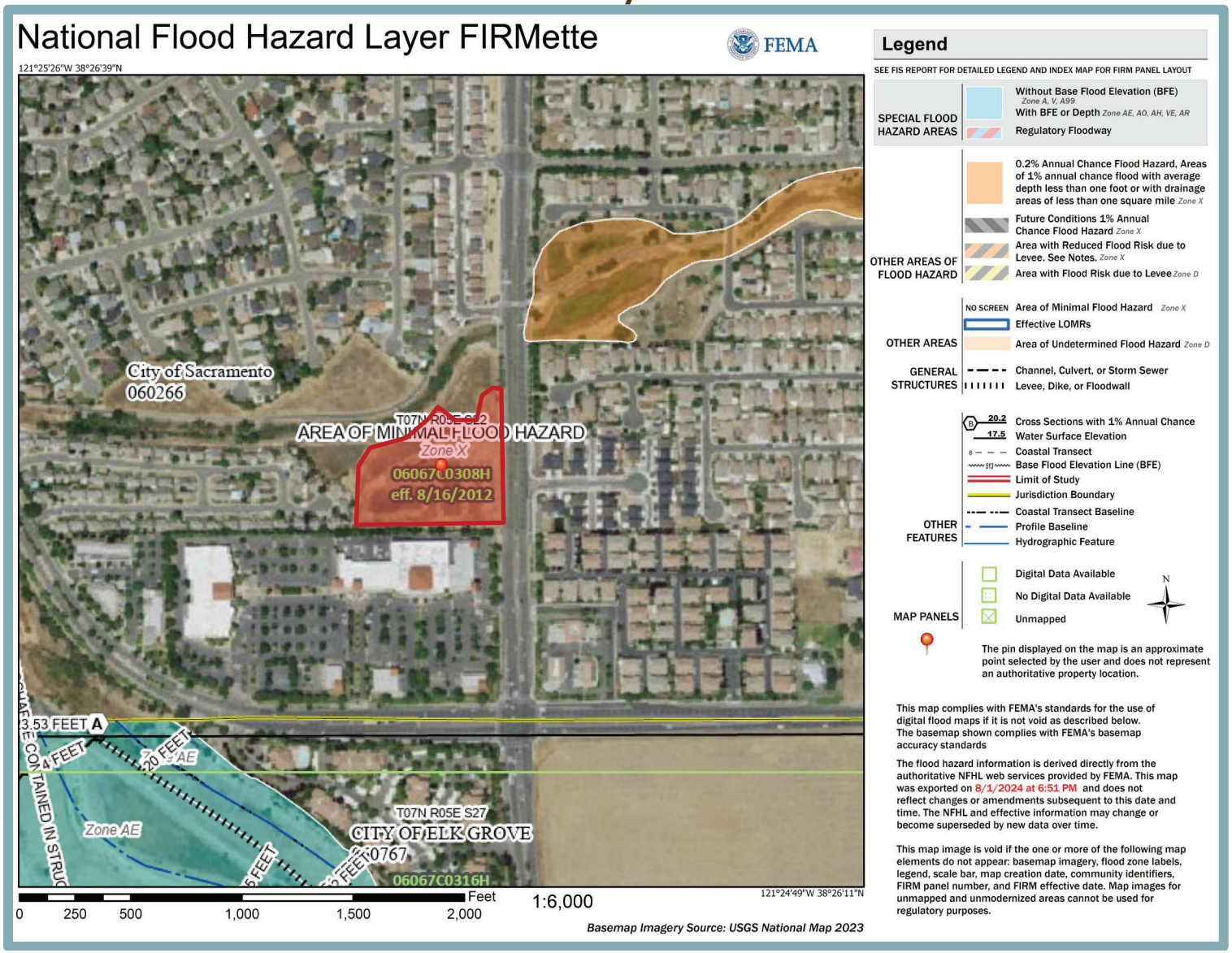
Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0308H, effective August 16, 2012, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 6).[23] The Natural Hazards Disclosure Statement also identifies the project site as within FEMA Zone X. As such, the project site is not located within a 100-year floodplain or a Special Flood Hazard Area (SFHA). In addition, the Natural Hazards Disclosure Statement includes an evaluation of the project site's rating for flood preparedness consistent with the National Flood Insurance Program's (NFIP) Community Rating System (CRS). Depending on the level of participation, a community earns a class rating from one to 10, with class one communities being the best prepared. According to the Natural Hazards Disclosure Statement, the proposed project is located in a community with a class three rating. Therefore, development of the proposed project would not impede or redirect flood flows, and a ***less-than-significant*** impact would result.

d. As discussed under question 'civ' above, development of the project would not impede or redirect flood flows. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. The project site is located approximately 23.33 miles from Folsom Lake, which is the nearest lake that could be prone to seiches due to seismic activity. However, given the distance from Folsom Lake, the project site is not anticipated to be exposed to the impacts of seiches. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and a ***less-than-significant*** impact would occur.

[23] Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0308H.* Available at: https://msc.fema.gov/portal/home. Accessed August 2024.

Figure 6
National Flood Hazard Layer FIRM 06067C0308H



XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. Existing land uses in the project vicinity include single-family residences to the north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and single-family residences to the west. Given that the project site is currently undeveloped and surrounded by other existing residential uses, the proposed project would not physically divide an established community, alter the general development trends, or isolate an existing land use. Therefore, a ***less-than-significant*** impact would occur.

b. The project site is currently designated RMU pursuant to the City's General Plan and is zoned OB-PUD. As discussed previously, the proposed project is consistent with the current RMU land use designation and OB-PUD zoning designation. Residential uses are an allowed use under the OB zoning designation, provided that the proposed project complies with Sacramento Municipal Code Section 17.22.117, and the proposed project would also be consistent with the Laguna Meadows PUD.

In addition, as discussed in detail throughout this IS/MND, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's tree preservation ordinance, the City's noise standards, and applicable SWRCB regulations related to stormwater. In addition, the proposed project would be subject to the City's Site Plan and Design Review process, which is established by Chapter 17.808 of the City's Municipal Code to allow the City to avoid significant environmental effects. Finally, as discussed throughout this IS/MND, the proposed project would not result in any significant environmental effects that could not be mitigated to a less-than-significant level by the mitigation measures provided herein.

Therefore, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	✖	☐
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	✖	☐

Discussion

a,b. The project site is located in a developed area of the City. According to the City's 2040 General Plan Technical Background Report, areas with deposits of mineral resources are not located within the vicinity of the project site.[26] Given that the project site is located within a developed and urbanized area, the site would not be anticipated to contain mineral resources. Furthermore, mineral extraction activity on the project site would not be compatible with the existing uses within the site and in the vicinity. Such extraction activity does not occur in the project vicinity; the Natural Hazards Disclosure Statement prepared for the proposed project identified the project site as at least one mile from any existing or abandoned mining operations, as well as being at least 0.25-mile from any mine sites identified by the U.S. Geological Survey (USGS). Finally, given that the proposed project is consistent with the existing land use and zoning designations, development of the project site with the proposed uses has been anticipated by the City. Therefore, a ***less-than-significant*** impact related to mineral resources would occur.

[26] City of Sacramento. *Sacramento 2040 Technical Background Report* [pg. 6-94]. Adopted January 19, 2021.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✖	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

Discussion

a. The following sections are based off of an Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics (see Appendix D).[27] The following sections present information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this section will be A-weighted unless noted otherwise.
- Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Equivalent Sound Level (L_{eq}): The average sound level over a given time-period.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors are the single-family residences located approximately 290 feet to the west, as measured from the center of the project site.

[27] Saxelby Acoustics. *Environmental Noise Assessment, Laguna Miral Apartments.* August 16, 2024.

Standards of Significance

Pursuant to City of Sacramento Municipal Code, Section 8.68.060, the proposed project, which is considered to be a "stationary" noise source, shall not be permitted to generate noise levels exceeding 55 dBA L_{50} or 75 dBA L_{max} during daytime hours (7:00 AM to 10:00 PM) and 50 dBA L_{50} or 70 dBA L_{max} during nighttime hours (10:00 PM to 7:00 AM) at the adjacent noise sensitive receptors.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. Therefore, for short-term noise associated with project construction, the California Department of Transportation (Caltrans) increase criteria of 12 dBA is applied to existing sensitive receptors in the project vicinity. The 12 dBA increase is approximately equivalent to a doubling of sound energy and has historically been the standard of significance for Caltrans projects.

The Federal Interagency Commission on Noise (FICON) has also developed a graduated scale for use in the assessment of project-related traffic noise level increases. The criteria shown in Table 7 was developed by FICON as a means of developing thresholds for impact identification for project-related traffic noise level increases. FICON's significance thresholds are used to identify the significance of an incremental increase in noise levels.

Table 7
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	5 dB or more
60-65 dB CNEL	3 dB or more
>65 dB CNEL	1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON). 2000.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State. For example, Caltrans requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a conservative approach to the impact assessment for the proposed project.

Impact Analysis

The following sections provide an analysis of potential noise impacts associated with construction and operation of the proposed project.

Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for grading, excavation, paving, and building construction, which would temporarily increase ambient noise level when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and haul trucks would be used in association with the proposed activities.

Table 8 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Construction of the proposed project would be required to comply with the limited construction hours set forth by Section 8.68.080 of the City's Municipal Code.

Table 8
Construction Equipment Noise

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration. Roadway Construction Noise Model User's Guide. January 2006.

As previously discussed, the City has not adopted a formal standard for evaluating temporary construction noise occurring within allowable hours. In absence of City standards, Saxelby Acoustics used the Caltrans 12 dBA criterion to evaluate increases due to construction noise associated with the proposed project.

Construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site, rather than the project site boundaries, to represent average noise levels generated over the duration of construction across the project site. The nearest noise-sensitive residential uses are located approximately 290 feet from the center of the project site. At such distance, maximum construction noise levels would be up to 74.7 dBA. Daytime maximum noise levels in the vicinity of the sensitive receptors were measured at 63 dBA. The proposed project is anticipated to cause an increase in ambient noise levels of 11.7 dBA. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Typical construction noise sources include engine noise from construction vehicles, idling equipment, and power generators. In addition to on-site construction noise sources, noise would also be generated during the construction phase by increased truck traffic on area roadways. Although project construction would be limited to daytime hours, consistent with Section 8.68.080 of the City's Municipal Code, construction would take place throughout the site. Because single-family residences abut the project site boundaries to the west, maximum noise levels experienced by sensitive receptors during construction would vary day by day and could exceed the City's applicable threshold.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive receptors in the vicinity of the project site if construction activities were to occur outside the normal daytime hours. Enforcement of time restrictions specified in the City's Noise Ordinance and the use of noise-dampened equipment would be required to ensure that the temporary or periodic increase in ambient noise levels in the project vicinity associated with construction of the proposed project would not be considered substantial.

Operational Noise

Residential land uses are not typically associated with the generation of substantial noise. The operation of the proposed project would include typical residential noise, such as landscape maintenance, HVAC systems, etc., which would be compatible with the adjacent existing residential uses. As such, the proposed project is not anticipated to contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations.

As shown in Figure 7 and presented in Table 9 below, the project is predicted to expose nearby residences to operational noise levels up to 43 dBA L_{50}, which is less than the City's 50 dBA L_{50} noise level standard. In addition, the City of Sacramento L_{max} nighttime noise level standard is 70 dBA, which is 20 dBA higher than the nighttime median noise standard. According to the Environmental Noise Assessment, maximum noise levels generated by on-site vehicle circulation and HVAC are predicted to be less than 20 dBA louder than the median values. Nonetheless, as shown in Table 9, even if the maximum noise levels associated with the proposed project were conservatively assumed to be 63 dBA (i.e., 20 dBA higher than the median noise levels) the proposed project would still result in maximum noise levels below the City of Sacramento maximum noise standards.

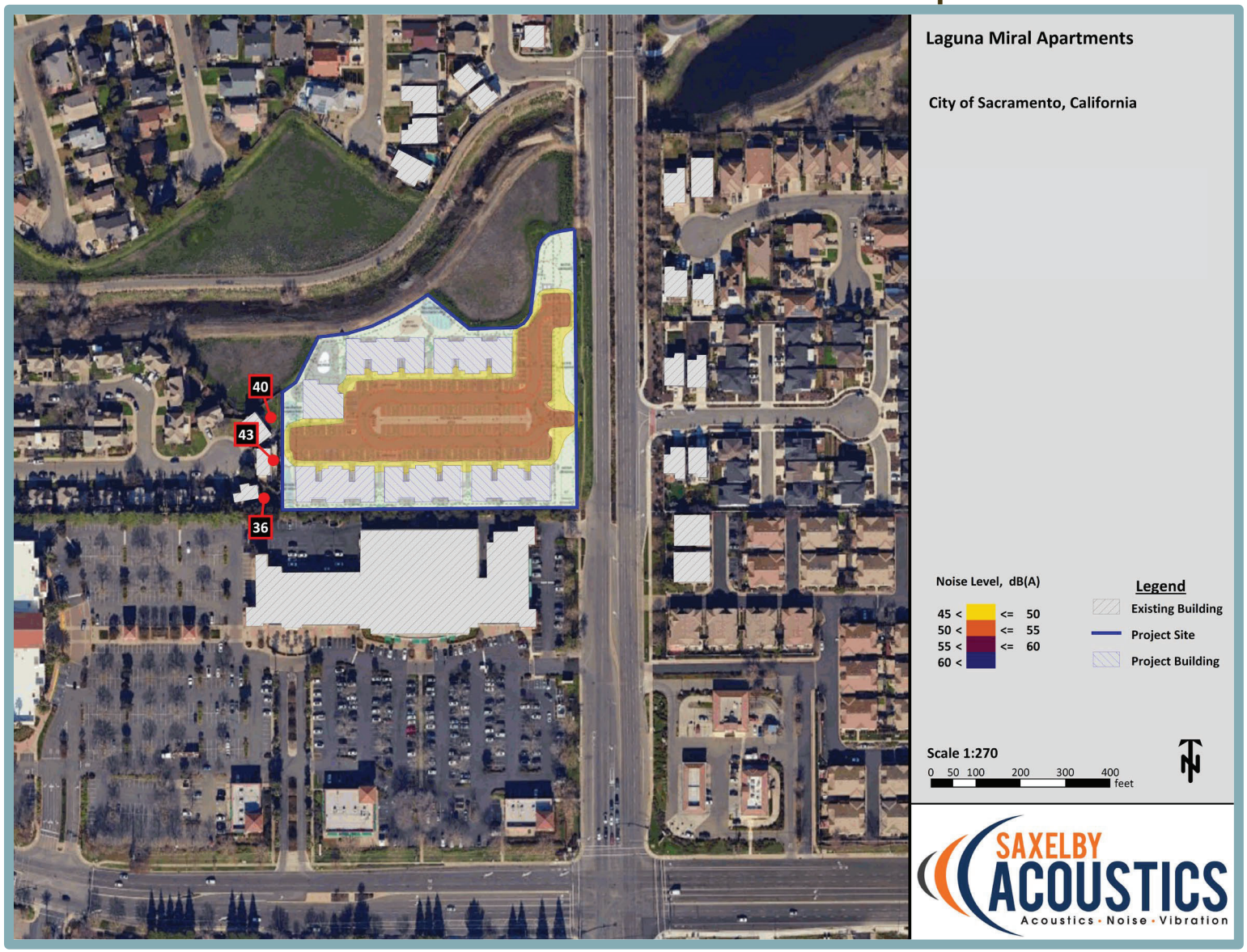
Table 9
Project Operational Noise Calculations

	Median Noise Level (dBA L_{50})	Maximum Noise Level (dBA L_{max})
Project Noise Levels	43	63
City Thresholds	50	70
Exceeds Threshold?	**NO**	**NO**

Source: Saxelby Acoustics, August 2024.

The City of Sacramento does not have a significance threshold for increases in non-transportation noise sources. In the absence of a specific threshold, the FICON criteria established in Table 7 are used to assess increases in ambient noise environment. At the nearby single-family residences to the west of the project site, the average nighttime ambient noise level was measured to be 52 dBA L_{dn}. Because the existing ambient noise level is less than 60 dBA, the applicable FICON noise increase threshold is five dBA. According to the Environmental Noise Assessment, the proposed project is anticipated to generate noise levels of 49 dBA L_{dn}. The resulting sum of ambient noise (52 dBA L_{dn}) plus project generated noise (49 dBA L_{dn}) would be 53.8 dBA, or an increase of 1.8 dBA over ambient noise levels. Because the noise level increase is less than five dBA, the impact is less than significant.

Figure 7
Future Noise Contours at Nearest Sensitive Receptors



Based on the above, the proposed project would not increase ambient noise levels in the project vicinity during project operation, and a less-than-significant impact would occur.

Conclusion

As described above, the proposed project could result in the generation of a substantial temporary increase in ambient noise levels in in excess of City standards. Therefore, the proposed project would result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

XIII-1. *Prior to approval of grading permits, the City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*

- *Construction shall be limited to 7:00 AM and 6:00 PM, on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 AM and 6:00 PM on Sundays;*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained;*
- *Quiet construction equipment, particularly air compressors, shall be selected whenever possible;*
- *All stationary noise-generating construction equipment, such as generators or air compressors, shall be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from the sensitive receptors nearest to the project site;*
- *Unnecessary idling of internal combustion engines shall be prohibited; and*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during project construction.*

Proof of compliance with the above measures shall be submitted to the City of Sacramento Community Development Services Department for review.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural

response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 10, which was developed by the California Department of Transportation (Caltrans), shows that the vibration levels that would normally be required to result in damage to structures range from 0.2 to 0.6 in/sec PPV. The general threshold at which human annoyance could occur is 0.10 in/sec PPV.

Table 10
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of underground utilities, and construction of foundations. Table 11 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed drive aisles and parking areas.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although vibration associated with the construction phases of the project would add to the vibration environment in the immediate project vicinity, construction activities would be temporary in nature and would occur during normal daytime working hours. In addition, according to the Environmental Noise Assessment, construction activities would occur at distances further than 26 feet from the nearest existing buildings. Therefore, pursuant to the vibration levels shown in Table 11, groundborne vibration levels at the nearest buildings would be less than the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings.

Table 11
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Guidelines. May 2006.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The nearest public airport to the site is the Sacramento Executive Airport Airport, located approximately 6.33 miles to the northwest. In addition, the Natural Hazards Disclosure Statement identifies the project site as within two miles of a private heliport at the Kaiser South Sacramento Hospital. However, the Natural Hazards Disclosure Statement also determined that the project site is not located within an airport influence area. As such, the site is not covered by an existing airport land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a. The proposed project would include the construction of 125 new residential units. Using the City of Sacramento average persons per household value of 2.62, the proposed project would result in a maximum estimated population of 327 residents.[28] Based on the 2023 Census, the U.S. Census Bureau estimates the population of Sacramento to be approximately 526,384 people. The increase in population associated with the proposed project would constitute a 0.06 percent increase in the City's total population, which would not be considered substantial growth. In addition, as discussed in Section XIX, Utilities and Services Systems, of this IS/MND, adequate utility infrastructure and services exist to meet the additional demand that would be created by the project. Similarly, as discussed in Section XV, Public Services, public service providers, such as local police and fire departments, would be capable of accommodating the demands of the proposed project. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The proposed project would not require the demolition of any existing residences or any other structures within the project site. Furthermore, the proposed project would develop 125 new housing units, adding to the housing stock and available housing options within the City of Sacramento. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, a ***less-than-significant*** impact would occur.

[28] U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed July 2024.

XV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a. The proposed project would include development of 125 residential units. The Sacramento Fire Department (SFD) would provide fire protection services to the proposed project. The SFD operates 24 fire stations to serve approximately 101 square miles, as well as two contract areas that include 47.1 square miles within the unincorporated Sacramento County adjacent to the City. All Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement. According to the General Plan MEIR, when the SFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire station to the project site is Sacramento Metro Fire District Station 51, located at 8210 Meadowhaven Drive, approximately 1.47 miles northeast of the project site. In addition, Cosumnes Community Services District Station (CSD) Fire Station 74 is located 1.56 miles southwest of the project site and the Cosumnes CSD Fire Station 76 is located approximately 1.64 miles east of the project site.

The project site was anticipated for residential development under the existing RMU land use designation. Therefore, the increase in the overall demand on fire protection services associated with development of the proposed project has been previously anticipated by the City and analyzed in the General Plan MEIR. The MEIR found that buildout would increase the need for fire protection services based on the increase in population associated with new development. However, the MEIR concluded that anticipated fire stations throughout the City and compliance with all applicable State requirements, City regulations, and General Plan policies would result in a less-than-significant impact. The proposed project would be subject to the foregoing standards, as well as the 2022 California Fire Code (CFC) as adopted by Chapter 15.36 of the City's Municipal Code. In addition, as established by General Plan Policy PFS-1.15, the City of Sacramento requires new development projects to contribute fees for the provision of adequate fire and police protection services and facilities. The proposed project would be subject to all applicable development impact fees. Revenues generated through impact fees on new development would pay for any new fire facilities deemed necessary by the City, all of which would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA.

Considering the project site's proximity to existing fire stations and the project's payment of applicable development impact fees, the proposed project would not result in the need

for new or altered services related to fire protection. Therefore, the proposed project would result in a ***less-than-significant*** impact related to fire protection services.

b. The project site is located within the jurisdiction of the Sacramento Police Department (SPD). The SPD operates from four stations in the City, and is staffed with 674 sworn personnel. The nearest police station to the project site is located at 5770 Freeport Boulevard, approximately 7.05 miles northeast of the project site. It should be noted that a Los Rios Police Department is located on the Cosumnes River College campus approximately 0.89-mile of the project site.

Given that the project site is consistent with the City land use and zoning designations, any increased demand on police protection services has been previously anticipated by the City in the General Plan MEIR. The MEIR concluded that an increase in population due to new development would have a less-than-significant impact on demand for public services such as police service. In addition, Policy PFS-1.15 requires development projects to contribute fees for police facilities. The proposed project would be subject to all applicable development impact fees. Revenues generated through impact fees on new development would pay for any new police facilities deemed necessary by the City, all of which would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA. Furthermore, the proposed project is consistent with the project site's RMU General Plan designation and has therefore been considered in the MEIR.

Based on the above, the proposed project would not result in the need for new or physically altered police protection facilities, the construction of which could cause an environmental impact, and a ***less-than-significant*** impact would occur.

c. The project site is served by the Elk Grove Unified School District (EGUSD) which operates 68 schools: 43 elementary schools, nine middle schools, nine high schools, five alternative education schools, an adult school, one charter school, and a virtual academy. The project site would be served by Barbara Comstock Morse Elementary School, Edward Harris Junior Middle School, and Monterey Trail High School. As shown in Table 12, the proposed residences would be anticipated to generate a maximum of approximately 99 total students, comprised of 55 elementary school students, 15 middle school students, and 29 high school students.

Table 12
Proposed Project Student Generation

Grade	Number of Units	Students/Unit Rate	Students Generated
K-5	125	0.44	55
6-8	125	0.12	15
9-12	125	0.23	29
		Total	**99**

Source: Sacramento 2040 General Plan MEIR, Table 4.12-7.

The proposed project would be subject to all applicable impact fees to fund educational facilities, including the EGUSD development impact fees, which would include $7.17 per sf for residential development.[29] Payment of such fees would serve as the project's fair-

[29] Elk Grove Unified School District. *Development School Impact Fees.* Available at: https://www.egusd.net/Departments/Facilities-and-Planning/index.html. Accessed August 2024.

share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the EGUSD deems necessary. According to SB 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act […] involving […] the planning, use, or development of real property" (Government Code 65996[b]). As such, payment of developer fees would be considered sufficient to reduce any potential impacts related to school services.

Based on the above, the proposed project would not result in the need for new or physically altered schools, and a ***less-than-significant*** impact would occur.

d. While the project would include amenities that would provide residents with outdoor recreational activities, including a community building, kid's play area, and on-site pool, the applicant has not provided a parkland dedication as part of the proposed project, consistent with Section 17.512 of the City's Municipal Code. However, Section 18.56.220 of the City's Municipal Code allows the applicant to pay a park impact fee. Funds collected from the park impact fees are intended to provide for the design, construction, installation, improvement, and acquisition of park facilities by the City. Payment of all applicable fees would be considered sufficient to ensure that adequate public parkland is provided for future residents, and a ***less-than-significant*** impact would occur.

e. The project site is currently designated for residential uses. Implementation of the proposed project would result in an increase in demand for public and governmental facilities through the development of new residences. However, in comparison to the City's total population, an increase of 327 residents would not be expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Therefore, a ***less-than-significant*** impact would occur.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✖	☐

Discussion

a,b. The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects. Policies were included in the 2040 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The Master EIR concluded that, with implementation of the policies in the 2040 General Plan, future development would not have a significant impact on park and recreational facilities. The proposed project is consistent with the land use designations of the 2040 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project were generally anticipated in the Master EIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan. Furthermore, while the proposed project would not include the dedication of parkland, the project would include amenities that would provide residents with outdoor recreational activities. For example, the proposed project would include a pool located to the west of Building 2 and north of Building 3, and a kid's play area would be provided north of Building 2.

Sections 18.56.220 and 18.56.230 of the City's Municipal Code require developments that include new dwelling units to pay park impact fees. The proposed project would pay applicable park impact fees, which would be used to fund park facilities throughout the City, the proposed project would contribute to the provision of adequate parkland within the City.

Based on the above, the proposed project would not result in an increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Thus, a ***less-than-significant*** impact would occur.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✖	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	✖	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✖	☐
d. Result in inadequate emergency access?	☐	☐	✖	☐

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Previously, lead agencies used a performance metric entitled 'level of service' (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), PRC Section 21099(b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018, which became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' (VMT) refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." See question 'b' for a discussion of VMT.

Pedestrian, Bicycle, and Transit Facilities

The proposed project's potential impacts related to pedestrian, bicycle, and transit facilities are discussed below.

Pedestrian Facilities

Sidewalks are not currently located on the project site's Bruceville Road frontage. However, sidewalks currently exist on Bruceville Road north and south of the project site. The proposed project would construct a six-foot sidewalk along the project frontage to connect the existing sidewalks located north and south of the site, and would include a pedestrian crossing at both entry/exit points along the western project site boundary. Given that the proposed project would provide adequate access for pedestrians, the proposed project would not conflict with a program, plan, or ordinance addressing pedestrian facilities.

Bicycle Facilities

Currently, a Class II bicycle lane exists between the project frontage and the Bruceville Road travel lanes. The proposed project would maintain a six-foot-wide bicycle lane between the proposed sidewalk and Bruceville Road. In addition, the proposed project would not alter the existing circulation system in a way that would conflict with any existing or proposed bicycle facilities within the City. Given that the proposed project would not conflict with a program, plan or ordinance addressing bicycle facilities, the proposed project would result in a less-than-significant impact.

Transit Facilities

Public transit service is provided to the Sacramento area by Sacramento Regional Transit (SacRT). Routes E110, E114, and E116 run on Bruceville Road, and a stop is located on the southbound side of Bruceville Road at Sheldon Road, within 200 feet south of the project site. An additional bus stop is located on the northbound side of Bruceville Road, approximately 420 feet away from the project site. The three bus routes run from Cosumnes River College, located approximately 0.75-mile north of the project site, past the project site, into the City of Elk Grove. The lines run every day, starting as early as 6:06 AM on weekdays and 6:58 AM on Saturdays and ending as late as 10:07 PM on weekdays and 6:23 on Saturdays. Bus services are not available on Sundays and holidays. SacRT GO offers ADA Paratransit service available to all destinations within 0.75-mile of an active bus route or Light Rail station.

Based on the above, adequate transit facilities would be available to serve the future residents of the proposed project. Additionally, the proposed project would not conflict with existing or planned transit facilities.

Conclusion

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant*** impact could occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Pursuant to OPR, certain projects are presumed to have a less-than-significant effect on VMT due to project size, project location, or project type.[30]

The City's General Plan MEIR determined that implementation of the 2040 General Plan would result in a less than significant impact related to VMT. Specifically, implementation of the 2040 General Plan would result in a 17.2 percent reduction in passenger vehicle VMT per capita compared to the City baseline, which exceeds the 16.8 percent reduction established as the City's VMT impact threshold. Pursuant to Section 2.10.2 of the MEIR, projects consistent with the General Plan land use designation and development intensities may not be required to evaluate VMT based on OPR guidance. Because the proposed project would be consistent with the site's 2040 General Plan land use designation of RMU, the proposed project would not be anticipated to result in VMT greater than what was previously anticipated for the project site and further analysis would not be required.

[30] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. December 2018.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. The proposed project would not include any new sharp curves or dangerous intersections and would not be located in the vicinity of any such roadway features. The proposed project would include two driveways and 185 surface parking spaces and seven motorcycle spaces. All proposed driveways would comply with applicable City design standards. In addition, the design of the on-site circulation system would not involve any features that would increase traffic hazards at the site. The project driveways would be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Bruceville Road. Any landscaping and signage would be located in such a way to ensure an unobstructed view for drivers exiting the site.

Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

- Number of access points (both public and emergency access only);
- Width of access points; and
- Width of internal roadways.

Figure 3 of this IS/MND includes the proposed access and circulation plans. Based on the site plan configuration, adequate access would be provided for emergency vehicles and trucks to enter and exit the site driveways and maneuver around the drive aisles.

The proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the SFD. Required review by the aforementioned departments would ensure that the proposed circulation system for the project site would provide adequate emergency access. In addition, Sacramento City Code Section 12.20.030 requires that a Construction Traffic Control Plan be prepared and approved prior to the commencement of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction would be required to conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

Based on the above, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and would not result in inadequate emergency access. Therefore, a ***less-than-significant*** impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the Cultural Resources Study prepared for the proposed project included a records search of the CHRIS was performed by the NWIC for cultural resource site records and survey reports within the project area. The CHRIS records search included review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys, the NRHP, and the California Register for Historic Resources (CRHR). Additionally, a search of the NAHC SLF and a field survey were conducted for the entire project site on June 18 and July 3, 2024, respectively. The SLF search was completed and returned negative results, indicating that known tribal cultural resources do not exist on site. In addition, the field survey did not identify archaeological site indicators.

As previously discussed, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project early in the CEQA process if they have requested notice of projects proposed within that area. In accordance with AB 52 requirements, the City of Sacramento distributed project notification letters to the UAIC, Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on February 21, 2024. The Wilton Rancheria requested consultation on February 21, 2024. The City conducted consultation with the tribe. On October 3, 2024, Wilton Rancheria closed consultation with the stipulation that a tribal representative shall be allowed to conduct a pedestrian survey prior to on-site ground disturbance activities and the inclusion of mitigation addressing any inadvertent discoveries made during project construction. Such requests are included below as Mitigation Measures XVIII-1 through XVIII-3. The remaining tribes did not request consultation within the required consultation period.

Although the project area has been subject to a records search which indicated that known tribal cultural resources are not present on the project site, unknown tribal cultural resources have the potential to be uncovered during ground-disturbing activities at the proposed project site. Therefore, the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Thus, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

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

XVIII-1. *The City shall coordinate with the project proponent and Wilton Rancheria to conduct a project area site visit prior to any ground disturbing activities. If any potential for resources to be present in an area that would be disturbed by project construction is identified by the tribe, the requirements set forth in Mitigation Measure XVIII-2 shall be implemented, in coordination with Wilton Rancheria.*

XVIII-2. ***In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.***

If archaeological resources, or tribal cultural resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- *Each resource shall be evaluated for California Register of Historical Resources eligibility through application of established eligibility criteria (California Code of Regulations Section 15064.636), in consultation with consulting Native American tribes.*

If a tribal cultural resource is determined to be eligible for listing on the California Register of Historical Resources, the City shall avoid damaging effects to the resource in accordance with PRC Section 21084.3, if feasible. If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:*
    - *Protect the cultural character and integrity of the resource.*
    - *Protect the traditional use of the resource.*
    - *Protect the confidentiality of the resource.*

- *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
- *Rebury the resource in place.*
- *Protect the resource.*

XVIII-3. ***Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.***

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

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

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

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion

a-c. Electricity, telecommunications, water, and sanitary sewer services would be provided to the project site by way of new connections to existing infrastructure in the immediate project area. Discussions of the water, sewer service, stormwater drainage, electrical, and telecommunications facilities that would serve the proposed project are included below.

Water

To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 UWMP, the City is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years.[31] According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.[32] The proposed project would be subject to Water System Development and Installation Fees payable to the City's DOU.

Water service to the project site would be provided by the City of Sacramento through the westward extension of an existing 12-inch water pipe located within Bruceville Road into the project site. The proposed project would include construction of 125 residential units split between six buildings on a currently undeveloped project site. However, because the proposed project would be consistent with the City's RMU General Plan land use designation, water demand associated with buildout of the project site with residential uses

[31] City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
[32] City of Sacramento. *2023 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed August 2024.

has been anticipated by the City and accounted for in regional planning efforts, including the City's General Plan MEIR. According to the MEIR, water supplies for the City are projected to meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045.

Furthermore, the City's General Plan policies encourage increased recycled water use (Policy PFS-4.6) and ensure adequate water supply capacity prior to approving new building permits (Policy PFS-4.8). In addition, although adequate capacity is expected to be available to serve the proposed project's water demands, a water study would be prepared for the proposed project by a licensed engineer in accordance with the City's Water Study Manual pursuant to Section 13.2.3 of the City of Sacramento Design and Procedure Manual. The water study would demonstrate that the proposed water system is capable of meeting the needs of the proposed project while meeting design criteria presented therein. Finally, the proposed project would be required to pay water development impact fees applicable to all new metered domestic services, thereby further reducing the potential impact related to water demand.

Based on the existing water supplies being in excess of water demand and compliance with the applicable City requirements and policies, sufficient water supplies would be available to serve the proposed project through connections to existing infrastructure within Bruceville Road, and would not require major relocation or expansion of any water supply infrastructure.

Wastewater

Sanitary sewer services would be provided to the project site by the City of Sacramento, which is responsible for the operation and maintenance of the sewer system, including hundreds of miles of sewer pipes and dozens of pumping stations. A combined stormwater and wastewater system, as well as a separated wastewater system, collect and transport sewage to SacSewer. As the regional provider, SacSewer maintains approximately 5,000 miles of sewer pipe and 117 pump stations within a 386-square-mile service area. Based on the project site's location, SacSewer would provide sewage collection, as well as treatment and resource recovery services to the proposed project. The sewer lift stations pump raw wastewater that is collected throughout the City to the SRWWTP.

The proposed project would include construction of new six-inch sanitary sewer lines and sanitary sewer laterals extending to the proposed buildings. The new lines would connect to the existing 20-inch sanitary sewer line east of the project site within Bruceville Road. Because the proposed project would be consistent with the existing land use designation, buildout of the site with residential development was anticipated by the City. As such, increased wastewater flows associated with the project site have been generally anticipated within the City's General Plan, as well as wastewater related analyses, including the General Plan MEIR. As discussed under Impact 4.13-4 therein, adequate capacity exists to serve buildout of the General Plan planning area, and impacts related to wastewater treatment capacity would be less than significant. Additionally, SacSewer would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for wastewater service. Furthermore, given the WWTP's service population of 1.6 million people, the increase in wastewater production from a maximum of 327 new residents generated by the proposed project would not be substantial.

Based on the above information, the proposed project would not result in inadequate capacity to serve the project's projected demand in addition to the existing commitments and would not require or result in the relocation or construction of new or expanded wastewater treatment that could cause significant environmental effects.

Stormwater

Because the project site is currently undeveloped, development of the proposed project would result in an increase in on-site impervious surfaces such as roofs, sidewalks, and driveways, which would increase the flow of stormwater runoff. However, the proposed project would include installation of new storm drain inlets to capture on-site storm runoff and convey flows to new bioretention areas for treatment. As previously discussed, two detention basins currently exist to the north and east of the project site. The existing detention basins would be preserved during development of the proposed project. The proposed project would also include new bioretention overflow catch basins in the center of the project site. From the proposed on-site detention basins, the treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line. The storm drain line would include a meter to slow the release rate of treated runoff into the City storm drainage infrastructure, which includes an existing 15-inch storm drain line in Bruceville Road.

The proposed storm drainage infrastructure would be designed in accordance with the City's Stormwater Quality Design Manual, as well as Chapter 13.16, Stormwater Management and Discharge Control, of the City's Municipal Code. As such, the new storm drain infrastructure would be designed to convey flows collected from new impervious surfaces within the project site to the existing City stormwater drainage system. Landscaping located throughout the site would also help collect stormwater, which would percolate into on-site soils. In addition, the proposed project would be subject to payment of all applicable drainage impact fees, thereby further reducing any potential impacts related to stormwater drainage services.

Furthermore, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Consequently, development of the proposed project would include provision of adequate on-site infrastructure, and the existing off-site infrastructure would be sufficient to accommodate flows from the proposed project. Therefore, the proposed project would not significantly increase stormwater flows into the City's existing system and would not require or result in the relocation or construction of new or expanded storm drainage facilities that could cause significant environmental effects.

Other Utilities

Electricity and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. The proposed project would not include the use of natural gas. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts to electricity and telecommunications infrastructure would be less than significant.

Conclusion

Based on the above, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation

of which could cause significant environmental effects. In addition, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and adequate wastewater treatment capacity is available to serve the project's projected demand in addition to the provider's existing commitments. Thus, a ***less-than-significant*** impact would occur.

d,e. Solid waste, recyclable materials, and compostable material collection within the project area is operated by private haulers and disposed of at the Kiefer Landfill, which has been recently expanded. The Kiefer Landfill covers 1,084 acres of land; 660 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 10,815 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill has a remaining capacity of 102,300,000 cubic yards out of a total permitted capacity of 117,400,000, or 87 percent remaining capacity.[33]

While the proposed project would generate solid waste, given the remaining capacity of the Kiefer Landfill, waste generated by the proposed project could be accommodated by the existing landfill facilities used by the City. In addition, pursuant to the CALGreen Code, at least a 65 percent diversion of construction waste is required for all projects. Because the landfill is not operating at maximum capacity and the project would only create a temporary increase in the amount of waste during construction activities, the proposed project construction would not result in a significant impact related to solid waste.

Similarly, due to the nature and relatively small scale of the proposed project, substantial amounts of solid waste would not be generated during operations, such that the landfill could not be capable of adequately handling the additional solid waste generated by the proposed project. The City's General Plan MEIR concluded that adequate capacity at local landfills exists for full buildout of the General Plan. The proposed project is consistent with the General Plan land use designation of the project site, and the associated increase in solid waste disposal needs associated with development of the site was generally considered in the MEIR analysis. Furthermore, the project would be required to comply with all applicable provisions of Chapter 8.124, Construction and Demolition Debris Recycling, of the City's Municipal Code.

Based on the above, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As such, a ***less-than-significant*** impact would occur.

[33] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed August 2024.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

Discussion

a-d. According to the City's General Plan MEIR, the City is not located within a wildland urban interface (WUI) area. Additionally, the MEIR identifies areas along the American and Sacramento rivers as fairly susceptible to urban wildfires. The project site is not located within the vicinity of such areas. According to the CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High FHSZ.[34] In addition, the Natural Hazards Disclosure Statement identifies the project site as outside a State fire responsibility area or an area with substantial forest fire risks. The nearest Very High FHSZ is approximately 16.5 miles southeast of the project site. The proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Chapter 15.36 of the City's Municipal Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

[34] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed August 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	✖	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	✖	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	✖	☐	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while a limited potential exists for nesting raptors and migratory birds protected by the MBTA to occur on-site, Mitigation Measure IV-1 and IV-2 would ensure that any impacts related to special-status species would be reduced to a less-than-significant level. Additionally, the project site is not known to contain any archaeological sites. However, the potential exists for unknown buried resources to be discovered during ground disturbing activities. Thus, a significant impact could occur. As such, Mitigation Measures V-1 and V-2 would ensure that, should archaeological resources be discovered within the project site, such resources would be protected in compliance with the requirements of CEQA and other State standards.

Considering the above, with implementation of Mitigation Measures IV-1, IV-2, V-1, and V-2, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur with implementation of the mitigation measures included within this IS/MND.

b. The proposed project, in conjunction with other development within the City of Sacramento, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies and other applicable local and State regulations.

Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City, and

the project's incremental contribution to cumulative impacts would be ***less than significant*** with implementation of the mitigation measures included within this IS/MND.

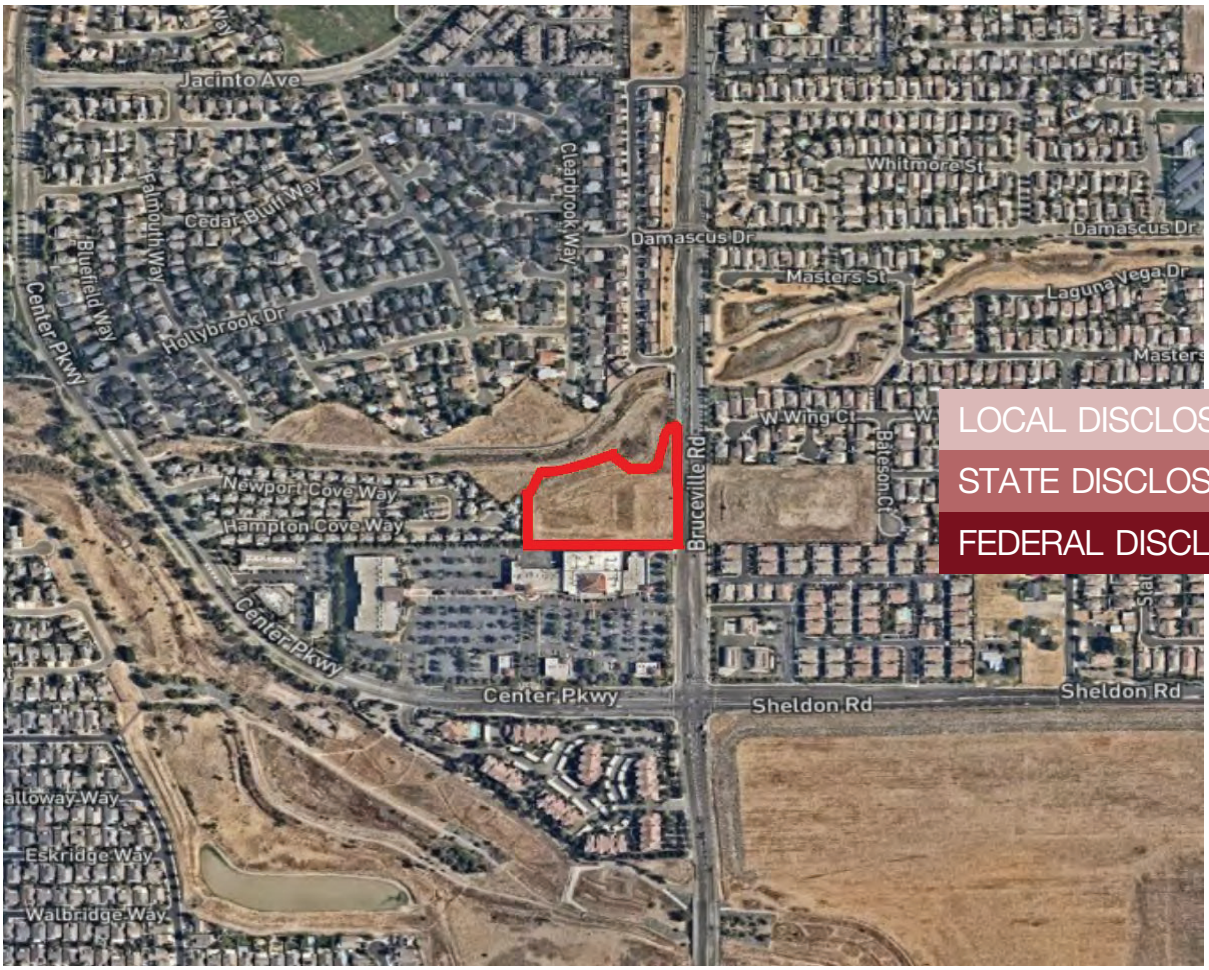
c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, other applicable local and State regulations, in addition to the mitigation measures included herein. Additionally, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, and hazardous materials. Therefore, the proposed project would result in a ***less-than-significant*** impact with implementation of the mitigation measures included within this IS/MND.

APPENDIX A

NATURAL HAZARD DISCLOSURE STATEMENT

PROPERTY ID

Commercial NHD Report & Forms



LOCAL DISCLOSURES

STATE DISCLOSURES

FEDERAL DISCLOSURES

8740 BRUCEVILLE RD, SACRAMENTO, CA 95823, SACRAMENTO COUNTY

REPORT #: 3963858
ORDER DATE: 09/20/2023
RESEARCH DATE: 09/20/2023

REPORT ORDERED BY:
EPS DEMANDS
FIRST AMERICAN TITLE
9000 E PIMA CENTER PKWY
SCOTTSDALE, AZ 85258

Have Questions? We have answers.
Chat with Sami here.

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NATURAL HAZARD DISCLOSURE STATEMENT AND DISCLOSURE REPORT RECEIPT

This statement applies to the following property: 8740 BRUCEVILLE RD SACRAMENTO, CA 95823; SACRAMENTO COUNTY; APN: 117-0211-024 Date: 09/20/2023

This disclosure statement is intended to be a part of the
☐ AIR STANDARD OFFER AGREEMENT AND ESCROW INSTRUCTIONS FOR PURCHASE OF REAL ESTATE or

☐ _____ (the "Purchase Agreement") dated _____,

wherein _____ is the Seller and _____ is the Buyer.

Note: This disclosure statement is not designed nor intended to be used in place of the AIR standard Property Information Sheet.

THIS REAL PROPERTY LIES WITHIN THE FOLLOWING HAZARDOUS AREA(S):

A SPECIAL FLOOD HAZARD AREA (Any type Zone "A" or "V") designated by the Federal Emergency Management Agency. Refer to Report.
Yes __ No _X_ Do not know and information not available from local jurisdiction ___

AN AREA OF POTENTIAL FLOODING SHOWN ON A DAM FAILURE INUNDATION MAP pursuant to Section 8589.5 of the Government Code. Refer to Report.
Yes _X__ No ___ Do not know and information not available from local jurisdiction ___

A VERY HIGH FIRE HAZARD SEVERITY ZONE pursuant to Section 51178 or 51179 of the Government Code. The owner of this property is subject to the maintenance requirements of Section 51182 of the Government Code. Refer to Report.
Yes ___ No _X__ **(But IS located in a MODERATE fire hazard severity zone. Refer to Report.)**

A WILDLAND AREA THAT MAY CONTAIN SUBSTANTIAL FOREST FIRE RISKS AND HAZARDS pursuant to Section 4125 of the Public Resources Code. The owner of this property is subject to the maintenance requirements of Section 4291 of the Public Resources Code. Additionally, it is not the state's responsibility to provide fire protection services to any building or structure located within the wildlands unless the Department of Forestry and Fire Protection has entered into a cooperative agreement with a local agency for those purposes pursuant to Section 4142 of the Public Resources Code. Refer to Report.
Yes ___ No _X__

AN EARTHQUAKE FAULT ZONE pursuant to Section 2622 of the Public Resources Code. Refer to Report.
Yes ___ No _X__

A SEISMIC HAZARD ZONE pursuant to Section 2696 of the Public Resources Code. Refer to Report.
Yes (Landslide Zone) ___ Yes (Liquefaction Zone) ___ No ___ Map not yet released by state _X__

The items listed below indicate additional statutory disclosures and legal information that are provided in the report.

- Additional Reports that are enclosed herein if ordered:
  (A) ENVIRONMENTAL RISK REPORT (Enclosed if ordered)

- Additional Statutory Disclosures:
  (A) INDUSTRIAL USE ZONE DETERMINATION (where available) (B) MILITARY ORDNANCE FACILITIES pursuant to California Civil Code Sections 1102.15 and 1940.7. (C) MELLO-ROOS & SPECIAL ASSESSMENTS pursuant to Section 53311-53365.7 / 53754 of the California Government Code; Refer to Report.

- Additional Local Jurisdiction Hazards - May include the following:
  Airports, Airport Influence Area, Avalanche, Coastal Protection, Conservation Areas, Critical Habitats, Dam Failure Inundation, Duct Sealing Requirements, Erosion, Fault Zone, Fire, Groundwater, Sea Level Rise, Landslide, Liquefaction, Methane Gas, Mines, Naturally Occurring Asbestos, Oil and Gas Well Proximity, Petrochemical Contamination, Property Taxes, Radon, Right to Farm, Soil Stability, Tsunami, Williamson Act, Wind Erosion. Refer to Report.

- General Notices:
  Methamphetamine Contamination, Megan's Law – Sex Offender Database, Mold, Abandoned Wells. Carbon Monoxide Devices, Natural Gas and Hazardous Liquid Pipelines, Water Conserving Plumbing Fixtures, Notice of Supplemental Property Tax Bill, AB 38 Notice, CALFIRE Defensible Space, CALFIRE Low Cost Retrofit List, Fire Safety & Home Hardening Form, California Waterway Setback Requirements, SGMA Groundwater Basin Priority, Sacramento Metropolitan Air Quality Management District, Historical Significance Notice. Refer to Report.

- Governmental Guides are delivered with printed reports and linked on electronically delivered reports (also available at https://propertyid.com/downloads)
  (A) COMMERCIAL PROPERTY OWNER'S GUIDE TO EARTHQUAKE SAFETY pursuant to California Business and Professions Code Section 10147. Refer to Report.

The above disclosure statement, legal, and government information do not substitute any inspections or warranties the principal(s) may wish to obtain. No representation or recommendation is made by any broker as to the legal sufficiency, legal effect, or consequences of this document, or the purchase agreement to which it relates. The representations made in this Natural Hazard Disclosure Statement do not constitute all of the seller's or agent's disclosure obligations in this transaction.

This Report contains the Mandatory Commercial Natural Hazard Disclosure Report. The Environmental Risk Report is only enclosed if it has been ordered. To order the Environmental Risk Report, please contact Property I.D. Customer Service at 800-626-0106.

Signature of Seller(s) _____ Date_____
Print Name _____

Signature of Seller(s) _____ Date_____
Print Name _____

Signature of Buyer(s) _____ Date_____
Print Name _____

Signature of Buyer(s) _____ Date_____
Print Name _____

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SUMMARY RESULTS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NATURAL HAZARD DISCLOSURE STATEMENT

DOCUMENT	PAGE
Natural Hazard Disclosure Statement and Receipt	2

FLOOD

DISCLOSURE	SOURCE	RESULT	PAGE
Flood Zone	Federal	NOT IN	4
FEMA Community Rating System	State	IN	5
Sacramento-San Joaquin Valley Flood Areas	District	IN	6
Dam Inundation	State	NOT IN	7
Dam Inundation	County	IN	7
Standard Flood Hazard Determination Form	Federal	INCLUDED	54

FIRE

DISCLOSURE	SOURCE	RESULT	PAGE
Very High Fire Hazard Severity Zone	State	NOT IN	8
Fire Hazard Severity Zone Risk Rating	State	IN MODERATE	8
Very High Fire Hazard	County	NOT IN	8
Wildland Fire Area (SRA)	State	NOT IN	9
Defensible Space Flyer	State	INCLUDED	10
Wildland-Urban Interface Fire Hazard	Federal	NOT IN	10
Wildland-Urban Interface Fire Hazard	State	IN	10
Utility Infrastructure Fire Hazard	State	NOT IN	11
Tree Mortality Fire Hazard	State	NOT IN	11
City of Sacramento Weed Abatement Program	City	INCLUDED	12
Assembly Bill 38 Notice	State	INCLUDED	13
CALFIRE Low Cost Retrofit List	State	INCLUDED	14

SEISMIC

DISCLOSURE	SOURCE	RESULT	PAGE
Alquist-Priolo Fault Zone	State	NOT IN	15
Earthquake Faults	Federal	NOT WITHIN ¼ MILE	15
Earthquake Faults	State	NOT WITHIN ¼ MILE	15
Ground Shaking	State	IN	17
Earthquake-Induced Liquefaction	State	NOT IN	18
Earthquake-Induced Liquefaction	State	IN	18

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SUMMARY RESULTS
(continued)

GEOLOGIC

DISCLOSURE	SOURCE	RESULT	PAGE
Landslide Hazard Zones	State	NOT IN	19
Expansive Soils	Federal	IN HIGH	20
Soil Subsidence/Settling Earth	Federal	NOT IN	20
Soil Subsidence/Settling Earth	County	IN HIGH	20
Naturally Occuring Asbestos	State	NOT IN	21

OIL & GAS

DISCLOSURE	SOURCE	RESULT	PAGE
Oil and Gas Wells	State	NOT WITHIN 500FT	22
Oil and Gas Field Administrative Boundary	State	NOT WITHIN	22
Natural Gas Storage Facilities	Federal	NOT WITHIN 2 MILES	23

NOISE

DISCLOSURE	SOURCE	RESULT	PAGE
Airport Influence Area	County	NOT IN	24
Airport Vicinity	Federal	WITHIN 2 MILES	24
Railroads	State	NOT WITHIN ¼ MILE	25

LAND USE

DISCLOSURE	SOURCE	RESULT	PAGE
Mining Operations	State	NOT WITHIN 1 MILE	26
Abandoned Mining Operations	State	NOT WITHIN 1 MILE	26
Mine Sites	Federal	NOT WITHIN ¼ MILE	26
Former Military Facilities (FUDS)	Federal	NOT WITHIN ONE MILE	27
Military Facilities	Federal	NOT WITHIN 1 MILE	28
Industrial/Commercial Land Use	County	IN	29
Industrial/Commercial Land Use	City	IN	29
Industrial/Commercial Zoning	City	WITHIN ¼ MILE	29
Industrial/Commercial Zoning	City	IN LOW	29
Design Review Area	City	IN	30
Historic Preservation	City	NOT IN	32
Historical Significance Notice	State	INCLUDED	31
Critical Habitats	Federal	NOT IN	33
Protected Species / Habitats in Proximity	Federal	NOT IN	33
Protected Species / Habitats in Proximity	State	IN	33
Right to Farm	State	IN	35
Williamson Act Land Conservation Program	County	NOT IN	36

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SUMMARY RESULTS
(continued)

ENVIRONMENTAL

DISCLOSURE	SOURCE	RESULT	PAGE
Groundwater Management and Monitoring (Potential Well Regulation)	State	IN HIGH PRIORITY	37
Groundwater Contamination	County	NOT IN	37

GENERAL NOTICES OF REQUIRED DISCLOSURES & FORMS

NOTICE		PAGE
Building Energy Use Benchmarking and Public Disclosure Program	INCLUDED	43
Methamphetamine & Fentanyl Disclosure Requirement	INCLUDED	44
Megan's Law - Sex Offender Database	INCLUDED	44
Mold Notice	INCLUDED	45
Abandoned Wells	INCLUDED	45
Radon Notice	INCLUDED	46
Well Stimulation Treatments Notice: Hydraulic Fracturing	INCLUDED	46
Carbon Monoxide Devices	INCLUDED	47
Natural Gas and Hazardous Liquid Pipelines	INCLUDED	48
Water Conserving Plumbing Fixtures	INCLUDED	49
Notice of Duct Sealing Requirements	INCLUDED	49
Notice of Assembly Bill 1482: Tenant Protection Act of 2019	INCLUDED	50
California Waterway Setback Requirements	INCLUDED	50
Sacramento Metropolitan Air Quality Management District	INCLUDED	51

PROPERTY TAX RECORDS

The following Total Annual Tax amount represents the annual property taxes based on the levies and property valuation as listed in the assessor's tax records as of the beginning of the identified tax year. This amount is subject to change pursuant to the purchase price of the property and/or changes to the assessed value, and does not include supplemental tax bills or penalty fees. For an estimate of future property taxes, click here.

Mello-Roos Total	$537.40
Direct Charge (Special Assessment/1915) Total	$1,770.08
Variable (Ad Valorem) Tax Total	$13,961.46
Variable (Ad Valorem) Tax Rate	1.052900%
2022-2023 Property Tax Bill Total	**$16,268.94**

Proceed to Property Tax Page

TERMS & CONDITIONS

DOCUMENT	PAGE
Terms & Conditions	53

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FLOOD HAZARD ZONES

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION
A SPECIAL FLOOD HAZARD AREA (Any type Zone "A" or "V") designated by the Federal Emergency Management Agency.
Yes __ No _X_ Do not know and information not available from local jurisdiction ___

Based on PROPERTY I.D.'s research of the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA (SFHA).

IT IS IN ZONE X (NOT AN SFHA).

DISCUSSION:

Through its Flood Hazard Mapping Program, FEMA identifies flood hazards, assesses flood risks, and partners with communities to provide flood hazard maps to guide planning and mitigation actions. The National Flood Insurance Program (NFIP) relies on FEMA's Flood Insurance Rate Maps (FIRMs) and documents in determining a property's flood insurance requirements.

FEMA's assessment of flood hazards categorizes geographic zones by their likelihood to flood. Areas with a 1-percent or greater chance of flooding in any given year (i.e. a "100-year floodplain") are considered Special Flood Hazard Areas (SFHA). Properties found to be in an SFHA may be subject to Federal flood insurance requirements. Federally regulated lenders are required by law to determine if the structure is located in a SFHA and must provide the buyer with written notice that flood insurance will be required. For more information on FEMA's flood mapping and National Flood insurance Program (NFIP) go to www.floodsmart.gov.

You can also contact the FEMA Flood Map Service Center at (877) 336-2627, or by email at FEMAMapSpecialist@riskmapcds.com.

A FEMA Standard Flood Hazard Determination Form (SFHDF) for this property has been included with this report. The SFHDF identifies whether a structure is located in a special flood hazard area, if the borrower is required to obtain flood insurance, and if federal flood insurance is available. Click Here to View

FEMA FLOOD ZONE DESIGNATIONS

A, AE, AH, AO, AR, A1-A30, A99	Special Flood Hazard Area (SFHA): Areas of 100-Year flood
V, V1-V30, VE	Coastal SFHA: Areas of 100-Year coastal flood
ACC, ACB, AEC*, AC*	Contained Flooding: Areas where flooding is contained by a flood control measures such as a channel (ACC) or basin(ACB). Not an SFHA. While a property may be impacted by an AC* zone, structures on that property will not be impacted. (* represents a wildcard character)
XPL, X500PL	Protected Areas: Areas protected from 100-year flood by levee, dike, or other structure. Not an SFHA.
B, C, X, X500	Non-SFHA: Areas outside of 100-year floodplain or of undetermined flood hazards. Not an SFHA.
D	Not Studied: Areas where no analysis of flood hazards has been conducted, flood hazards are undetermined but possible. Not an SFHA.

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FLOOD HAZARD ZONES
(continued)

Multiple Flood Zones Note: Property I.D.'s research is done for the entire lot. Flood hazard zones do not follow property boundaries, therefore it is possible for your property to be located in more than one zone. In these cases, the report will reflect multiple flood zones. Federally mandated flood insurance is required if any portion of the structure(s) is in a special flood hazard area. To determine your property's flood insurance requirements, please check with your lender or insurance agent.

CALIFORNIA SENATE BILL 5 (SB 5) NOTICE: LOCAL FLOOD PROTECTION PLANNING

The State of California Central Valley Flood Protection Act of 2008, as prescribed by SB 5, adds additional flood risk considerations for land use planning, and sets a higher, 200-year level of flood protection for the Sacramento-San Joaquin Valley. Cities and counties within this region have developed and implemented plans to meet the urban level of flood protection, taking into account localized understanding of risk and issues facing their flood protection systems, and defining local flood hazard areas.

Within the newly defined local flood hazard areas, updated construction and development regulations may be implemented, potentially affecting project scope, and requiring greater consideration of potential flood hazards, outside of the federally mapped special flood hazard areas. Please check with your local planning department for further information on SB 5, and their local response.

Note: The Biggert-Waters Flood Insurance Reform Act of 2012 (BW-12) as modified by the Homeowner Flood Insurance Affordability Act of 2014 may cause flood insurance premium rates to increase. Homeowners and business owners are encouraged to learn their flood risk and talk to their insurance agent regarding flood insurance. Insurance companies may require an elevation certificate to offer flood insurance for properties located in Special Flood Hazard Areas (SFHA). A property's seller, builder or developer may have a copy of the elevation certificate, or it may be recorded with a property's deed. The Community Floodplain Manager at the local city or county government office may also have a copy of the elevation certificate. If an elevation certificate is not available, one can be completed with an on-site inspection by a land surveyor, engineer, or architect legally authorized to certify elevation information. For further information on BW-12, go to https://www.fema.gov/sites/default/files/2020-07/questions-biggert-waters-flood-insurance-reform-2012.pdf . For further information on Elevation Certificates, see https://agents.floodsmart.gov/elevation-certificate-fact-sheet .

FEMA COMMUNITY RATING SYSTEM

Based on PROPERTY I.D.'s research of the Community Rating System issued by the National Flood Insurance Program (NFIP), the following determination is made:

SUBJECT PROPERTY IS LOCATED IN A COMMUNITY THAT WAS GIVEN A CLASS 3 RATING FOR FLOOD PREPAREDNESS BY THE NFIP. PROPERTIES IN THIS COMMUNITY MAY BE ELIGIBLE FOR DISCOUNTED FLOOD INSURANCE.

DISCUSSION:

The National Flood Insurance Program (NFIP) evaluates entire communities for flood preparedness under their Community Rating System (CRS). (A community's participation in the program does NOT mean the subject property is in a Special Flood Hazard Area; that determination is made separately in this report.)

Communities can achieve higher CRS ratings by using flood management practices that exceed the minimum NFIP standards, with the goal of reducing flood damage. Property owners in a rated community are then eligible for discounted flood insurance according to their community's rate class. Depending on the level of participation, a community earns a class rating from 1 to 10, with class 1 communities being the best prepared. The rating can reduce premiums up to 45% in class 1 communities, with no discounts in class 10 communities. A specific property's discount is then based on the age and elevation of the insured structures, and which flood zone the structure is in.

For more information about the Community Rating System and eligibility, visit https://www.fema.gov/national-flood-insurance-program-community-rating-system.

You may also contact the FEMA Insurance Services Office by email at nfipcrs@iso.com.

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FLOOD HAZARD ZONES
(continued)

SACRAMENTO COUNTY LOCAL FLOOD HAZARD TAGS

Some locations within Sacramento County are known to have local flooding concerns. These local flood hazards are those not mapped as special flood hazard areas on the FEMA flood insurance rate maps. The affected parcels are tagged and noted in a database maintained by Sacramento County. These local flood hazards are treated the same as special flood hazard areas in terms of restrictions on development that serve to assure a reasonable level of protection against flooding. While the local flood hazard tags generally do not influence the need for flood insurance, they may have an affect on the ability to alter your property through new construction or additions. Please contact the Sacramento County Dept. of Water Resources for further information.

Phone: (916)874-6851

Website: http://www.waterresources.saccounty.net/Pages/default.aspx

SACRAMENTO SAN JOAQUIN VALLEY FLOOD AREAS

Based on PROPERTY I.D.'s research of specific maps or data from the California Department of Water Resources (DWR), the following determination is made:

SUBJECT PROPERTY IS LOCATED IN A 200 YEAR FLOODPLAIN

DISCUSSION:

Sacramento-San Joaquin Valley Flood Areas (SSJVFA) determine flood risk mapped apart from areas delineated by the Federal Emergency Management Agency (FEMA) for the National Flood Insurance Program. SSJVFA identify flood risk located in floodplains and riverine flood zones and areas protected by State Plan of Flood Control levees (SPFC). The SPFC includes approximately 1,600 miles of federal-state levees authorized by the United States Army Corps of Engineers (USACE) where the state serves as the non federal sponsor. All federal and non- federal levees are subject to failure due to large flood events that may exceed levee system design.

SSJVFA inform public safety, flood planning needs, land use, property development and improvement conditions. City and county general plans affected may reflect these conditions.
Pursuant to: California Senate Bill 5, California Senate Bill 1278, and California Assembly Bill 1965.

Flood risks are represented as:

- 100 year - 1 in 100 (1%) chance of flooding at any time in any given year.
- 200 year - 1 in 200 (0.5%) chance of flooding at any time in any given year.
- 500 year - 1 in 500 (0.2%) chance of flooding at any time in any given year.

For more information contact your local floodplain administrator, local flood control agency, local building and development department or the Division of Flood Management of the California Department of Water Resources at: https://water.ca.gov/Programs/flood-management

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DAM FAILURE INUNDATION

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION

AN AREA OF POTENTIAL FLOODING SHOWN ON A DAM FAILURE INUNDATION MAP pursuant to Section 8589.5 of the Government Code.

Yes _X__ No ___ Do not know and information not available from local jurisdiction ___

NOTE: Due to local dam inundation determination, the NHDS may be marked "Yes" for potential flooding, in contrast with the OES determination.

Based on PROPERTY I.D.'s research of specific maps or information from the Department of Water Resources, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A DESIGNATED DAM INUNDATION AREA

Based on PROPERTY I.D.'s research of specific maps or data for Sacramento County, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN A DAM INUNDATION AREA (FOLSOM)

DISCUSSION:

Dam inundation refers to the area(s) downstream of dams that would flood in the event of a dam failure (breach), or an uncontrolled release of water. Dam failures may be structural, mechanical, or hydraulic in nature, and the flooding, damage, and potential for loss of life caused by said failures, can be much greater than that of a traditional flood from a body of water such as a stream, river, or lake. While the inundation maps outline the extent of damage to life and property that would occur in a worst case scenario, like a complete and sudden dam failure at full capacity, the likelihood of such an event is not disclosed in this report.

In response to Dam Failure Hazards in California, SB 92 and Section 8589.5 of the California Government Code, require dam owners to submit inundation maps to the Department of Water Resources for approval, which will then be used in creation and submittal of Emergency Action Plans to the California Office of Emergency Services. Updated plans and inundation maps must be submitted every 10 years, or sooner under certain conditions.

For more information, please visit the California Department of Water Resources Division of Safety of Dams website at https://www.water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams.

Note: Subject Property may be subject to inundation hazards associated with the Folsom Dam and Dike System not released to the public by the Bureau of Reclamation due to security concerns. Property owners should contact the Bureau of Reclamation at (916) 989-7200 or via the web at https://www.usbr.gov/projects/index.php?id=74, for further information on potential impacts to their property.

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FIRE HAZARDS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION

A VERY HIGH FIRE HAZARD SEVERITY ZONE pursuant to Section 51178 or 51179 of the Government Code. The owner of this property is subject to the maintenance requirements of Section 51182 of the Government Code.

Yes ___ No _X__ (But **IS** located in a **MODERATE** fire hazard severity zone. Refer to Report.) **AB-38 Disclosure Form is VOLUNTARY.**

NOTE: California Government Code §51179 provides that a local agency may choose to include or exclude areas from the State identified VHFHSZs in order to provide effective fire protection and fire prevention in the local jurisdiction. This provision allows a local agency, at its discretion, to make changes to the boundaries of VHFHSZs that may not be reflected on maps released by the CDF. In these cases, the NHDS may be marked "Yes" for very high fire in contrast with the CDF determination.

VERY HIGH FIRE HAZARD SEVERITY ZONE

Based on PROPERTY I.D.'s research of the current maps and information issued by the California Department of Forestry and Fire Protection and Sacramento County, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A VERY HIGH FIRE SEVERITY ZONE

DISCUSSION:

In an effort to prepare measures to retard the spread of fires, and reduce the potential intensity of uncontrolled fires that could destroy resources, life, or property, the California Department of Forestry and Fire Protection identifies Very High Fire Hazard Severity Zones. These areas are classified as such based upon fuel loading, slope, fire history, weather, and other relevant factors. For an area designated as a very high fire hazard severity zone, vegetation removal or management must be undertaken for fire prevention or suppression purposes. Other measures may be required, such as the maintenance of fire breaks around the property, clearance of brush and other flammable substances, the provision and maintenance of screens on chimneys and stovepipes, and a prescribed fire retardant roof.

FIRE HAZARD SEVERITY ZONE RISK RATING

Based on PROPERTY I.D.'s research of the maps and information from the California Department of Forestry and Fire Protection, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA WITH A MODERATE FIRE HAZARD SEVERITY ZONE RISK RATING

DISCUSSION:

Fire hazard severity zone risk ratings can be used to estimate the potential for impacts on areas susceptible to fire. Impacts are more likely to occur and/or be of increased severity for the higher ratings. These fire hazard severity zone risk ratings are modeled based on vegetation fuels, terrain, weather, and fire history, and are broken down into four classes as follows: low, moderate, high, and very high.

The determination above is based on preliminary mapping by the California Department of Forestry and Fire Protection, and is provided in this report as supplemental information where comprehensive fire zone maps have not been released. Buyers are strongly encouraged to consult their local Fire, Emergency Services, and/or Building Departments to determine localized fire risk, building codes, and which, if any, local vegetation management ordinances may apply.

LOCAL FIRE HAZARD DETERMINATION(S)

Based on PROPERTY I.D.'s research of specific maps or data for Sacramento County, the following determination is made:

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FIRE HAZARDS
(continued)

SUBJECT PROPERTY IS NOT LOCATED IN A VERY HIGH FIRE HAZARD SEVERITY ZONE

DISCUSSION:
The Director of the California Department of Forestry (CDF) identifies Very High Fire Hazard Severity Zones (VHFHSZ) based on statewide criteria. California Government Code §51179 provides that a local agency may choose to include or exclude areas from the State identified VHFHSZs in order to provide effective fire protection and fire prevention in the local jurisdiction. This provision allows a local agency, at its discretion, to make changes to the boundaries of VHFHSZs that may not be reflected on maps released by the CDF. For these reasons, the NHDS may be marked "Yes" for very high fire.

WILDLAND FIRE (STATE FIRE RESPONSIBILITY AREA)

NHDS DETERMINATION

A WILDLAND AREA THAT MAY CONTAIN SUBSTANTIAL FOREST FIRE RISKS AND HAZARDS pursuant to Section 4125 of the Public Resources Code. The owner of this property is subject to the maintenance requirements of Section 4291 of the Public Resources Code. Additionally, it is not the state's responsibility to provide fire protection services to any building or structure located within the wildlands unless the Department of Forestry and Fire Protection has entered into a cooperative agreement with a local agency for those purposes pursuant to Section 4142 of the Public Resources Code.

Yes ___ No _X__

Based on PROPERTY I.D.'s research of the current maps issued by the California Department of Forestry and Fire Protection, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A STATE FIRE RESPONSIBILITY AREA/WILDLAND THAT MAY CONTAIN SUBSTANTIAL FOREST FIRE RISKS AND HAZARDS

DISCUSSION:
A State Fire Responsibility Area (SRA) is the area where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries or federally owned land.

Pursuant to Assembly Bill X1 29 (ABX1 29), an annual SRA Fire Prevention Benefit Fee is applied to all habitable structures within the SRA. Effective July 1, 2013, the fee was levied at the rate of $152.33 per habitable structure, to be adjusted annually for inflation. This fee funds fire prevention services in the SRA, such as fuel reduction, defensible space inspections, fire prevention engineering, evacuation planning, fire prevention education, fire hazard mapping, implementation of Fire Plans, and fire-related law enforcement activities. Owners of habitable structures that are also within the boundaries of a local fire protection agency may receive a reduction of $35 per habitable structure.

With the passing of Assembly Bill 398 (AB 398), the Fire Prevention Fee has been suspended for the 2017-2018 fiscal year, and will remain suspended through January 1, 2031. For the exact text of AB 398, please visit https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB398.

If you have questions regarding the Fire Prevention Fee program, or your SRA determination, please contact the Board of Forestry and Fire Protection at PublicComments@bof.ca.gov.

Note: If the property is located in a State Fire Responsibility area, Seller shall, within the time specified, disclose this fact in writing to Buyer (Public Resources Code Section 4136). Government regulations may impose building restrictions and requirements that may substantially impact and limit construction and any remodeling or improvement.

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FIRE HAZARDS

(continued)

DEFENSIBLE SPACE



CLICK HERE TO VIEW FLYER

ZONE 1: 30 feet of Lean, Clean & Green	ZONE 2: 30–100 feet of Reduced Fuel	Use Equipment Properly to Keep from Sparking a Wildfire
Remove all dead plants, grass and weeds. Remove dead or dry leaves and pine needles from your yard, roof and rain gutters. Keep tree branches 10 feet away from your chimney and other trees.	Cut or mow annual grass down to a maximum height of 4 inches. Create a horizontal spacing between shrubs and trees. Create vertical spacing between grass, shrubs and trees.	Mow before 10 a.m., and never on a hot or windy day. String trimmers are a safer option (vs. lawnmowers) for clearing vegetation.

Defensible Space is your property's front line defense against wildfire. Creating and maintaining defensible space around your home can dramatically increase your home's chance of surviving a wildfire and improves the safety of firefighters defending your property. 100 feet of defensible space is required by law.

For more information on creating defensible space and legal requirements visit READYFORWILDFIRE.ORG

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WILDLAND-URBAN INTERFACE

Based on PROPERTY I.D.'s research of the current maps and information issued by the United States Forest Service, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN THE WILDLAND-URBAN INTERFACE

Based on PROPERTY I.D.'s research of the current maps and information issued by the California Department of Forestry and Fire Protection's Fire Resource and Assessment Program (FRAP), the following determination is made:

SUBJECT PROPERTY IS LOCATED IN OR ADJACENT TO THE WILDLAND-URBAN INTERFACE (INFLUENCE ZONE, INTERFACE)

DISCUSSION:

The wildland-urban interface (WUI) is the area where structures and other human development meet or intermingle with undeveloped wildland, and is an environment in which fire can move readily between vegetation fuels and structures, increasing the threat to property and human life. As more and more Californians make their homes in woodland settings, they face the very real and growing danger of wildfire. Every year across California, homes are affected by wildfires. Those that survive the fire almost always do so because their owners had prepared for the eventuality of fire, which is an inescapable force of nature in fire-prone wildland areas. Living in a Wildland-Urban interface zone comes with some added need for understanding of fire dangers, and preparedness methods to protect your home and family.

Wildland Urban Intermix: Areas where structures and wildland vegetation directly intermingle
Wildland Urban Interface: Areas with sparse or no wildland vegetation in close proximity to dense wildland vegetation
Wildfire Influence Zone: Wildland vegetation up to 1.5 miles from Interface or Intermix

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FIRE HAZARDS
(continued)

For more information on Wildfire protection and preparedness, please visit the following websites from CAL FIRE:

http://www.readyforwildfire.org/

https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/

https://www.fire.ca.gov/dspace

CPUC UTILITY ASSOCIATED FIRE THREAT

Based on PROPERTY I.D.'s research of the current maps issued by the California Public Utilities Commission (CPUC) and the California Department of Forestry and Fire Protection, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN THE CPUC HIGH FIRE-THREAT DISTRICT

DISCUSSION:
The California Public Utilities Commission (CPUC) has delineated a High Fire-Threat District (HFTD) designed specifically for the purpose of identifying areas where there is an increased risk for utility associated wildfires. Within the HFTD, revised and strengthened fire safety regulations have been implemented to further protect people and property from the effects of utility associated wildfires, and provide guidance on how to curtail fire threat during periods of extreme fire conditions.

Further information on the regulations, and the HFTD can be found on the CPUC Fire Threat page at https://www.cpuc.ca.gov/industries-and-topics/wildfires/fire-threat-maps-and-fire-safety-rulemaking.

TREE MORTALITY FIRE THREAT

Based on PROPERTY I.D.'s research of the current maps issued by California Department of Forestry and Fire Protection, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A HIGH HAZARD ZONE

DISCUSSION:
Several consecutive years of drought between 2012 and 2017 in California exacerbated wildfire conditions and precipitated a large outbreak of insects that attacked and killed large areas of conifer and hardwood trees in the Sierra Nevada mountains, and along the coast range in Southern and Northern California. The millions of recently dead trees have created locally increased hazards related to fire and potential falling trees, and greatly impacts public safety and forest health. In addition, the buildup in fuel loadings from higher tree mortality has the potential to increase emissions when wildfires occur.

In response to the expanding areas impacted by elevated tree mortality, Governor Brown declared a State of Emergency on October 30, 2015, and established the California Tree Mortality Task Force (now the Tree Mortality Working Group of the Forest Management Task Force). One goal of the task force was to identify and map areas of tree mortality that pose the greatest potential of harm to people and property. These areas, known as High Hazard Zones, are the areas prioritized for tree removal.

Tier 1 High Hazard Zones: Areas where tree mortality, caused by drought, coincides with critical infrastructure, including but not limited to roads, utilities, and public schools. They represent a direct threat to public safety and identify areas to be prioritized for hazardous tree removal.

Tier 2 High Hazard Zones: Areas defined by: 1) watersheds (HUC12, average 24,000 acres) that have significant tree mortality combined with community and natural resource assets; or 2) the perimeter of

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any wildland fire since 2012 (the beginning of the drought). Work at the Tier 2 level addresses the immediate threat of falling trees and fire risk, and supports broader forest health and landscape level fire planning issues. They represent areas to be prioritized for hazard mitigation as well as forest health restoration.

For further information on tree mortality fire threat, visit the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP) website at https://www.fire.ca.gov/what-we-do/fire-resource-assessment-program.

CITY OF SACRAMENTO WEED ABATEMENT PROGRAM

The City of Sacramento Weed Abatement Program requires property owners to prevent accumulation of hazardous vegetation and combustible debris as it constitutes a fire hazard and public nuisance. Creating defensible space by maintaining property in a way that is clear of ignitable vegetation, including weeds greater than 12" in height, or any other hazardous vegetation, allows for emergency access, and an overall lessening of the fire hazard throughout the city. Although required throughout the year, it is extremely critical that properties be maintained during the high fire months, usually from April through October.

While the intent of the program is voluntary compliance, inspections are conducted in the spring and any properties found to be non-compliant will be sent a notice to abate. Should the property owner fail to comply with the abatement requirements, the City will complete the abatement, bringing the property into compliance, with the full cost of the abatement process billed to the property owner.

For further information, contact the City of Sacramento Community Development Department at (916) 808-5404, via email at weedsvacantlot@cityofsacramento.org, or visit their website at https://www.cityofsacramento.org/Community-Development/Code-Compliance/Neighborhoods/Weeds

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NOTICE OF ASSEMBLY BILL 38: FIRE SAFETY, LOW-COST RETROFITS, REGIONAL CAPACITY REVIEW, WILDFIRE MITIGATION

Assembly Bill 38 (Wood) was signed into law by the Governor on October 2, 2019, and established a first ever statewide fire retrofit program to help communities and owners of homes in the fire zones (built prior to updated building codes in 2008), to harden their homes and make them more likely to survive future fires.

According to the California Department of Forestry and Fire Protection (CDF), approximately 2 Million residential structures (one in four homes) in California are located in "high" or "very high" fire hazard severity zones. Based on California's recent wildfires and firestorms, the imminent and pressing need for wildfire prevention and minimization strategies in California prompted the passage of this law.

- Effective January 1, 2020, after completing construction, if Seller receives a final inspection report (where that report covers compliance with home hardening laws), Seller must give a copy of that report to Buyer, or information on where Buyer can get a copy of that report.

- Effective January 1, 2021, for homes built before 2010, Seller must give Buyer a written notice that includes language on how to harden a home against fire, and a list of features on the property that make the home vulnerable to wildfires and flying embers. The notice must state: *"This home is located in a high or very high fire hazard severity zone and this home was built before the implementation of the Wildfire Urban Interface building codes which help to fire harden a home. To better protect your home from wildfire, you might need to consider improvements. Information on fire hardening, including current building standards and information on minimum annual vegetation management standards to protect homes from wildfires, can be obtained on the internet website http://www.readyforwildfire.org."* The list of features on the property that make a home vulnerable to wildfires and flying embers include, but are not limited to: Eave, soffit, and roof ventilation where the vents have openings in excess of one-eighth of an inch or are not flame and ember resistant, Roof coverings made of untreated wood shingles or shakes, Combustible landscaping or other materials within five feet of the home and under the footprint of any attached deck, Single pane or non-tempered glass windows, Loose or missing bird stopping or roof flashing, Rain gutters without metal or noncombustible gutter covers.

- Effective July 1, 2021, in a local jurisdiction that has enacted an ordinance requiring the owner of real property to obtain documentation that the property complies with Public Resources Code § 4291 Law section (ca.gov) or a local vegetation management ordinance, Seller must provide Buyer with the documentation and information on the local agency from which a copy of that documentation may be obtained, and Buyer shall comply with that ordinance.

- Effective July 1, 2021, in a local jurisdiction that has NOT enacted an ordinance requiring the owner of real property to obtain documentation that the property complies with Public Resources Code § 4291 Law section (ca.gov) or a local vegetation management ordinance, but a governmental entity, local agency, or other qualified nonprofit entity does provide inspections with documentation in the jurisdiction in which the property is located, Seller shall provide to Buyer documentation stating that the property (within 6 months preceding the sale) is in compliance with state and/or local vegetation management ordinances. If Seller has not obtained documentation of compliance, Seller and Buyer shall enter into a written agreement pursuant to which Buyer agrees to obtain documentation of compliance with Public Resources Code § 4291 Law section (ca.gov) or a local vegetation management ordinance within one year of the date of the close of escrow.

- Effective July 1, 2025, Seller must provide Buyer with a list of low-cost retrofits to harden a home against fire, and Seller must specify which items on the list Seller has completed.

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Low Cost Retrofit List

Low Cost Ways to Harden Your Home

1. When it is time to replace your roof, replace it with a Class A fire rated roof. OFSM Wildland Urban Interface (WUI) Products
2. Block any spaces between your roof covering and sheathing with noncombustible materials (bird stops).
3. Install a noncombustible gutter cover on gutters to prevent the accumulation of leaves and debris in the gutter.
4. Cover your chimney and stovepipe outlets with a noncombustible corrosion resistant metal mesh screen (spark arrestor), with 3/8-inch to 1/2-inch openings.
5. Install ember and flame-resistant vents. OFSM Wildland Urban Interface (WUI) Products
6. Caulk and plug gaps greater than 1/8-inch around exposed rafters and blocking to prevent ember intrusion into the attic or other enclosed spaces.
7. Inspect exterior siding for dry rot, gaps, cracks, and warping. Caulk or plug gaps greater than 1/8-inch in siding and replace any damaged boards, including those with dry rot.
8. Install weather-stripping to gaps greater than 1/8-inch between garage doors and door frames to prevent ember intrusion. The weather-stripping must be compliant with UL Standard 10C.
9. When it's time to replace your windows, replace them with multi-paned windows that have at least one pane of tempered glass. OFSM Wildland Urban Interface (WUI) Products
10. When it's time to replace your siding or deck, use compliant noncombustible, ignition-resistant, or other OFSM Wildland Urban Interface (WUI) Products
11. Cover openings to operable skylights with noncombustible metal mesh screen with openings in the screen not to exceed 1/8-inch.
12. Install a minimum 6-inch metal flashing, applied vertically on the exterior of the wall at the deck-to-wall intersection to protect the combustible siding material.

Low-Cost Ways to Create Defensible Space and Enhance the Effects of a Hardened Home

1. Regularly clean your roof, gutters, decks, and the base of walls to avoid the accumulation of fallen leaves, needles, and other flammable materials (see Defensible Space Webpage for more details).
2. Ensure that all combustible materials are removed from underneath, on top of, or within five feet of a deck.
3. Remove vegetation or other combustible materials that are within five feet of windows and glass doors.
4. Replace wood mulch products within five feet of all structures with noncombustible products such as dirt, stone, or gravel.
5. Remove all dead or dying grass, plants, shrubs, trees, branches, leaves, weeds, and pine needles within 30 feet of all structures or to the property line.
6. Ensure exposed firewood is stored at least 30 feet away from structures or completely covered in a fire-resistant material that will not allow embers to penetrate. Additionally, make sure you have 10 feet of clearance around your wood piles.
7. Be sure to store combustible outdoor furnishings away from your home when not in use.
8. Remember to properly store retractable awnings and umbrellas when not in use so they do not collect leaves and embers.

*This list was developed as a best practices guide and to assist homeowners to ensure their home is more ignition-resistant from wildfires. Low cost can be subjective. Some of these items are based on upgrading to more stringent materials when that feature is up for replacement due to normal maintenance or lifespan, i.e. roofs.

Updated 2/17/2022

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EARTHQUAKE FAULT ZONES

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION
AN EARTHQUAKE FAULT ZONE pursuant to Section 2622 of the Public Resources Code.
Yes ___ No _X__

Based on PROPERTY I.D.'s research of maps or data obtained from the State of California in accordance with the Alquist-Priolo Earthquake Fault Zone Act, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE

DISCUSSION:
If the Subject Property is partially or wholly within an OFFICIAL EARTHQUAKE FAULT ZONE, it may be subject to (city, county, or state) requirements necessitating geologic study prior to any new or additional construction. When a property is located in this zone, it may not mean that a fault line exists on the property. In certain areas, the zones around the faults being studied are more than one-quarter of a mile wide.

Earthquake Fault Zones are delineated and adopted by the State of California as part of the Alquist-Priolo Earthquake Fault Zone Act of 1972 to assure that homes, offices, hospitals, public buildings, and other structures for human occupancy are not built on active faults. Earthquake Fault Zones are areas on both sides of known or suspected active earthquake faults. The State Mining and Geology Board has adopted policies and criteria for implementing the zones.

ADDITIONAL SOURCES

Based on PROPERTY I.D.'s research of maps or data obtained from the United States Geological Survey, following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN ¼ MILE OF A MAPPED FAULT

Based on PROPERTY I.D.'s research of specific maps and/or information from the California Geological Survey, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN ¼ MILE OF A MAPPED FAULT

DISCUSSION:
As a part of long-term planning, localities are required to include mapping of known seismic or other geologic hazards on a local level. Information may vary between jurisdictions, and may include information about all locally-known seismic hazard zones, including an area's susceptibility to strong ground shaking, liquefaction, landslides or other ground failure.

The absence of earthquake activity at a particular location does not necessarily mean that earthquakes will not occur there in the future. Moderate to large earthquakes have often been preceded by or followed by long periods of quiescence. The apparent correlation between seismic activity and mapped faults should confine the areas of higher probability of earthquake occurrence to somewhat restricted zones.

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EARTHQUAKE FAULT ZONES
(continued)

Fault rupture can occur during moderate to large earthquakes and is a function of magnitude and the total length of the fault. Fault rupture accounts for only a small percentage of earthquake damage and may be rapid and sudden, as with a major earthquake, or can occur over an extended period of time.

DEFINITIONS:

For fault disclosures that contain fault activity information, the definitions below describe these activity designations.

Active - "Active" faults are defined as faults that have been active within the last 0 to 11,000 years.

Potentially Active - "Potentially Active" faults are defined as faults that may have been active between 11,000 years and 500,000 years ago.

Conditionally Active - "Conditionally Active" faults are defined as faults that may have had activity 750,000 years ago or uncertain activity.

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EARTHQUAKE GROUND SHAKING

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of maps and data from the California Integrated Seismic Network (CISN), the following determinations are made:

SUBJECT PROPERTY IS LOCATED IN AN AREA SUBJECT TO LIGHT GROUND SHAKING AND MINIMAL DAMAGE TO PROPERTY (MM IV) IN POTENTIAL EARTHQUAKE SCENARIOS

MODIFIED MERCALLI (MM) INTENSITY SCALE - POTENTIAL SHAKING AND DAMAGE LEVELS

IV. Light Shaking, Minimal Damage: Hanging objects swing, vibration like heavy trucks passing, windows and doors rattle

V. Moderate Shaking, Minimal Damage: Pictures move, liquids disturbed, sleepers awakened

VI. Strong Shaking, Nonstructural Damage: Objects fall, felt by all, pictures may fall off walls, shrubbery shakes

VII. Very Strong Shaking, Moderate Damage: Difficult to stand, some cracks in plaster, some damage to unreinforced masonry buildings

VIII. Severe Shaking, Moderate-Heavy Damage: Critical or extensive damage to stone buildings, steering of cars affected, fall of stucco and some masonry walls, fall of chimneys, homes move if on weak foundations

IX. Violent Shaking, Heavy Damage: Potential collapse of masonry buildings, many homes shifted off foundations, frames racked, underground pipes broken

DISCUSSION:

Ground Shaking studies provide a prediction of what may happen in future earthquakes, including what kind of damage can occur and what types of soils will have problems. As a prediction, the information from Ground Shaking studies provide a generalized view of what can occur during a large earthquake, but specific damage to specific buildings cannot be predicted. Loose, soft, recently deposited soils are the most susceptible to ground shaking amplification, and other hazards associated with seismic activity.

Ground shaking hazards exist throughout California. The potential damages in strong earthquake scenarios range from minimal to extreme, with corresponding shaking severity ranging from very weak to very violent. Seismologists modeled various ground shaking scenarios for active faults to highlight the hazards shaking can present in a strong earthquake.

For further information about the CISN: http://www.cisn.org/ and
http://www.cisn.org/shakemap/sc/shake/about.html

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LIQUEFACTION SUSCEPTIBILITY

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION
A SEISMIC HAZARD ZONE pursuant to Section 2696 of the Public Resources Code. Yes (Landslide Zone) ___ Yes (Liquefaction Zone) ___ No ___ Map not yet released by state _X__

Based on PROPERTY I.D.'s research of the current maps and information issued by the California Geological Survey, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN OFFICIALLY DESIGNATED LIQUEFACTION HAZARD ZONE (NOTE: THE SUBJECT PROPERTY IS IN AN AREA FOR WHICH NO MAPS HAVE BEEN ISSUED BY THE STATE OF CALIFORNIA)

Note: Additional / local determination(s) below, when listed, may differ from the seismic hazard determination found in the Natural Hazard Disclosure Statement ("NHDS"). Differentiation can occur because the determination made in the NHDS is based on maps prepared by the California Geologic Survey in accordance with the State Seismic Hazard Mapping Act, while the determinations below are based on official maps prepared for another mapping program.

ADDITIONAL SOURCES

Based on PROPERTY I.D.'s research of specific maps from the California Geological Survey, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA OF LIQUEFACTION (POTENTIALLY LIQUEFIABLE SOILS)

DISCUSSION:

Liquefaction is the sudden loss of soil strength resulting from shaking during an earthquake. The effect on structures and buildings can be devastating, and is a major contributor to urban seismic risk. Areas most susceptible to liquefaction are underlain by non-cohesive soils, such as sand and silt, that are saturated by groundwater typically between 0 and 30 feet below the surface.

Mapped liquefaction areas are those where historic occurrence of liquefaction, or local geological, geotechnical conditions indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693(c) would be required. Section 2693(c) defines "mitigation" to mean those measures that are consistent with established practice and that will reduce seismic risk to acceptable levels.

Note: The map upon which this determination is based may not show all areas that have the potential for liquefaction or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction may not uniformly affect the entire area. Liquefaction zones may also contain areas susceptible to the effects of earthquake induced landslides. This situation typically exists at or near the toe of existing landslides, down slope from rock fall or debris flow source areas, or adjacent to steep stream banks.

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LANDSLIDE SUSCEPTIBILITY

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

NHDS DETERMINATION
A SEISMIC HAZARD ZONE pursuant to Section 2696 of the Public Resources Code. Yes (Landslide Zone) ___ Yes (Liquefaction Zone) ___ No ___ Map not yet released by state _X__

Based on PROPERTY I.D.'s research of the current maps and information issued by the California Geological Survey, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN OFFICIALLY DESIGNATED EARTHQUAKE-INDUCED LANDSLIDE HAZARD ZONE (NOTE: THE SUBJECT PROPERTY IS IN AN AREA FOR WHICH NO MAPS HAVE BEEN ISSUED BY THE STATE OF CALIFORNIA)

Note: Additional / local determination(s) below, when listed, may differ from the seismic hazard determination found in the Natural Hazard Disclosure Statement ("NHDS"). Differentiation can occur because the determination made in the NHDS is based on specific maps prepared by the California Geological Survey (State Seismic Hazard Mapping Act), while the determination(s) below are based on different official maps and/or information.

DISCUSSION:

Landslides and other ground failures may occur during earthquakes, triggered by the strain induced in soil and rock by the ground shaking vibrations, and during non-earthquake conditions, most frequently during the rainy season. Both natural and man-made factors contribute to these slope failures.

Although landslides due to slope failure are most frequent in "wet years" with above-average rainfall, they can occur at any time. The presence or absence of deep-rooted vegetation; surface and subsurface drainage conditions; thickness and engineering characteristics of soils and underlying weathered, partially-decomposed rock; orientation of bedding or locally-high rainfall can all affect slope stability.

The influence of bedrock lithology, steepness of slope, and rates of erosion, at the very least, must all be considered to generate an accurate susceptibility map. Any slope can be rendered unstable by construction activities and almost any unstable slope can also be mitigated by accepted geotechnical methods.

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SOIL HAZARDS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

EXPANSIVE SOILS

Based on PROPERTY I.D.'s research of specific maps or data from the United States Department of Agriculture Natural Resources Conservation Service, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA OF SOILS WITH HIGH SHRINK-SWELL POTENTIAL

DISCUSSION:

Shrink/Swell Potential or Soil Expansivity is the relative change in volume to be expected with changes in moisture content, that is, the extent to which the soil shrinks as it dries out or swells when it gets wet. Shrinking and swelling of soils can cause damage to building foundations, roads and other structures. Soil expansivity can cause damage due to differential settlement and could progressively deteriorate structures over time. As such, stricter construction and development requirements may apply that could affect building materials and standards used, including, but not limited to depth of footings, slab thickness and rebar installation. Structures located on expansive soils can experience more hairline cracks in the walls and slabs, however certain precautions can be taken in order to minimize cracking. These precautions include proper drainage after rain, installation of gutters and downspouts to direct water away from the structure, maintaining a uniform moisture condition around foundations, repairing any plumbing leaks, refraining from planting trees within approximately ten feet of the structure because trees tend to extract moisture in soil causing shrinkage, and contacting a soils engineer who specializes in expansive soils matters.

SUBSIDENCE

Based on PROPERTY I.D.'s research of specific maps or data from the United States Geological Survey (USGS), the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN AREA OF IDENTIFIED SOIL SUBSIDENCE

Based on PROPERTY I.D.'s research of specific maps or data for Sacramento County, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA WITH MEDIUM TO HIGH POTENTIAL FOR SUBSIDENCE

DISCUSSION:

Subsidence is the gradual settling or sinking of the earth's surface with little or no horizontal motion due to the loss of solids or liquids from the subsurface. The compaction of alluvium and settling of the land surface is a process that occurs over several years, except when prompted by seismic shaking. Subsidence can cause property damage and could progressively deteriorate structures over time. As such, stricter construction and development requirements may apply that could affect building materials and standards used. Structures may experience more hairline cracks in the walls and slabs. Inundation or flooding may also be a secondary effect of subsidence.

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NATURALLY OCCURRING ASBESTOS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of current maps and/or information issued by the California Geological Survey, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN AREA LIKELY TO CONTAIN NATURALLY OCCURRING ASBESTOS

DISCUSSION:

Natural asbestos commonly occurs in association with altered ultramafic rocks, including serpentinite or serpentine - the California state rock. State and federal officials consider all types of asbestos to be hazardous because asbestos is a known carcinogen. Wind and water can carry asbestos fibers, and certain human activities such as mining, grading, quarrying operations, construction or driving over unpaved roads or driving on a road paved in part with asbestos-bearing rock, can release dust containing asbestos fibers. As with any other potential environmental hazard, it is recommended that Buyers fully investigate and satisfy themselves as to the existence of exposed naturally occurring asbestos / serpentine rock on the Property or within its vicinity or any serpentine-surfaced roads within the vicinity of the Property and the hazards, if any, posed thereby. That investigation should include consulting with appropriate expert(s) who can identify and test any exposed naturally occurring asbestos / serpentine rock on the Property or within its vicinity to determine whether it may present a health risk to Buyers. Buyers are encouraged to review all relevant information resulting from these studies and other information pertaining to the risk of exposure to harmful forms of naturally occurring asbestos fibers prior to removing their inspection contingency. Exposure to asbestos may create a significant health risk, and the presence of asbestos-bearing minerals may result in restrictions on the use or development of the Property. You should consider the potential risks associated with the Property before you complete your purchase and determine whether they are acceptable to you.

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OIL AND GAS WELL PROXIMITY

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data from the California Dept. of Conservation, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN THE ADMINISTRATIVE BOUNDARY OF AN OIL AND GAS FIELD

SUBJECT PROPERTY IS NOT LOCATED WITHIN 500FT OF AN IDENTIFIED OIL OR GAS WELL, ACTIVE OR ABANDONED

DISCUSSION:

Oil and gas wells dot the landscape of California. Identified wells have been mapped and are monitored by the California Department of Conservation; and are generally regulated by State and Local agencies. While abandoned wells that are properly capped and monitored present a low hazard risk, improper capping or plugging of abandoned wells can lead to a variety of problems. Improperly capped wells can release noxious chemicals into the air, or allow chemicals to leach into groundwater. Abandoned oil and gas wells are prone to buildup of methane gas which can create an explosion hazard if not properly monitored and cleaned. Improperly capped wells can lead to sinkhole development. Wells can pose a serious threat to the safety of humans, especially children, and to animals. Administrative field boundaries roughly outline the areal extent of an oil or gas field. Questions of jurisdiction and responsibility in regards to capping and maintenance of abandoned wells may exist.

For more information regarding abandoned oil and gas wells in California, contact the following agencies:

State of California Dept. of Conservation - Geologic Energy Management Division:
https://www.conservation.ca.gov/calgem/Pages/Oil-and-Gas.aspx

California Environmental Protection Agency http://www.calepa.ca.gov

Note: This hazard determination only identifies properties in proximity to abandoned wells that have been mapped by the California Department of Conservation. Unmapped abandoned wells that are not identified in this disclosure could exist on or near the Subject Property. Unmapped and unidentified wells can pose a greater risk to health and safety as they are not monitored and may not have received the appropriate mitigation measures.

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OIL AND GAS WELL PROXIMITY
(continued)

NATURAL GAS STORAGE FACILITIES

Based on PROPERTY I.D.'s research of specific maps or data from the U.S. Energy Information Administration (EIA), the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN 2 MILES OF A NATURAL GAS STORAGE FACILITY

DISCUSSION:

Natural Gas Storage Facilities are present throughout the United States. Most commonly, natural gas is held in underground storage facilities in depleted reservoirs in oil and/or natural gas fields, aquifers, or salt cavern formations. Natural gas can also be stored in liquid or gaseous form in above-ground tanks. Generally, these facilities are in proximity to consumption centers, and take advantage of existing infrastructure found at depleted fields. The ability to quickly deliver gas to areas in need, and store large amounts of inventory to meet fluctuating demand, are important features of these facilities. Underground gas storage facilities in California are regulated by the California Geologic Energy Management Division (CalGEM), helping to maintain safe storage operations throughout the state.

For further information on Natural Gas, and Natural Gas storage, visit the following agency websites:

U.S. EIA: https://www.eia.gov/energyexplained/natural-gas/delivery-and-storage.php

CalGEM: https://www.conservation.ca.gov/calgem/Pages/UndergroundGasStorage.aspx

CPUC: https://www.cpuc.ca.gov/industries-and-topics/natural-gas/natural-gas-and-california

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AIRPORT PROXIMITY

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data obtained from local land use commissions, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN AIRPORT INFLUENCE AREA

Based on PROPERTY I.D.'s research of specific maps or data for the Federal Aviation Administration (FAA) and the U.S. Department of Transportation, the following determination is made:

SUBJECT PROPERTY IS LOCATED WITHIN 2 MILES OF AN FAA APPROVED LANDING FACILITY:

- **KAISER PERMANENTE SOUTH SACRAMENTO HELIPORT (PRIVATE)**
- **KAISER SOUTH SACRAMENTO HOSPITAL HP**

DISCUSSION:

NOTICE OF AIRPORT IN VICINITY - Pursuant to Section 1103.4 of the Civil Code: If the above-referenced property is located in the vicinity of an airport, within what is known as an Airport Influence Area, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations, such as noise, vibration, or odors. Per the California Code of Regulations Section 5006, the level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a community noise equivalent level (CNEL) value of 65 dB. This criterion level has been chosen for reasonable persons residing in urban residential areas where houses are of typical California construction and may have windows partially open. Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

For community involvement updates, and current news affecting specific airports, please see the following:

Ontario: https://www.faa.gov/air_traffic/community_involvement/ont/

Southern California: https://www.faa.gov/air_traffic/community_involvement/socal/

Note: In some instances the location of an airport facility's property line was not made available by the FAA. In those cases the FAA-designated central point of the facility was used as the center for the two mile proximity determination.

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NOISE HAZARDS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data from the United States Department of Transportation and local rail services, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN ¼ MILE OF A RAIL LINE

DISCUSSION:

Prolonged and excessive noise can affect both physiological and psychological well-being. In addition to causing hearing loss, noise can interfere with activities such as communication, sleep, and thought. Detrimental effects can start at average noise levels as low as 55 decibels (dB), where noise can be a source of annoyance for many, with increasing problems at higher levels. Continued exposure at average levels of 70dB or more can lead to hearing loss. Attention to noise in community planning and through noise ordinances is designed to minimize noise attenuation along major regional/arterial streets and rail lines. Noise ordinances may deal with zoning, site design, architectural standards, barriers, or street materials. These effort are designed to minimize the increase in ambient noise levels, the spread of noise producing activities into formerly quiet areas, and the negative impact of noise on human health and amenity.

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NOTICE OF MINING OPERATIONS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data from the Division of Mines and Reclamation (DMR) at the Department of Conservation, pursuant to Section 2207 of the Public Resources Code, the following determinations are made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN 1 MILE OF MINING OPERATIONS

Based on PROPERTY I.D.'s research of specific maps or data from the Division of Mines and Reclamation's Abandoned Mine Lands Unit, the following determinations are made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN 1 MILE OF ABANDONED MINING OPERATIONS

Based on PROPERTY I.D.'s research of specific maps or data from the United States Geological Survey (USGS), the following determinations are made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN ¼ MILE OF A MINE SITE IDENTIFIED BY THE U.S. GEOLOGICAL SURVEY

DISCUSSION:

If this property is located within one mile of a mine operation for which the mine owner or operator has reported mine location data to the Department of Conservation pursuant to Section 2207 of the Public Resources Code, then the property may be subject to inconveniences resulting from mining operations. You may wish to consider the impacts of these practices before you complete your transaction.

Mines have been dug and abandoned throughout the State of California. The result is that in the state there are tens of thousands of active and abandoned mines, many unmapped, that can pose inconveniences resulting from mining operations and potential safety, health, and environmental hazards. Sites can possess serious physical safety hazards, such as open shafts or tunnels, and many mines have the potential to contaminate surface water, groundwater.

Further information is available from the following:

Division of Mines and Reclamation: http://www.conservation.ca.gov/dmr
Division of Mines and Reclamation, Abandoned Mine Lands Unit: http://www.conservation.ca.gov/dmr/abandoned_mine_lands
U.S. Geological Survey: http://minerals.usgs.gov.

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MILITARY ORDNANCE AND DEFENSE SITES

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

FUDS PROGRAM SITES

Based on PROPERTY I.D.'s research of specific maps and information issued by the U.S. Army Corps of Engineers from the Defense Environmental Restoration Program Annual Report to Congress, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN ONE MILE OF A FORMERLY USED DEFENSE SITE

DISCUSSION:

The Defense Environmental Restoration Program-Formerly Used Defense Site Program (DERP-FUDS) was established in 1984 by the United States Army with the mission to protect human health and safety, the environment, and natural resources by removing hazardous material from the environment. The FUDS Program is responsible for all properties that were formerly owned by, leased to, or otherwise possessed by the United States under the jurisdiction of the Department of Defense prior to October 1986, and is executed by the U.S. Army Corps of Engineers. The type of cleanup required, if any, varies from property to property and could include: removal of hazardous, toxic and radioactive waste, ordnance and explosives waste, building demolition and/or debris removal.

For more information, please see:
http://www.usace.army.mil/Missions/Environmental/FormerlyUsedDefenseSites.aspx

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MILITARY ORDNANCE AND DEFENSE SITES

(continued)

ADDITIONAL MILITARY SITES

Based on PROPERTY I.D.'s research of specific maps or information issued by the U.S. Army Corps of Engineers in conjunction with the Department of Defense, individual base cleanup organizations, and local sources, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED WITHIN 1 MILE OF A MILITARY SITE

DISCUSSION:

Former and current military sites exist throughout the country in various stages of use, closure, and cleanup. While some of these military sites are included in the FUDS program, those owned by, leased to, or otherwise possessed by the United States and under the jurisdiction of the Department of Defense after October 1986, are not eligible for inclusion in the FUDS program. These sites include but are not limited to sites where environmental cleanup has been completed such as previous FUDS program sites, or those that have been closed or realigned as part of the Base Realignment and Closure (BRAC) process.

For more information, please see:

https://www.epa.gov/fedfac/base-realignment-and-closure-brac-sites-state

https://www.bracpmo.navy.mil/

http://www.usace.army.mil/Missions/Environmental/FormerlyUsedDefenseSites.aspx

Note: The Military sites and their boundaries used in making these determinations are based on data made available at the source's discretion, and may be incomplete from the source. Certain sections of a site may be disclosed with other sections left out by the source. Some active military sites and bases may not be disclosed herein based on the discretion of the source.

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AREAS OF INDUSTRIAL / COMMERCIAL USE

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

LAND USE AND PLANNING

Based on PROPERTY I.D.'s research of specific maps or data for Sacramento County, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN OR ADJACENT TO AN AREA OF INDUSTRIAL AND/OR COMMERCIAL LAND USE:

- **RETAIL / COMMERCIAL (SHOPPING CENTER)**
- **VACANT RETAIL / COMMERCIAL**

Based on PROPERTY I.D.'s research of specific maps or data for the City of Sacramento the following determination is made:

SUBJECT PROPERTY IS LOCATED IN OR ADJACENT TO AN AREA OF INDUSTRIAL AND/OR COMMERCIAL LAND USE:

- **SUBURBAN CENTER**

ZONING

Based on PROPERTY I.D.'s research of specific maps or data for the City of Elk Grove, the following determination is made:

SUBJECT PROPERTY IS LOCATED WITHIN ¼ MILE OF AN INDUSTRIAL AND/OR COMMERCIAL USE ZONE:

- **GENERAL COMMERCIAL**

Based on PROPERTY I.D.'s research of specific maps or data for the City of Sacramento, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN OR ADJACENT TO AN INDUSTRIAL AND/OR COMMERCIAL USE ZONE:

- **OFFICE BUSINESS LOW-RISE MIXED-USE**
- **SHOPPING CENTER**

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AREAS OF INDUSTRIAL / COMMERCIAL USE
(continued)

DISCUSSION:
Industrial or commercial use zones or districts may be established by cities and/or counties wherein certain manufacturing, commercial or airport uses are expressly permitted.

Pursuant to Section 1102.17 of the Civil Code, the seller of residential real property subject to this article who has actual knowledge that the property is affected by, or zoned to allow, an industrial use described in Section 731a of the Code of Civil Procedure, which allows manufacturing, commercial or airport uses in zones that have been established under authority of law for those uses, shall give written notice of that knowledge as soon as practicable before transfer of title.

The existence of various conditions such as traffic, noise, odors, pollution, obstructed views, and other such conditions that are reasonable and necessary in Industrial Use Zones, cannot be enjoined or restrained, nor shall such use be deemed a nuisance as outlined in Section 731a of the Code of Civil Procedure.

CITY OF SACRAMENTO DESIGN REVIEW AREA

Based on PROPERTY I.D.'s research of specific maps or data from the City of Sacramento, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN OR ADJACENT TO A DESIGN REVIEW AREA (CITYWIDE SPDR)

DISCUSSION:
The City of Sacramento has divided the city into several Design Review Areas, each with their own sets of design review requirements. The primary responsibilities of Design Review are to evaluate and take action on development project design review applications that are within a design review area. In following the Design Review Code, development applications are reviewed to ensure that the desirability of adjacent and surrounding properties is enhanced and appropriate development and improvement of adjacent and surrounding properties is encouraged, resulting in the enhancement of the health, safety, aesthetics, and general welfare of the inhabitants of the area and the inhabitants of the city at large.

For further information on your specific Design Review Area, and associated regulations, contact the City of Sacramento Planning Dept. at planning@cityofsacramento.org or (916) 264-5011.

Note: The composition of Planned Developments may not be finalized and may eventually include areas of commercial or industrial use. For more information about a Planned Development in your area, contact the local planning department.

Note: Where not specifically identified, determinations may be based on maps or data made for Land Use and Planning purposes, and may not reflect all local zoning. Zoning changes occur often. This report should not be relied upon to provide any specific determination of the current zoning or allowed activities on or near the the Subject Property.

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AREAS OF INDUSTRIAL / COMMERCIAL USE

(continued)

HISTORICAL SIGNIFICANCE NOTICE

Recognizing the need to identify and protect neighborhoods with distinct architectural and cultural resources, national, state, and local agencies have developed review processes for properties with historical significance. While the review process varies based on jurisdiction, a property deemed to be of historical significance may be subject to special rules, regulations, or building codes that could affect your ability to alter or improve said property.

While Property I.D. has not discovered if the subject property has any historical significance, and has no duty to do so, it is important to be aware that properties that contain older structures may have some historical significance, and you should contact your local Planning and/or Building Department(s) to confirm how your property may be affected, especially if any improvements are to be made.

For more information on historical sites in general, please visit the following:

National Register of Historic Places: https://www.nps.gov/subjects/nationalregister/index.htm

CA Register of Historical Resources: http://ohp.parks.ca.gov/?page_id=21238

CA Points of Historical Interest: http://ohp.parks.ca.gov/?page_id=21750

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HISTORIC AND ARCHAEOLOGICAL SITES

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data for the City of Sacramento, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN OR ADJACENT TO A HISTORIC DISTRICT

DISCUSSION:

The City of Sacramento maintains a list of areas and/or properties registered as historic landmarks, districts, and contributing resources. Properties with a historic designation may be subject to special regulations when considering rehabilitation or modification of existing structures and surrounding lands. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and Guidelines on Sustainability for Rehabilitating Historic Buildings are the primary standards used by the City of Sacramento for Historic Preservation Project Review, along with the California Historical Building Code, and other planning documents and design guidelines that may apply to the particular property involved.

For further information, please contact the City of Sacramento Planning Help Desk at planning@cityofsacramento.org or (916) 264-5011.

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PROTECTED SPECIES / HABITATS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of the current maps and/or information obtained from the U.S. Fish & Wildlife Service (USFWS), the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN A CRITICAL HABITAT AREA

Based on PROPERTY I.D.'s research of the current maps and/or information obtained from federal, state, county, or local habitat conservation departments, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN AREA WITH PROTECTED SPECIES OR HABITATS

Based on PROPERTY I.D.'s research of the California Natural Diversity Database (CNDDB), the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA WHERE SIGHTINGS OF RARE SPECIES AND/OR NATURAL COMMUNITIES HAVE BEEN RECORDED, INCLUDING THE FOLLOWING:

- **NORTHERN HARDPAN VERNAL POOL**

DISCUSSION:

The species and/or habitat(s) listed above, if any, represent rare, sensitive, threatened, endangered, or special status plants, animals, natural communities, or habitats. Some of the species listed may not currently be considered endangered, threatened, sensitive, or protected, at the time of the report, but do have the potential of receiving an upgraded status.

Landowners with property in conservation areas may be subject to development fees at the time a grading permit is obtained, and/or may be required to secure a habitat assessment conducted by a biologist or specialist approved by the United States Fish and Wildlife Service, and/or the California Department of Fish and Wildlife, and/or the local jurisdiction habitat conservation department. Fee revenues are generally expended for land acquisition, biologic research and other conservation and mitigation activities necessary to help implement the applicable species habitat conservation plans. A habitat assessment involves a field survey to ascertain the actual presence of the particular species upon the Subject Property. These habitat preservation measures may also limit the landowner's ability to develop the property. Affected landowners should check the applicable jurisdiction's ordinances, mitigation fees, and local planning jurisdictions.

The CNDDB provides location and natural history information on special status plants, animals, and natural communities to the public, government agencies, and conservation organizations. The data can help drive conservation decisions, aid in environmental review of projects, and provide baseline data helpful in recovering endangered species. Although proximity to a CNDDB identified historic species and/or habitat sighting does not necessarily impact the landowner(s) directly, homeowners and buyers may wish to check applicable ordinances, mitigation fees, and local planning jurisdictions.

Contact information for your Department of Fish and Wildlife Regional Office can be found at https://www.wildlife.ca.gov/Regions.

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PROTECTED SPECIES / HABITATS

(continued)

Note: A lack of listed species and/or habitats in this report does not necessarily mean that there are no rare species or habitats in this area. Areas that have not been surveyed for rare species will not show results in this report. Land that has not been surveyed for rare plants and animals retains the potential to support rare elements.

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NOTICE OF RIGHT TO FARM

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of the current county-level GIS "Important Farmland Map," issued by the California Department of Conservation, Division of Land Resource Protection, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN AN AREA WITHIN ONE MILE OF AGRICULTURAL ACTIVITY

The following notice applies to properties located within one mile of agricultural activity.

NOTICE:

This property is located within one mile of farm or ranch land designated on the current county-level GIS "Important Farmland Map," issued by the California Department of Conservation, Division of Land Resource Protection. Accordingly, the property may be subject to inconveniences or discomforts resulting from agricultural operations that are a normal and necessary aspect of living in a community with a strong rural character and a healthy agricultural sector. Customary agricultural practices in farm operations may include, but are not limited to, noise, odors, dust, light, insects, the operation of pumps and machinery, the storage and disposal of manure, bee pollination, and the ground or aerial application of fertilizers, pesticides, and herbicides. These agricultural practices may occur at any time during the 24-hour day. Individual sensitivities to those practices can vary from person to person. You may wish to consider the impacts of such agricultural practices before you complete your purchase. Please be advised that you may be barred from obtaining legal remedies against agricultural practices conducted in a manner consistent with proper and accepted customs and standards pursuant to Section 3482.5 of the Civil Code or any pertinent local ordinance.

SACRAMENTO COUNTY, CALIFORNIA

The Board of Supervisors of Sacramento County adopted a Right-to-Farm ordinance. The purpose of this ordinance is to ensure that established agricultural operations which are operated in a manner consistent with proper and accepted customs and standards be allowed to continue. Residents of property which are adjacent to land which is zoned for agricultural use or which is designated on the Sacramento County General Plan for agricultural use may be subject to inconveniences or discomfort from the pursuit of agricultural operations including but not limited to cultivation, plowing, spraying, fertilizing, pruning, and harvesting which occasionally generates dust, smoke, noise and odor; from the noise, odors, and other features attributed to the keeping of farm animals; and from the conduct of farming activities during typical working hours, as well as late in the evening, early in the morning, or 24-hours a day during certain times and seasons of the year. The Sacramento County Board of Supervisors has designated areas within its boundaries for agricultural uses and has adopted policies supporting continued agricultural production. Residents within these areas and on adjacent property should be prepared to accept such inconvenience and recognize that these uses will occur. If, however, an agricultural operation is being conducted in a manner which does not appear to be consistent with accepted agricultural practices, any person may file a complaint with the office of the Agricultural Commissioner, located at 4137 Branch Center Road, Sacramento, California.

[Sacramento County Code 14.05.300]

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LAND CONSERVATION DETERMINATION

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data for the California Department of Conservation, Division of Land Resource Protection and in conjunction with local county agencies, the following determination is made:

SUBJECT PROPERTY IS NOT / WAS NOT LOCATED IN LANDS UNDER CONTRACT PURSUANT TO THE CALIFORNIA LAND CONSERVATION (WILLIAMSON) ACT AT THE TIME THE DATA WAS OBTAINED

DISCUSSION:

The Williamson Act was passed by the California Legislature in 1965 to preserve agricultural and open space lands in Agricultural Preserves by discouraging premature and unnecessary conversion to urban uses. The term "Agricultural Preserve" is an area for which a city or county will enter into contracts with landowners to devote land to agricultural or open-space uses, pursuant to the California Land Conservation (Williamson) Act. Preserves are regulated by rules and restrictions designated in the resolution to ensure that the land within the Preserve is maintained for agricultural or open space use.

The Williamson Act authorizes local governments and property owners to (voluntarily) enter into 10-year rolling term contracts to commit land to specified uses. In return, restricted parcels may be assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value. However, a Williamson Act contract on the property does not by itself necessarily guarantee that the property will be assessed at a reduced value for property tax purposes. A Williamson Act contract runs with the land and is binding on all successors in interest of the landowner. A landowner's failure to meet the conditions of the contract may be considered a breach of the contract, which will allow the local government to sue the landowner and/or not renew the contract.

Additionally, if the Subject Property is located at or near Agricultural Preserves, inconvenience or discomfort may arise from the use of the land for agricultural activity or processing activity in a manner consistent with proper and accepted customs and standards. Agricultural activity, operation, or facility, or appurtenances thereof shall include, but not be limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing, and harvesting of any agricultural commodity including timber, viticulture, apiculture, or horticulture, the raising of livestock, fur bearing animals, fish, or poultry, and any practices performed by a farmer or on a farm as incident to or in conjunction with those farming operations, including preparation for market, delivery to storage or to market, or delivery to carriers for transportation to market. Agricultural processing activity, operation, facility, or appurtenances thereof includes, but is not limited to, the canning or freezing of agricultural products, the processing of dairy products, the production and bottling of beer and wine, the processing of meat and egg products, the drying of fruits and grains, the packaging and cooling of fruits and vegetables, and the storage or warehousing of any agricultural products, and includes processing for wholesale or retail markets of agricultural products.

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GROUNDWATER

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on PROPERTY I.D.'s research of specific maps or data from the California Department of Water Resources, the following determination is made:

SUBJECT PROPERTY IS LOCATED IN A CALIFORNIA STATEWIDE GROUNDWATER ELEVATION MONITORING PROGRAM HIGH PRIORITY GROUNDWATER BASIN

DISCUSSION:

The Sustainable Groundwater Management Act (SGMA), signed into law on September 16, 2014, is a package of three bills (AB 1739, SB 1168, and SB 1319) that provides local agencies with a framework for managing groundwater basins in a sustainable manner. Recognizing that groundwater is most effectively managed at the local level, the SGMA empowers local agencies to achieve sustainability within 20 years. As part of this process, the Department of Water Resources (DWR), via the California Statewide Groundwater Elevation Monitoring (CASGEM) Program, has identified and prioritized groundwater basins throughout the state. Based on the priority designation, local agencies may form Groundwater Sustainability Agencies (GSAs), tasked with developing Groundwater Sustainability Plans (GSPs) within a certain time frame. The SGMA requires GSAs in high and medium priority basins to develop GSPs, while GSAs in low and very low priority basins are encouraged, but not required, to do so. With the adoption of these plans, potential changes to local groundwater management practices may affect your property. Any concerns should be directed to your local Planning Department, Groundwater Management Agency, and other related agencies.

Further information on the SGMA can be found at the following sites:
https://www.waterboards.ca.gov/water_issues/programs/sgma/docs/resources/dom_well_brchr.pdf

https://www.waterboards.ca.gov/water_issues/programs/sgma/

GROUNDWATER CONTAMINATION

Based on PROPERTY I.D.'s research of specific maps or data from the Sacramento Groundwater Authority, the following determination is made:

SUBJECT PROPERTY IS NOT LOCATED IN AN AREA OF KNOWN GROUNDWATER CONTAMINATION PLUMES

DISCUSSION:

Groundwater contaminant plumes are known to exist from source areas at the former McClellan AFB, the former Mather Air Force Base (Mather AFB), the Downtown Sacramento Union Pacific Railyards and several metal and/or chemical companies, the Boeing/Aerojet Inactive Rancho Cordova Test Site (IRCTS), and Aerojet.

Sacramento County has a policy of special review by regulatory agencies for well permits within 2,000 feet of a known contaminant plume (referred to as Consultation Zones) and maintains a prohibition zone for water wells around the former McClellan AFB to ensure protection of public health. The SGA coordinates with the responsible parties and regulatory agencies to monitor the status of known contamination and remediation in the basin. More information is available at www.sgah2o.org.

Note: This disclosure only represents a property's proximity to the groundwater contamination plumes listed above. Regardless of the results for this determination, the subject property could be affected by groundwater contamination from other sources such as leaking under ground storage tanks.

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PROPERTY TAX RECORDS

For
8740 BRUCEVILLE RD, SACRAMENTO, CA 95823
APN: 117-0211-024

Based on Property I.D.'s research of available tax records from Sacramento County the following determinations are made:

PROPERTY TAX BILL SUMMARY

Tax Totals for the 2022-2023 tax year:

Mello-Roos Total:	$537.40
Direct Charge (Special Assessment/1915) Total:	$1,770.08
Variable (Ad Valorem) Tax Total: at the variable tax rate of 1.052900%	$13,961.46
2022-2023 Property Tax Bill Total:*	**$16,268.94**

*The Annual Tax Total amount represents the total property tax fees on the subject property as billed at the beginning of the listed tax year. The levies and amounts listed in this report are based on the levies and property valuation on record at the beginning of the listed tax year. Items not found on the property tax bill provided by the county for the listed tax year, and/or deferred items, may not be found in this report. (Property I.D. reserves the right to update these records during the course of the tax year, at Property I.D.'s discretion.)

NOTE: The taxes listed are for the tax year shown above. The amounts and levies are subject to change pursuant to the purchase price of the property, changes to the assessed value, changes due to a recent sale/flip of the property, or changes in the tax rolls. Some supplemental tax bills and/or penalty fees may not be included in this report. **To see an estimate of the future taxes based on purchase price, please click the Property I.D. Future Tax Estimator below.**

Property I.D.
Future Tax Estimator

PROPERTY TAX BILL DETAILS

Mello-Roos Community Facilities District Levies - Details

Notice of Special Tax

SUBJECT PROPERTY IS SUBJECT TO MELLO-ROOS COMMUNITY FACILITIES DISTRICT TAXES

The **Mello-Roos** Community Facilities District Act, enacted in 1982, allows local governments to create tax districts to finance infrastructure, services, and public facilities such as sewers, parks, electrical upgrades, etc. Establishing a Mello-Roos tax requires a 2/3 majority vote. The electors in a Mello-Roos vote consist of the registered voters in the new tax district, provided the district contains at least 12 registered voters. Otherwise, the qualified electors are the land owners within the district, with each land owner entitled to one or more voters based on the amount of land owned within the district. In some cases, there may be a single owner or developer voting.

Note: By voter approval new Mello-Roos taxes may be levied against this property in the future. Items not found on the property tax bill provided by the county for the listed tax year, and/or deferred items, may not be found in this report.

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District	Purpose	Contact	Start/End Year	Amount
ELK GROVE UNIFIED SCHOOL DIST CFD 1 (FundNo: 0155)	SCHOOL FACILITIES	ELK GROVE UNIFIED SCHOOL DISTRICT (916)686-7562	1987 / 2039	$537.40
	Maximum Potential Tax Rate: VARIES BASED ON DEVELOPMENT DATE AND PARCEL TYPE; CALL CONTACT FOR EXACT RATE **Annual Escalator:** NONE SPECIFIED; CALL CONTACT FOR EXACT RATE			

Mello-Roos Total: $537.40

Note: The assessed levy amount listed for Mello-Roos property taxes is provided by the Tax Collector's office and is accurate based on the levies listed in the identified tax record as of the beginning of the identified tax year. Items not found on the property tax bill provided by the county for the listed tax year, and/or deferred items, may not be found in this report. Attribute information such as End Year and Max % Increase is neither provided nor updated by the Tax Collector and can vary from property to property, therefore attribute information may be subject to inconsistencies. Customers who require verification of the Mello-Roos attribute information are recommended to call the contact listed for that levy or Property I.D.'s Customer Service Department for further information.

Direct Charge (Special Assessment/1915 Bond Act) Levies - Details

Notice of Special Assessment

SUBJECT PROPERTY IS LOCATED IN A SPECIAL TAX ASSESSMENT DISTRICT

Special Assessments are taxes levied against parcels for public projects in which the amount of the charge is based on the benefit of the project to the parcel. Assessments based on the 1915 Bond Act are among special assessments, and are generally used to fund public improvement projects such as streets and sewer systems.

Note: By voter approval new Special Assessment taxes may be levied against this property in the future. Items not found on the property tax bill provided by the county for the listed tax year, and/or deferred items, may not be found in this report.

Code	Description	Contact	Phone	Amount
0635	LAGUNA CREEK MAINTENANCE DISTRICT	INFRASTRUCTURE FINANCE	(916)808-1440	$1063.58
0742	MAINTENANCE AREA 9	CA DEPT OF WATER RESOURCES	(916)574-0644	$630.96
0659	SACRAMENTO ADDL LIBRARY SRV TAX	FRANCISCO & ASSOCIATES	(800)441-8280	$54.38
0612	SACTO CORE LIBRARY SERV. TAX	FRANCISCO & ASSOCIATES	(800)441-8280	$21.16

Direct Charge (Special Assessment/1915) Total: $1,770.08

Property Value Adjusted (Ad Valorem) Levies - Details

SUBJECT PROPERTY IS SUBJECT TO AD VALOREM TAXES

Ad Valorem taxes, also known as "Rate-Based Taxes" are charges calculated as a percentage of the total value of real property, including improvement and land values as determined by the county assessor. California's standard 1% property tax is included among these rate based taxes.

Note: By voter approval new Ad Valorem taxes may be levied against this property in the future.

Code	Description	Contact	Phone	Rate	Amount
P13	PROP. 13 STANDARD 1% TAX	SACRAMENTO COUNTY AUDITOR: TAX ACCT DIVISION	(916)874-7431	1%	$13260.00*

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Code	Description	Contact	Phone	Rate	Amount
AV	ELK GROVE UNIF GOB	SACRAMENTO COUNTY AUDITOR: TAX ACCT DIVISION	(916)874-7431	0.0303%	$401.78*
AV	LOS RIOS COLL GOB	SACRAMENTO COUNTY AUDITOR: TAX ACCT DIVISION	(916)874-7431	0.0226%	$299.68*

Variable (Ad Valorem) Tax Total: $13,961.46 @ 1.052900%

*This amount represents the fees based on the property valuation as listed in the identified tax records as of the beginning of the identified tax year. This amount is subject to change pursuant to the purchase price of the property and/or changes to the assessed value and does not include supplemental tax bills. Items not found on the property tax bill provided by the county for the listed tax year, and/or deferred items, may not be found in this report.

DISCUSSION:

THIS IS A NOTIFICATION TO YOU PRIOR TO YOUR PURCHASING THIS PROPERTY. If this property is within the above-named assessment district(s), the assessment district(s) issued bonds to finance the acquisition or construction of the certain public improvements that are of direct and special benefit to property within the assessment districts. The bonds will be repaid from annual assessment installments on the property within the assessment districts. If this property is subject to annual assessment installments, the assessment districts will appear on the property tax bills, in addition to the regular property taxes and any other charges and levies that will be listed on the property tax bill. Assessment installments will be collected each year until the assessment bonds are repaid. These facilities may not yet have all been constructed or acquired and it is possible that some may never be constructed or acquired. If you fail to pay this tax when due each year, the property may be foreclosed upon and sold. The tax is used to provide public facilities and/or services that are likely to particularly benefit the property. YOU SHOULD TAKE THIS TAX AND THE BENEFITS FROM THE PUBLIC FACILITIES AND SERVICES FOR WHICH IT PAYS INTO ACCOUNT IN DECIDING WHETHER TO BUY THIS PROPERTY. By signing the NHDS and Disclosure Report Receipt, Buyer(s) ACKNOWLEDGE THAT BUYER(S) HAVE RECEIVED A COPY OF THIS NOTICE. BUYER(S) UNDERSTAND THAT BUYER(S) MAY TERMINATE THE CONTRACT TO PURCHASE OR DEPOSIT RECEIPT AFTER RECEIVING THIS NOTICE FROM THE OWNER OR AGENT SELLING THE PROPERTY. THE CONTRACT MAY BE TERMINATED WITHIN THREE DAYS IF THE NOTICE WAS RECEIVED IN PERSON OR WITHIN FIVE DAYS AFTER IT WAS DEPOSITED IN THE MAIL BY GIVING WRITTEN NOTICE OF THAT TERMINATION TO THE OWNER OR AGENT SELLING THE PROPERTY. This disclosure notice is made pursuant to Government Code Sections 53340.2, 53754 and Civil Code Section 1102.6b and satisfies the 1915 Bond and Special Assessment disclosure requirements.

Note: The applicable county tax assessor/collector and Property I.D. update their Tax Assessment information yearly or quarterly. Only Assessments that were levied against properties at the time Property I.D. obtained the tax records are disclosed. This information is subject to change and Property I.D. is not responsible for any changes that may occur. No study of the public records was made by Property I.D. to determine the presence of any other tax or assessment. The above explanation of Special Assessments is intended to be general in nature and is not a substitute for a tax bill, title report or title insurance. Detailed information may be available by contacting the agency that administers the Special Assessment. If detailed information is desired, Property I.D. recommends that an appropriate professional consultant be retained.

In some cases (including some condos, mobile homes, and new subdivisions), the tax roll data disclosed may represent the entire amount for the main parcel when the individual parcels have not been segregated. In other cases, taxes levied on the main parcel may not show up on bills for the individual units, but paid for via HOA dues or other fees.

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NOTICE OF YOUR SUPPLEMENTAL PROPERTY TAX BILL

California property tax law requires the Assessor to revalue real property at the time the ownership of the property changes. Because of this law, you may receive one or two supplemental tax bills, depending on when your loan closes. The supplemental tax bills are not mailed to your lender. If you have arranged for your property tax payments to be paid through an impound account, the supplemental tax bills will not be paid by your lender. It is your responsibility to pay these supplemental bills directly to the Tax Collector. If you have any question concerning this matter, please call your local Tax Collector's Office.

Note: This is a notice to you that the County Assessor will revalue the property and you will be responsible for paying the taxes due according to the reassessed value. It is not a disclosure of actual supplemental property taxes. If the subject property has recently sold, after the closure of the tax roll for the tax year noted above, the supplemental tax estimate may change, and should be verified with the County.

To see an estimate of the supplemental tax bills based on purchase price, please click below.

Property I.D.
Future Tax Estimator

GENERAL NOTICE OF TRANSFER FEE DISCLOSURE

Some properties may be affected by transfer fees. In the event that the property being transferred is subject to a transfer fee, the transferor is required to make this disclosure. A transferor may request the title company that issued the preliminary title report to provide copies of the documents for review in order for the transferor to determine if the property being transferred is subject to a transfer fee.

A "transfer fee" is any fee payment requirement imposed within a covenant, condition or restriction (CC&R), contained in any deed, contract, security instrument, or other document affecting the transfer or sale of, or any interest in, real property that requires a fee be paid upon transfer of the real property.

If the property being transferred is subject to a transfer fee, the transferor shall provide, at the same time as the transfer disclosure statement is provided, an additional disclosure that includes (1) notice that payment of a transfer fee is required upon transfer of the property; (2) the amount of the fee required for the asking price of the real property and a description of how the fee is calculated; (3) notice that the final amount of the fee may be different if the fee is based upon a percentage of the final sale price; (4) the entity to which funds from the fee will be paid; (5) the purpose for which the funds from the fee will be used; (6) the date or circumstances under which the obligation to pay the transfer fee expires, if any.

You may wish to investigate and determine whether the imposition of a transfer fee, if any, is acceptable to you and your intended use of the property before you complete your transaction.

ACCELERATED FORECLOSURE NOTICE

It is extremely important that the real property tax bill be paid on time to prevent accelerated foreclosure. If this property is part of a Mello-Roos District (Community Facilities District), a 1915 Act Assessment District, or certain other special financing districts, it may be subject to accelerated foreclosure. Even though the County must wait five years to foreclose on a property because of delinquent taxes, unpaid Mello-Roos and Assessment districts can begin foreclosure proceedings 150-180 days after one of their tax charges becomes delinquent. If the real property is subject to such an assessment and the taxes are not paid promptly, the real property may be foreclosed upon and sold at public auction on an expedited basis.

PROPOSITION 19: THE HOME PROTECTION FOR SENIORS, SEVERELY DISABLED, FAMILIES, AND VICTIMS OF WILDFIRE OR NATURAL DISASTERS ACT

On November 3, 2020, California voters approved Proposition 19. This amendment to California Constitution Article XIII A provides for property tax savings for taxpayers in several exclusion and base year value transfer areas. Beginning on and after April 1, 2021, an owner of a primary residence who is over 55 years of age, severely

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disabled, or a victim of a wildfire or natural disaster, is allowed to transfer the taxable value, defined as the base year value plus inflation adjustments, of their primary residence to a replacement primary residence located anywhere in the state, regardless of the location or value of the replacement primary residence, that is purchased or newly constructed as that person's principal residence within 2 years of the sale of the original primary residence. The measure would limit a person who is over 55 years of age or severely disabled to 3 transfers under these provisions. Proposition 19 also includes provisions modifying the transfer of property exclusions within families, previously defined under Propositions 58/193.

For further information, visit the State Board of Equalization's Prop. 19 page at https://www.boe.ca.gov/prop19.

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GENERAL NOTICES OF REQUIRED DISCLOSURES

BUILDING ENERGY USE BENCHMARKING AND PUBLIC DISCLOSURE PROGRAM

Assembly Bill 802 (Williams, 2015) directed the California Energy Commission to create a statewide building energy use benchmarking and public disclosure program for buildings larger than 50,000 square feet. The Commission's regulations require building owners to report building characteristic information and energy use data to the Commission by June 1 annually, beginning in 2018 for buildings with no residential utility accounts, and in 2019 for buildings with 17 or more residential utility accounts. Building owners will complete their reporting using ENERGY STAR Portfolio Manager, a free online tool provided by the United States Environmental Protection Agency.

Assembly Bill 802 also requires, effective January 1, 2017, that energy utilities provide building-level energy use data to building owners, owners' agents, and operators upon request for buildings with no residential utility accounts and for buildings with five or more utility accounts.

The Energy Commission will publicly disclose some of the reported information beginning in 2019 for buildings with no residential utility accounts, and 2020 for buildings with residential utility accounts.

Assembly Bill 802, Chapter 590: http://energy.ca.gov/benchmarking/documents/AB_802_chapter_590.pdf

Building Energy Benchmarking Regulations:
http://docketpublic.energy.ca.gov/PublicDocuments/15-OIR-05/TN222916_20180307T143335_California_Benchmarking_Regulations_Final_20180301.pdf

ENERGY STAR Portfolio Manager:
https://www.energystar.gov/buildings/facility-owners-and-managers/existing-buildings/use-portfolio-manager

For further information, please visit http://www.energy.ca.gov/benchmarking/, or contact the CA Energy Commission Benchmarking Hotline at (855) 279-6460, or by email at Erik.Jensen@energy.ca.gov.

You may also contact the U.S. Environmental Protection Agency Energy Star Program for further information on Benchmarking and energy use at http://www.energystar.gov/buildings/index.cfm or http://www.energystar.gov/

Local Benchmarking and Public Disclosure Programs

The cities of San Francisco, Berkeley, and Los Angeles have local benchmarking and public disclosure programs whose requirements exceed those of the state program. Per the state regulations, a local jurisdiction may request that the Energy Commission provide an exemption from the state reporting requirement for buildings located in the local jurisdiction. If the exemption is approved, the owners of buildings in that jurisdiction may report to the local jurisdiction only, and will not be required to report to the Commission.

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GENERAL NOTICES OF REQUIRED DISCLOSURES
(continued)

METHAMPHETAMINE & FENTANYL CONTAMINATION

Methamphetamine and Fentanyl use and production are growing throughout the State of California. Properties may be contaminated by hazardous chemicals used or produced in the manufacture of methamphetamine or fentanyl where those chemicals remain and where the contamination has not been remediated. Once the methamphetamine or fentanyl laboratories have been closed, the public may be harmed by the material and residues that remain.

Because the methamphetamine and fentanyl manufacturing processes lead to chemical contamination, the Methamphetamine or Fentanyl Contaminated Property Cleanup Act requires a property owner to disclose in writing to a prospective buyer if local health officials have issued an order prohibiting the use or occupancy of a property contaminated by methamphetamine or fentanyl laboratory activity. The owner must also provide the buyer with a copy of the pending order to acknowledge receipt in writing. Property owner(s) must retain a methamphetamine laboratory site remediation firm that is an authorized contractor meeting certain requirements, as defined, to remediate the contamination caused by a methamphetamine or fentanyl laboratory activity. Civil penalties up to $5,000 can be imposed upon a property owner who does not provide a notice or disclosure required by the act, or upon a person who violates an order issued by the local health officer prohibiting use or occupancy of a property contaminated by a methamphetamine or fentanyl laboratory activity. In addition, local health and law enforcement agencies are required to take specified action, including the filing of a lien against a property for cleanup of the contamination.

Realtors and Property I.D. do not have the requisite expertise to determine the need for testing or cleanup of methamphetamine or fentanyl contamination and cannot verify the information provided about such contamination by others.

MEGAN'S LAW - SEX OFFENDER DATABASE

Pursuant to Section 290.46 of the Penal Code, information about specified registered sex offenders is made available to the public via an Internet website maintained by the Department of Justice at www.meganslaw.ca.gov. This site provides access to information on persons required to register in California as sex offenders. Specific home addresses are displayed for many offenders in the California communities; as to these persons, the site displays the last registered address reported by the offender. Additional offenders are included on the site with listing by ZIP Code, city, and county. Information on other offenders is not included on this site, but is known to law enforcement personnel.

The California Legislature has created this statewide website to enable the public to secure information regarding the location of registered sex offenders. Anyone who is interested in this information should go on-line at www.meganslaw.ca.gov prior to removing their inspection contingency. Brokers and Property I.D. cannot and will not verify the information provided by the Government. Neither Brokers nor Property I.D. make any representations or guarantees as to the timeliness or accuracy of the information supplied at this website.

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GENERAL NOTICES OF REQUIRED DISCLOSURES

(continued)

DEATH ON PROPERTY DISCLOSURE

Per California Civil Code Section 1710.2, if a death has occurred on a property within three years of an offer to purchase, lease, or rent the property, it shall be considered a material defect, and must be disclosed to the transferee. An exception to this code shall be made for deaths from acquired immune deficiency syndrome (AIDS) as per Federal law, it is illegal to disclose the HIV-positive status of an individual, which includes disclosure of death from complications of said disease.

California Civil Code Section 1710.2 goes on to note that beyond the exception above, the code shall not be construed to immunize an owner or his or her agent from making an intentional misrepresentation in response to a direct inquiry from a transferee or a prospective transferee of real property, concerning deaths on the real property.

California Civil Code 1710.2:
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=1710.2.&lawCode=CIV

MOLD NOTICE

Mold is a kind of microscopic organism found nearly everywhere, indoors and outdoors, wherever moisture is present. Mold growing on surfaces can look like a stain, be fuzzy or slimy, in a variety of patterns. Typically, mold is white, gray, brown, or black, but can also be green, red, or other colors. To grow and reproduce, mold only needs moisture and organic matter, such as leaves, wood, paper, or even dust.

As organic matter is present in nearly any home, prospective purchasers are advised to thoroughly inspect the property for signs of mold, excessive moisture, water leaks, and evidence of previous water damage. Musty odors can be a sign of current or prior mold presence, and should mold be found, remediation should be completed. Without remediation, mold exposure can lead to a multitude of health problems, such as hay fever, asthma, and respiratory infections.

For more information on Mold and Moisture in the home, please see the government booklet "Mold in My Home: What Do I Do?", for which a link is included at the end of this report on the "Government Booklets, Handouts, and Safety Guides" page.

Note: Realtors and Property I.D. do not have the requisite expertise to determine the need for testing or cleanup of mold contamination and cannot verify the information provided about such contamination by others.

ABANDONED WELLS

The Department of Water Resources estimates that there are approximately 750,000 water wells scattered throughout the State of California - some of these wells are abandoned. Wells that have been abandoned pose a serious threat to the safety of humans, especially children, and to animals. Section 24400 of the California Health and Safety Code requires that abandoned excavations be fenced, covered, or filled. In addition, abandoned wells may act as conduits for the contamination of groundwater since inadequately constructed wells provide a physical connection between sources of pollution and useable water.

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GENERAL NOTICES OF REQUIRED DISCLOSURES

(continued)

RADON NOTICE

Radon is a naturally occurring colorless, odorless radioactive gas formed by the natural disintegration of uranium in soil, rock and ground water as it radioactively transmutes to form stable lead.

Radon gas forms from the decay of radioactive elements at depth. Air pressure inside a building is usually lower than pressure in the soil around the building's foundation. Because of this difference in pressure, buildings can act like a vacuum, drawing radon in through foundation cracks and other openings. As cracks develop in rocks, radon gas can rise into the local ground water and may also be present in well water and can be released into the air in buildings when water is used for showering and other household uses. In most cases, radon entering a building through water is a small risk compared with radon entering a building from the soil. In a small number of homes, the building materials can give off radon, although building materials alone rarely cause radon problems. The Surgeon General has warned that radon is the second leading cause of lung cancer in the United States. Only smoking causes more lung cancer deaths. Smokers that live in homes with high radon levels, are at an especially high risk for developing lung cancer.

The U.S. Environmental Protection Agency's (EPA) action level for indoor radon levels is 4 pCi/L, at which homes should be fixed. Even at lower levels Radon can still be dangerous, so the EPA recommends homeowners consider fixing their homes when the radon levels are between 2 pCi/L and 4 pCi/L.

The only way to determine radon levels for a specific property is by testing. For further information about radon testing and mitigation, contact the California Department of Public Health at https://www.cdph.ca.gov/Programs/CEH/DRSEM/Pages/EMB/Radon/Radon.aspx, The National Environmental Health Association (NEHA) at http://www.neha.org, and the National Environmental Radon Safety Board (NRSB) at http://www.nrsb.org.

WELL STIMULATION TREATMENTS NOTICE: HYDRAULIC FRACTURING

Hydraulic fracturing, (also known as hydrofracturing, “fracking”, or “fracing”) is the process of creating small cracks, or fractures, in underground geological formations to allow oil or natural gas to flow into the wellbore and thereby increase production. Prior to initiating hydraulic fracturing, engineers and geologists study and model the physical characteristics of the hydrocarbon bearing rock formations, including the formation permeability, porosity, and thickness. Using this information, the well operator designs the process to keep the resulting fractures within the target formation.

In order to regulate well stimulation treatments such as hyrdraulic fracturing, California Senate Bill 4 was signed into law on September 20, 2013. On December 30, 2014 the California Office of Administrative Law approved the formal rulemaking process for Well Stimulation Treatment Regulations, which went into effect on July 1, 2015. Senate Bill 4 regulates the entire process from permits to disclosure of chemicals used in fracturing process to closure of the well.

For further information on SB4, Well Stimulation Treatment Locations, and many other issues surrounding well stimulation in California, please see the Division of Oil, Gas & Geothermal Resources Well Stimulation Page at https://www.conservation.ca.gov/calgem/Pages/WST.aspx.

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CARBON MONOXIDE DEVICES

Pursuant to the Carbon Monoxide Poisoning Prevention Act of 2010, carbon monoxide detectors must be installed in every dwelling unit intended for human occupancy. Carbon monoxide is a gas produced when any fuel is burned, such as gas, oil, kerosene, wood, or charcoal. Because it is not possible to see, taste, or smell it, carbon monoxide can kill in minutes at high levels. Carbon monoxide detectors are similar to smoke detectors in that they will signal detection of carbon monoxide in the air. These carbon monoxide detectors should be installed outside of each separate sleeping area in the immediate vicinity of bedrooms, on every level including basements within which fuel fired appliances are installed, and in dwellings that have attached garages.

Links to additional information on carbon monoxide:

U.S. EPA, An Introduction to Indoor Air Quality (IAQ), Basic Information on Pollutants and Sources of Indoor Air Pollution, Carbon Monoxide

http://www.epa.gov/iaq/co.html

Center for Disease Control and Prevention (CDC), Carbon Monoxide Poisoning

http://www.cdc.gov/co

American Lung Association, Carbon Monoxide Indoors

https://www.lung.org/clean-air/at-home/indoor-air-pollutants/carbon-monoxide

Consumer Product Safety Commission (CPSC), Carbon Monoxide Questions and Answers

http://www.cpsc.gov/en/Safety-Education/Safety-Education-Centers/Carbon-Monoxide-Information-Center/Carbon-Monoxide-Questions-and-Answers-/

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GENERAL NOTICES OF REQUIRED DISCLOSURES

(continued)

NATURAL GAS AND HAZARDOUS LIQUID PIPELINES

NOTICE REGARDING GAS AND HAZARDOUS LIQUID TRANSMISSION PIPELINES

This notice is being provided simply to inform you that information about the general location of gas and hazardous liquid transmission pipelines is available to the public via the National Pipeline Mapping System (NPMS) Internet Web site maintained by the United States Department of Transportation at http://www.npms.phmsa.dot.gov/. To seek further information about possible transmission pipelines near the property, you may contact your local gas utility or other pipeline operators in the area, some of which are included below. Contact information for pipeline operators is searchable by ZIP Code and county on the NPMS Internet Web site.

SoCalGas Natural Gas Pipeline Maps:
https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/natural-gas-pipeline-map

PG&E Gas Transmission Line Maps:
http://www.pge.com/en/safety/systemworks/gas/transmissionpipelines/index.page

SDG&E Natural Gas Pipeline Maps: http://regarchive.sdge.com/safety/naturalgas/map.shtml

This notice is made pursuant to Section 2079.10.5 to the California Civil Code which provides that upon delivery of this notice to the transferee of the real property, the seller or broker is not required to provide information in addition to that contained in this notice regarding gas and hazardous liquid transmission pipelines. The information in this notice shall be deemed to be adequate to inform the transferee about the existence of a statewide database of the locations of gas and hazardous liquid transmission pipelines and information from the database regarding those locations. Nothing in this section shall alter any existing duty under any other statute or decisional law imposed upon the seller or broker, including, but not limited to, the duties of a seller or broker under this article, or the duties of a seller or broker under Article 1.5 (commencing with Section 1102) of Chapter 2 of Title 4 of Part 4 of Division 2.

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WATER CONSERVING PLUMBING FIXTURES

For All Real Estate Sales - Residential and Commercial: On and after January 1, 2017, a seller or transferor of single-family residential real property, multifamily residential real property, or commercial real property shall disclose to a purchaser or transferee, in writing, specified requirements for replacing plumbing fixtures, and whether the real property includes non-compliant plumbing fixtures.

For All Single Family Residences: On or before January 1, 2017, all non-compliant plumbing fixtures in any single-family residential real property shall be replaced by the property owner with water-conserving plumbing fixtures.

For Commercial and Multifamily Residences: On or before January 1, 2019, all non-compliant plumbing fixtures in multifamily residential real property and commercial real property, as defined, be replaced with water-conserving plumbing fixtures.

For Building Alterations - Single Family Residences: On and after January 1, 2014, for all building alterations or improvements to single-family residential real property, water-conserving plumbing fixtures shall replace other noncompliant plumbing fixtures as a condition for issuance of a certificate of final completion and occupancy or final permit approval by the local building department.

For Building Alterations - Commercial and Multifamily Residences: On and after January 1, 2014, for specified building alterations or improvements to multifamily residential real property and commercial real property, water-conserving plumbing fixtures shall replace other non-compliant plumbing fixtures as a condition for issuance of a certificate of final completion and occupancy or final permit approval by the local building department.

California Civil Code Sections 1101.1 et seq.

NOTICE OF DUCT SEALING REQUIREMENTS

The California Energy Commission's ("CEC") duct sealing requirements, applicable to all climate zones in California per California Code of Regulations, Title 24, are in effect for all residential and non-residential properties. If a central air conditioner or furnace is installed or replaced, mandatory duct system sealing and leakage testing is required. Alterations and additions to ducted systems in existing buildings in all climate zones are also required to comply with applicable maximum leakage criteria. If significant leakage is found, repairs may be required to seal the ducts, with additional testing required to confirm the work was done properly. It is strongly recommended that all of this work be done by licensed contractors who should obtain all required permits. These current duct sealing requirements may impact a Seller's disclosure obligations and/or any negotiations between principals regarding replacing heating, ventilating and air conditions (HVAC) systems. These requirements may increase the costs associated with replacing or installing an HVAC system. For further information, visit:

https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency

15 SEER - Seasonal Energy Efficiency Ratio is the Federal Government's minimum standard efficiency rating in California for heating, ventilating, air conditioning, and heat pumps. The US Department of Energy requires central air conditioners and heat pumps to meet an efficiency rating of 15 SEER in the Southwest. For further information contact the California Energy Commission at 800-772-3300.

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NOTICE OF ASSEMBLY BILL 1482: TENANT PROTECTION ACT OF 2019

As of January 1, 2020, the State of California has implemented AB 1482, a statewide tenancy and rent control law, requiring "just cause" to terminate a tenancy, and limiting annual rent increases.

Tenancy

This bill would, with certain exceptions, prohibit an owner from terminating a tenancy without just cause when the tenant has continuously and lawfully occupied the residential real property for 12 months. This bill would not apply to residential real property subject to a local ordinance requiring just cause for termination adopted on or before September 1, 2019, or to residential real property subject to a local ordinance requiring just cause for termination adopted or amended after September 1, 2019, that is more protective than these provisions. The bill would void any waiver of the rights under these provisions. The bill would repeal these provisions as of January 1, 2030.

Rent Increases

This bill would prohibit an owner of residential real property from, over the course of any 12-month period, increasing the gross rental rate for a dwelling or unit more than 5% plus the percentage change in the cost of living, or 10%, whichever is lower, subject to specified conditions. The bill would prohibit an owner of a unit of residential real property from increasing the gross rental rate for the unit in more than 2 increments over a 12-month period, after the tenant remains in occupancy of the unit over a 12-month period. The bill would exempt certain properties from these provisions. The bill would void any waiver of the rights under these provisions.

Disclosure Requirement

Depending on the property type, property age, date of tenancy, ownership status, and other considerations, property owners must provide notification to tenants of the provisions of AB 1482, and their rights under the law. The text of these disclosures can be found in the text of the law.

Complete Text: AB 1482

CALIFORNIA WATERWAY SETBACK REQUIREMENTS

Creeks and streams are valuable resources providing pollutant removal, drainage, flood control, and necessary riparian habitats important to several species of plants and animals. With the numerous benefits provided by healthy waterways, regulating development near streams and other waterways in order to reduce the environmental impact has become an important part of watershed management throughout the state.

While the State of California provides its own set of regulations regarding development near streams and other protected waterways, several cities and counties have added their own stream protection ordinances to the local general plan or municipal code. It is important to check with your local regulatory agency to see what types of rules and regulations your property may be subject to regarding development, expansion, or even land use in relation to streams and other watershed features on or near your property.

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SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

The Sacramento Metropolitan Area Air Quality Management District (SMAQMD), through Rules 417 and 421, regulates wood-burning devices to reduce the amount of smoke and other harmful emissions, and protect the health of Sacramento County residents and the environment. Rule 417 prohibits the installation of any indoor or outdoor, permanently installed fireplaces after October 26, 2007 in any residential or commercial building. Traditional, open hearth fireplaces are no longer legal to sell or install in Sacramento County. This rule also notes the wood burning appliances that are allowed, and any applicable exemptions. Rule 421 details the mandatory episodic curtailment of wood and other solid fuel burning (Check Before You Burn): Rule 421 prohibits the use of wood burning appliances from November 1 – February 28/29 when fine particulate levels are predicted to be elevated, along with any exemptions to this rule.

For further information on Rule 417 and 421, please visit the following SMAQMD sites:

Fireplace Information:

http://www.airquality.org/Residents/Fireplaces-Wood-Stoves

Rule 417 Advisory:

http://www.airquality.org/ProgramCoordination/Documents/Advisory1102Woodburn%20September%202011.pdf

Rule 421 Full Text:

http://www.airquality.org/ProgramCoordination/Documents/rule421.pdf

Check Before You Burn:

http://www.airquality.org/Residents/Fireplaces-Wood-Stoves/Check-Before-You-Burn

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COMMERCIAL PROPERTY EARTHQUAKE SAFETY GUIDE

FOR

COMMERCIAL PROPERTIES IN CALIFORNIA

The booklets listed below are prepared by governmental entities and are provided as links in the body of the original email sent by Property I.D. when delivering the report electronically, and as a printed booklet when a hardcopy report delivery is requested with the your NHD order. The booklets contain important information about various topics including radon, mold, lead hazards, environmental hazards, earthquake safety, and energy conservation. You can obtain another copy of these important booklets for free by clicking on the links below, or by going to https://propertyid.com/government-booklets.

California Homeowner's Guide to Earthquake Safety (© 2022)
https://ssc.ca.gov/wp-content/uploads/sites/9/2022/09/FINAL-Approved-Commercial-Property-Owners-Guide-to-Earthquake-Safety-2022.pdf

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TERMS AND CONDITIONS

The Report is subject to each of the following Terms and Conditions. Each Recipient (as that term is defined below) of the Report hereby acknowledges and agrees that the Report is subject to the following Terms and Conditions, and each Recipient agrees to be bound by such Terms and Conditions. Use of this Report by any Recipient constitutes acceptance of the Terms and Conditions to the Report. The Terms and Conditions below are hereby incorporated by this reference into the Report. This Report is not an insurance policy.

The following persons or entities are deemed "Recipients" of this Report: (1) the seller of the real property that is the subject of the specific transaction for which this Report was issued; (2) that seller's agent and broker; (3) the buyer of the real property that is the subject of the specific transaction for which this Report was issued; (4) that buyer's agent and broker; and (5) the escrow officer and escrow company handling the specific transaction for which this Report was issued. This Report is for the exclusive use of the Recipients. No person or entity, other than the Recipients, shall be entitled to use or rely on the Report. This Report may not be used, referred to, or relied upon by any person or entity other than the Recipients. No person or entity, other than the Recipients, shall be deemed, treated, or considered to be a beneficiary (intended or otherwise) of this Report. Recipients are obligated to make disclosures that are within their actual knowledge.

This Report has been issued in connection with a particular transaction for the sale of the real property described in the Report. The Report may only be used in connection with that particular transaction. If an escrow number has been provided to Property I.D., then this Report may only be used in connection with that particular escrow. The Report may not be used for any other transaction or escrow.

The Report may not be used, for any purpose, if the Recipients have not paid for the Report.

This Report is made for the real property specifically described in the Report (the "Subject Property"). The Subject Property shall not include any property beyond the boundaries of the real property described in the Report. The Subject Property shall not include any structures (whether located on the Subject Property, or not), easements, or any right, title, interest, estate, or easement in any abutting streets, roads, alleys, lanes, ways, or waterways.

No determination is made and no opinion is expressed, or intended, by this Report concerning the right, entitlement, or ability to develop or improve the Subject Property. Property I.D. has no information concerning whether the Subject Property can be developed or improved. Property I.D. expresses no opinion or view, and assumes no responsibility, with respect to the development or improvement of the Subject Property.

No determination is made and no opinion is expressed, or intended, by this Report as to title to the Subject Property. No determination is made and no opinion is expressed, or intended, by this Report concerning whether the Subject Property is comprised of legal lots in conformance with the California Subdivision Map Act or local ordinances.

No determination is made and no opinion is expressed, or intended, by this Report concerning architectural, structural, mechanical, engineering, or legal matters. No determination is made and no opinion is expressed, or intended, by this Report concerning structures or soils on or outside of the Subject Property, including, without limitation, habitability of structures or the Subject Property, suitability of the Subject Property for construction or improvement, potential for soil settlement, drainage, soil subsidence, or other soil or site conditions. No determination is made and no opinion is expressed, or intended, by this Report concerning the marketability or value of the Subject Property. Property I.D. has not conducted any testing of the Subject Property. Property I.D. has not conducted any physical or visual examination or inspection of the Subject Property. This Report is not a substitute for a physical or visual examination or inspection of the Subject Property. If detailed on-site information regarding geologic, environmental, engineering, planning, or other professional studies is desired, Property I.D. recommends that an appropriate qualified professional consultant be retained.

No determination is made and no opinion is expressed, or intended, by this Report concerning the existence of hazardous or toxic materials or substances, or any other defects, on or under the Subject Property, unless specifically described in the Report.

No determination is made and no opinion is expressed, or intended, by this Report concerning any condition of the Subject Property, unless that condition is specifically described in the Report. The Report is intended to address only those matters expressly described in the text of the Report. The Report is not intended to address any matter (either expressly or impliedly) not specifically described in the text of the Report.

This Report is issued as of the date identified in the Report. Property I.D. shall have no obligation to advise any Recipient of any information learned or obtained after the date of the Report even if such information would modify or otherwise affect the Report. Subsequent to Property I.D.'s acquisition of Government Records, changes may be made to said Government Records and Property I.D. is not responsible for advising the Recipients of any changes. Property I.D. will update this Report upon request and at no charge during the transaction process for which this Report was issued, but not to exceed one year from the date of the Report. Likewise, Property I.D. is not liable for any impact on the Subject Property that any change to the Government Records may have.

No determination is made and no opinion is expressed, or intended, by this Report concerning the need to purchase earthquake, fire, or flood insurance, or any other insurance, for the Subject Property.

In preparing the Report, Property I.D. has accurately reported on information contained in Government Records. Property I.D. has reviewed and relied upon those Government Records specifically identified and described in the Report. Property I.D. has not reviewed or relied upon any Government Records that are not specifically identified in the Report. Property I.D. also has not reviewed any parcel maps, plat maps, survey maps, surveyor maps, assessor maps, assessor parcel maps, developer maps, or engineering maps, whether or not such maps have been recorded. No determination is made and no opinion is expressed, or intended, by the Report concerning any matters identified in Government Records that were not reviewed by Property I.D. If any Recipient has a question concerning the specific Government Records reviewed (or not reviewed) by Property I.D., then the Recipients should contact Property I.D.'s Customer Service Department at (800) 920-5603.

Mapped hazard zones may represent generalized hazard information. If the questionable edge of a hazard zone impacts any portion of the Property, the report will reflect that the Property is "IN" the zone. If the Subject Property shares a common area with other properties (examples include condominiums, planned developments, town homes, and mobile homes) and any portion of the common area of the complex in which the Subject Property is located is situated in the specified hazard zone, due to the quality and availability of the parcel boundary information supplied by the county, "IN" may be reported even if the property/unit/lot that is the subject of this report is itself not in the specified hazard zone. If the county's parcel boundaries include only the individual unit's boundaries and do not include common areas for which property owners may also be responsible, hazards that exist only in the common areas may not be reported as "IN". When found in the hazard determination the terms "zone", "area", or "mapped" are words strictly defined as geographic locations delineated by specific boundaries identified in the maps and/or data prepared by the applicable governmental agency.

Property I.D. has relied upon the Government Records specifically identified in the Report without conducting an independent investigation of their accuracy. Property I.D. assumes no responsibility for the accuracy of the Government Records identified in the Report.

To the extent that any Recipient has provided information to Property I.D. (including, without limitation, a legal description of the Subject Property), Property I.D. has relied upon that information in preparing this Report. Property I.D. has not conducted an independent investigation of the accuracy of the information provided by the Recipient. Property I.D. assumes no responsibility for the accuracy of information provided by the Recipient. Property I.D. shall be subrogated to all rights of any claiming party against anyone including, but not limited to, another party who had actual knowledge of a matter and failed to disclose it to the Recipients in writing prior to the close of escrow.

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The Report shall be governed by, and construed in accordance with, the laws of the State of California.

This Report constitutes the entire, integrated agreement between Property I.D. and Recipients, and supersedes and replaces all prior statements, representations, negotiations, and agreements.

If any provision of the Terms and Conditions to this Report is determined to be invalid or unenforceable for any reason, then such provision shall be treated as severed from the remainder of the Terms and Conditions, and shall not affect the validity and enforceability of all of the other provisions of the Terms and Conditions.

Any dispute, controversy, or claim arising out of, or relating in any way, to the Report, shall be resolved by arbitration in Los Angeles, California, in accordance with the arbitration rules of the Judicial Arbitration and Mediation Service ("JAMS"). The prevailing party in the arbitration shall be entitled to its attorneys' fees and costs, including, without limitation, the fees of the arbitrator.

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DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency

STANDARD FLOOD HAZARD DETERMINATION FORM (SFHDF)

SECTION I - LOAN INFORMATION

1. LENDER/SERVICER NAME AND ADDRESS	2. COLLATERAL DESCRIPTION (Building/Mobile Home/Property) (See instructions for more information.) 8740 BRUCEVILLE RD SACRAMENTO, CA 95823 APN: 117-0211-024 SACRAMENTO COUNTY

3. LENDER/SERVICER ID #	4. LOAN IDENTIFIER	5. AMOUNT OF FLOOD INSURANCE REQUIRED

SECTION II

A. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMMUNITY JURISDICTION

1. NFIP Community Name	2. County(ies)	3. State	4. NFIP Community Number
CITY OF SACRAMENTO	SACRAMENTO	CA	060266

B. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) DATA AFFECTING BUILDING/MOBILE

1. NFIP Map Number or Community-Panel Number (Community name, if not the same as "A")	2. NFIP Map Panel Effective / Revised Date	3. Is there a Letter of Map Change (LOMC)?
06067C0308H	08/16/2012	☑ NO ○ YES (if yes, enter date and case no. below.)
4. Flood Zone X (NOT AN SFHA)	5. No NFIP Map	Date Case No.

C. FEDERAL FLOOD INSURANCE AVAILABILITY (Check all that apply.)

1. ☑ Federal Flood Insurance is available (community participates in the NFIP). ☑ Regular Program ☐ Emergency Program of NFIP
2. ☐ Federal Flood Insurance is not available (community participates in the NFIP).
3. ☐ Building/Mobile Home is in a Coastal Barrier Resources Area (CBRA) or Otherwise Protected Area (OPA). Federal Flood Insurance may not be available.

CBRA/OPA Designation Date: _____

D. DETERMINATION

IS BUILDING/MOBILE HOME IN SPECIAL FLOOD HAZARD AREA (ZONES CONTAINING THE LETTERS "A" OR "V")? ☐ YES ☑ NO

If yes, flood insurance is required by the Flood Disaster Protection Act of 1973.
If no, flood insurance is not required by the Flood Disaster Protection Act of 1973. Please note, the risk of flooding in this area is only reduced, not removed.

This determination is based on examining the NFIP map, any Federal Emergency Management Agency revisions to it, and any other information needed to locate the building /mobile home on the NFIP map.

E. COMMENTS (Optional)

THE PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA (SFHA).
IT IS IN ZONE X (NOT AN SFHA).

F. PREPARER'S INFORMATION

NAME, ADDRESS, TELEPHONE NUMBER (If other than Lender)	DATE OF DETERMINATION
Property I.D. 1001 Wilshire Blvd. Los Angeles, CA 90017 800-626-0106	09/20/2023 OrderID: 3963858



APPENDIX B

AIR QUALITY AND GHG MODELING RESULTS

Laguna Miral Apartments Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Laguna Miral Apartments
Construction Start Date	3/2/2026
Operational Year	2027
Lead Agency	City of Sacramento
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	36.6
Location	8740 Bruceville Rd, Elk Grove, CA 95758, USA
County	Sacramento
City	Sacramento
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	716
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	120	Dwelling Unit	2.06	115,200	74,480	—	336	—

Parking Lot	192	Space	1.73	0.00	0.00	—	—	—
Apartments Low Rise	5.00	Dwelling Unit	0.31	5,300	0.00	—	14.0	—
Other Non-Asphalt Surfaces	0.24	Acre	0.24	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.07	5.76	29.2	29.8	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,493	5,493	0.22	0.12	5.21	5,514
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.99	5.72	29.2	29.5	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,471	5,471	0.22	0.12	0.14	5,491
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.05	2.90	8.66	11.3	0.02	0.34	3.30	3.64	0.32	1.57	1.89	—	2,183	2,183	0.08	0.06	1.02	2,199
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.56	0.53	1.58	2.06	< 0.005	0.06	0.60	0.66	0.06	0.29	0.34	—	361	361	0.01	0.01	0.17	364

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	6.07	5.76	29.2	29.8	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,493	5,493	0.22	0.12	5.21	5,514
2027	5.96	5.70	11.1	20.0	0.03	0.36	1.19	1.55	0.33	0.28	0.62	—	4,081	4,081	0.14	0.12	4.72	4,124
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	5.99	5.72	29.2	29.5	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,471	5,471	0.22	0.12	0.14	5,491
2027	5.92	5.62	11.2	18.5	0.03	0.36	1.19	1.55	0.33	0.28	0.62	—	3,949	3,949	0.15	0.12	0.12	3,988
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.24	2.05	8.66	11.3	0.02	0.34	3.30	3.64	0.32	1.57	1.89	—	2,183	2,183	0.08	0.04	0.70	2,199
2027	3.05	2.90	5.56	9.26	0.01	0.18	0.58	0.76	0.17	0.14	0.30	—	1,977	1,977	0.07	0.06	1.02	1,997
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.41	0.37	1.58	2.06	< 0.005	0.06	0.60	0.66	0.06	0.29	0.34	—	361	361	0.01	0.01	0.12	364
2027	0.56	0.53	1.01	1.69	< 0.005	0.03	0.11	0.14	0.03	0.03	0.06	—	327	327	0.01	0.01	0.17	331

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	6.07	5.76	29.2	29.8	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,493	5,493	0.22	0.12	5.21	5,514
2027	5.96	5.70	11.1	20.0	0.03	0.36	1.19	1.55	0.33	0.28	0.62	—	4,081	4,081	0.14	0.12	4.72	4,124

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	5.99	5.72	29.2	29.5	0.05	1.24	19.8	21.1	1.14	10.1	11.3	—	5,471	5,471	0.22	0.12	0.14	5,491
2027	5.92	5.62	11.2	18.5	0.03	0.36	1.19	1.55	0.33	0.28	0.62	—	3,949	3,949	0.15	0.12	0.12	3,988
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.24	2.05	8.66	11.3	0.02	0.34	3.30	3.64	0.32	1.57	1.89	—	2,183	2,183	0.08	0.04	0.70	2,199
2027	3.05	2.90	5.56	9.26	0.01	0.18	0.58	0.76	0.17	0.14	0.30	—	1,977	1,977	0.07	0.06	1.02	1,997
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.41	0.37	1.58	2.06	< 0.005	0.06	0.60	0.66	0.06	0.29	0.34	—	361	361	0.01	0.01	0.12	364
2027	0.56	0.53	1.01	1.69	< 0.005	0.03	0.11	0.14	0.03	0.03	0.06	—	327	327	0.01	0.01	0.17	331

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.74	6.44	2.89	31.6	0.06	0.08	4.61	4.69	0.07	1.17	1.25	59.2	6,579	6,638	5.32	0.25	18.2	6,864
Mit.	6.74	6.44	2.89	31.6	0.06	0.08	4.61	4.69	0.07	1.17	1.25	59.2	6,126	6,185	5.30	0.25	18.2	6,410
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	7%	7%	< 0.5%	1%	—	7%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.79	5.51	3.24	20.9	0.05	0.07	4.61	4.69	0.07	1.17	1.24	59.2	6,085	6,144	5.35	0.27	1.31	6,360
Mit.	5.79	5.51	3.24	20.9	0.05	0.07	4.61	4.69	0.07	1.17	1.24	59.2	5,632	5,692	5.33	0.27	1.31	5,906
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	7%	7%	< 0.5%	1%	—	7%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.09	5.81	2.97	24.4	0.05	0.07	4.27	4.34	0.07	1.08	1.16	59.2	5,926	5,985	5.32	0.25	7.97	6,200
Mit.	6.09	5.81	2.97	24.4	0.05	0.07	4.27	4.34	0.07	1.08	1.16	59.2	5,473	5,532	5.30	0.25	7.97	5,746
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	8%	8%	< 0.5%	1%	—	7%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	1.06	0.54	4.45	0.01	0.01	0.78	0.79	0.01	0.20	0.21	9.81	981	991	0.88	0.04	1.32	1,026
Mit.	1.11	1.06	0.54	4.45	0.01	0.01	0.78	0.79	0.01	0.20	0.21	9.81	906	916	0.88	0.04	1.32	951
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	8%	8%	< 0.5%	1%	—	7%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.13	2.89	2.40	24.3	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,514	5,514	0.23	0.23	17.4	5,604
Area	3.56	3.52	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	19.0	19.0	< 0.005	< 0.005	—	19.0
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,035	1,035	0.07	< 0.005	—	1,038
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	6.74	6.44	2.89	31.6	0.06	0.08	4.61	4.69	0.07	1.17	1.25	59.2	6,579	6,638	5.32	0.25	18.2	6,864
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.84	2.59	2.82	20.8	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,039	5,039	0.27	0.25	0.45	5,120

Area	2.90	2.90	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,035	1,035	0.07	< 0.005	—	1,038
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	5.79	5.51	3.24	20.9	0.05	0.07	4.61	4.69	0.07	1.17	1.24	59.2	6,085	6,144	5.35	0.27	1.31	6,360
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.69	2.46	2.50	19.3	0.05	0.04	4.27	4.31	0.03	1.08	1.12	—	4,867	4,867	0.24	0.22	7.10	4,947
Area	3.35	3.33	0.05	4.86	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	13.0	13.0	< 0.005	< 0.005	—	13.0
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,035	1,035	0.07	< 0.005	—	1,038
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	6.09	5.81	2.97	24.4	0.05	0.07	4.27	4.34	0.07	1.08	1.16	59.2	5,926	5,985	5.32	0.25	7.97	6,200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.45	0.46	3.53	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	806	806	0.04	0.04	1.18	819
Area	0.61	0.61	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.15	2.15	< 0.005	< 0.005	—	2.16
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	171	171	0.01	< 0.005	—	172
Water	—	—	—	—	—	—	—	—	—	—	—	1.56	1.69	3.25	0.01	< 0.005	—	4.41
Waste	—	—	—	—	—	—	—	—	—	—	—	8.25	0.00	8.25	0.82	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	1.11	1.06	0.54	4.45	0.01	0.01	0.78	0.79	0.01	0.20	0.21	9.81	981	991	0.88	0.04	1.32	1,026

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.13	2.89	2.40	24.3	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,514	5,514	0.23	0.23	17.4	5,604
Area	3.56	3.52	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	19.0	19.0	< 0.005	< 0.005	—	19.0
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	583	583	0.05	< 0.005	—	584
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	6.74	6.44	2.89	31.6	0.06	0.08	4.61	4.69	0.07	1.17	1.25	59.2	6,126	6,185	5.30	0.25	18.2	6,410
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.84	2.59	2.82	20.8	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,039	5,039	0.27	0.25	0.45	5,120
Area	2.90	2.90	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	583	583	0.05	< 0.005	—	584
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	5.79	5.51	3.24	20.9	0.05	0.07	4.61	4.69	0.07	1.17	1.24	59.2	5,632	5,692	5.33	0.27	1.31	5,906
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.69	2.46	2.50	19.3	0.05	0.04	4.27	4.31	0.03	1.08	1.12	—	4,867	4,867	0.24	0.22	7.10	4,947
Area	3.35	3.33	0.05	4.86	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	13.0	13.0	< 0.005	< 0.005	—	13.0
Energy	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	583	583	0.05	< 0.005	—	584
Water	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Waste	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Total	6.09	5.81	2.97	24.4	0.05	0.07	4.27	4.34	0.07	1.08	1.16	59.2	5,473	5,532	5.30	0.25	7.97	5,746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.49	0.45	0.46	3.53	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	806	806	0.04	0.04	1.18	819
Area	0.61	0.61	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.15	2.15	< 0.005	< 0.005	—	2.16
Energy	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.5	96.5	0.01	< 0.005	—	96.8
Water	—	—	—	—	—	—	—	—	—	—	—	1.56	1.69	3.25	0.01	< 0.005	—	4.41
Waste	—	—	—	—	—	—	—	—	—	—	—	8.25	0.00	8.25	0.82	0.00	—	28.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	1.11	1.06	0.54	4.45	0.01	0.01	0.78	0.79	0.01	0.20	0.21	9.81	906	916	0.88	0.04	1.32	951

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.20	3.16	0.01	0.14	—	0.14	0.13	—	0.13	—	581	581	0.02	< 0.005	—	583
Dust From Material Movement	—	—	—	—	—	—	2.15	2.15	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.58	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.1	96.1	< 0.005	< 0.005	—	96.5
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.08	0.07	0.05	0.99	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	195	195	< 0.005	0.01	0.70	198
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.73	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	173	173	< 0.005	0.01	0.02	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	0.03	19.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.22	3.22	< 0.005	< 0.005	0.01	3.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316

Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.20	3.16	0.01	0.14	—	0.14	0.13	—	0.13	—	581	581	0.02	< 0.005	—	583
Dust From Material Movement	—	—	—	—	—	—	2.15	2.15	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.58	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.1	96.1	< 0.005	< 0.005	—	96.5

Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.99	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	195	195	< 0.005	0.01	0.70	198
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.73	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	173	173	< 0.005	0.01	0.02	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	0.03	19.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.22	3.22	< 0.005	< 0.005	0.01	3.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.64	1.91	< 0.005	0.07	—	0.07	0.07	—	0.07	—	324	324	0.01	< 0.005	—	325
Dust From Material Movement	—	—	—	—	—	—	0.78	0.78	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	53.7	53.7	< 0.005	< 0.005	—	53.9

Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.85	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	167	167	< 0.005	0.01	0.60	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.0	58.0	0.01	0.01	0.12	61.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.7	16.7	< 0.005	< 0.005	0.03	16.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.36	6.36	< 0.005	< 0.005	0.01	6.68
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.11

3.4. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.64	1.91	< 0.005	0.07	—	0.07	0.07	—	0.07	—	324	324	0.01	< 0.005	—	325
Dust From Material Movement	—	—	—	—	—	—	0.78	0.78	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	53.7	53.7	< 0.005	< 0.005	—	53.9
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.85	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	167	167	< 0.005	0.01	0.60	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.0	58.0	0.01	0.01	0.12	61.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.7	16.7	< 0.005	< 0.005	0.03	16.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.36	6.36	< 0.005	< 0.005	0.01	6.68
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.76	2.76	< 0.005	< 0.005	< 0.005	2.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.11

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.29	2.64	3.48	0.01	0.10	—	0.10	0.09	—	0.09	—	643	643	0.03	0.01	—	645
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.48	0.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	106	106	< 0.005	< 0.005	—	107
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.36	0.23	5.07	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	1,002	1,002	0.01	0.03	3.58	1,016
Vendor	0.04	0.01	0.66	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	379	379	0.03	0.06	0.91	397

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.33	0.30	3.73	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	890	890	0.02	0.04	0.09	901
Vendor	0.04	0.01	0.70	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	379	379	0.03	0.06	0.02	396
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	1.02	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	245	245	< 0.005	0.01	0.41	248
Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	102	102	0.01	0.02	0.11	106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.5	40.5	< 0.005	< 0.005	0.07	41.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	0.02	17.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.29	2.64	3.48	0.01	0.10	—	0.10	0.09	—	0.09	—	643	643	0.03	0.01	—	645
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.48	0.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	106	106	< 0.005	< 0.005	—	107
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.36	0.23	5.07	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	1,002	1,002	0.01	0.03	3.58	1,016
Vendor	0.04	0.01	0.66	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	379	379	0.03	0.06	0.91	397
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.33	0.30	3.73	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	890	890	0.02	0.04	0.09	901

Vendor	0.04	0.01	0.70	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	379	379	0.03	0.06	0.02	396
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	1.02	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	245	245	< 0.005	0.01	0.41	248
Vendor	0.01	< 0.005	0.18	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	102	102	0.01	0.02	0.11	106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.5	40.5	< 0.005	< 0.005	0.07	41.1
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	0.02	17.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405

Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.65	6.41	0.01	0.17	—	0.17	0.15	—	0.15	—	1,187	1,187	0.05	0.01	—	1,191
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	1.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	196	196	0.01	< 0.005	—	197
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.35	0.23	4.78	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	984	984	0.01	0.03	3.25	998
Vendor	0.04	0.01	0.62	0.24	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	370	370	0.02	0.05	0.82	388
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.30	3.50	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	874	874	0.02	0.04	0.08	885
Vendor	0.04	0.01	0.66	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	370	370	0.02	0.05	0.02	387
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.13	1.77	0.00	0.00	0.44	0.44	0.00	0.10	0.10	—	444	444	0.01	0.02	0.70	450
Vendor	0.02	0.01	0.32	0.12	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	183	183	0.01	0.03	0.17	192

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	73.5	73.5	< 0.005	< 0.005	0.12	74.5
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.3	30.3	< 0.005	< 0.005	0.03	31.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.65	6.41	0.01	0.17	—	0.17	0.15	—	0.15	—	1,187	1,187	0.05	0.01	—	1,191

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	1.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	196	196	0.01	< 0.005	—	197
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.35	0.23	4.78	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	984	984	0.01	0.03	3.25	998
Vendor	0.04	0.01	0.62	0.24	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	370	370	0.02	0.05	0.82	388
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.30	3.50	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	874	874	0.02	0.04	0.08	885
Vendor	0.04	0.01	0.66	0.25	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	370	370	0.02	0.05	0.02	387
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.13	1.77	0.00	0.00	0.44	0.44	0.00	0.10	0.10	—	444	444	0.01	0.02	0.70	450
Vendor	0.02	0.01	0.32	0.12	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	183	183	0.01	0.03	0.17	192
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	73.5	73.5	< 0.005	< 0.005	0.12	74.5
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.3	30.3	< 0.005	< 0.005	0.03	31.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.68	6.23	8.81	0.01	0.26	—	0.26	0.24	—	0.24	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.97	< 0.005	0.03	—	0.03	0.03	—	0.03	—	148	148	0.01	< 0.005	—	148
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.05	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	223	223	< 0.005	0.01	0.80	226
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.2	22.2	< 0.005	< 0.005	0.04	22.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.68	3.68	< 0.005	< 0.005	0.01	3.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.68	6.23	8.81	0.01	0.26	—	0.26	0.24	—	0.24	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.97	< 0.005	0.03	—	0.03	0.03	—	0.03	—	148	148	0.01	< 0.005	—	148
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.05	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	223	223	< 0.005	0.01	0.80	226
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.2	22.2	< 0.005	< 0.005	0.04	22.5

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.68	3.68	< 0.005	< 0.005	0.01	3.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134

Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.21	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.1	32.1	< 0.005	< 0.005	—	32.2
Architectural Coatings	0.99	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.32	5.32	< 0.005	< 0.005	—	5.34
Architectural Coatings	0.18	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	1.01	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	200	200	< 0.005	0.01	0.72	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	178	178	< 0.005	0.01	0.02	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.9	43.9	< 0.005	< 0.005	0.07	44.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.28	7.28	< 0.005	< 0.005	0.01	7.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.21	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.1	32.1	< 0.005	< 0.005	—	32.2
Architectural Coatings	0.99	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.32	5.32	< 0.005	< 0.005	—	5.34
Architectural Coatings	0.18	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	1.01	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	200	200	< 0.005	0.01	0.72	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	178	178	< 0.005	0.01	0.02	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.9	43.9	< 0.005	< 0.005	0.07	44.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.28	7.28	< 0.005	< 0.005	0.01	7.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.43	0.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	69.8	69.8	< 0.005	< 0.005	—	70.0
Architectural Coatings	2.16	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.6

Architect Coatings	0.39	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.96	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	197	197	< 0.005	0.01	0.65	200
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.70	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	175	175	< 0.005	0.01	0.02	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	93.7	93.7	< 0.005	< 0.005	0.15	95.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.13	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.43	0.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	69.8	69.8	< 0.005	< 0.005	—	70.0
Architectural Coatings	2.16	2.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.6
Architectural Coatings	0.39	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.96	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	197	197	< 0.005	0.01	0.65	200
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.70	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	175	175	< 0.005	0.01	0.02	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	93.7	93.7	< 0.005	< 0.005	0.15	95.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.94	2.72	2.26	22.9	0.05	0.04	4.34	4.38	0.03	1.10	1.14	—	5,190	5,190	0.22	0.21	16.3	5,275
Parking Lot	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	0.00
Apartments Low Rise	0.18	0.17	0.14	1.43	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	324	324	0.01	0.01	1.02	329
Other Non-Asphalt Surfaces	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	0.00
Total	3.13	2.89	2.40	24.3	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,514	5,514	0.23	0.23	17.4	5,604
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.67	2.44	2.66	19.5	0.05	0.04	4.34	4.38	0.03	1.10	1.14	—	4,744	4,744	0.25	0.23	0.42	4,820
Parking Lot	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	0.00
Apartments Low Rise	0.17	0.15	0.17	1.22	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	296	296	0.02	0.01	0.03	300

Other Non-Asphalt Surfaces	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	0.00
Total	2.84	2.59	2.82	20.8	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,039	5,039	0.27	0.25	0.45	5,120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.46	0.42	0.43	3.33	0.01	0.01	0.74	0.74	0.01	0.19	0.19	—	761	761	0.04	0.03	1.11	774
Parking Lot	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	0.00
Apartments Low Rise	0.03	0.02	0.03	0.20	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	44.7	44.7	< 0.005	< 0.005	0.07	45.4
Other Non-Asphalt Surfaces	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	0.00
Total	0.49	0.45	0.46	3.53	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	806	806	0.04	0.04	1.18	819

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.94	2.72	2.26	22.9	0.05	0.04	4.34	4.38	0.03	1.10	1.14	—	5,190	5,190	0.22	0.21	16.3	5,275
Parking Lot	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	0.00
Apartments Low Rise	0.18	0.17	0.14	1.43	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	324	324	0.01	0.01	1.02	329

Other Non-Asphalt Surfaces	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	0.00
Total	3.13	2.89	2.40	24.3	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,514	5,514	0.23	0.23	17.4	5,604
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.67	2.44	2.66	19.5	0.05	0.04	4.34	4.38	0.03	1.10	1.14	—	4,744	4,744	0.25	0.23	0.42	4,820
Parking Lot	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	0.00
Apartments Low Rise	0.17	0.15	0.17	1.22	< 0.005	< 0.005	0.27	0.27	< 0.005	0.07	0.07	—	296	296	0.02	0.01	0.03	300
Other Non-Asphalt Surfaces	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	0.00
Total	2.84	2.59	2.82	20.8	0.05	0.04	4.61	4.65	0.04	1.17	1.21	—	5,039	5,039	0.27	0.25	0.45	5,120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.46	0.42	0.43	3.33	0.01	0.01	0.74	0.74	0.01	0.19	0.19	—	761	761	0.04	0.03	1.11	774
Parking Lot	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	0.00
Apartments Low Rise	0.03	0.02	0.03	0.20	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	44.7	44.7	< 0.005	< 0.005	0.07	45.4
Other Non-Asphalt Surfaces	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	0.00
Total	0.49	0.45	0.46	3.53	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	806	806	0.04	0.04	1.18	819

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	435	435	0.02	< 0.005	—	436
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	18.1	18.1	< 0.005	< 0.005	—	18.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	501	501	0.02	< 0.005	—	502
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	435	435	0.02	< 0.005	—	436
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	18.1	18.1	< 0.005	< 0.005	—	18.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	501	501	0.02	< 0.005	—	502
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	71.9	71.9	< 0.005	< 0.005	—	72.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	7.99	7.99	< 0.005	< 0.005	—	8.02
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	3.00	3.00	< 0.005	< 0.005	—	3.01
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	82.9	82.9	< 0.005	< 0.005	—	83.2

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	48.3	48.3	< 0.005	< 0.005	—	48.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	7.99	7.99	< 0.005	< 0.005	—	8.02
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	7.99	7.99	< 0.005	< 0.005	—	8.02

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	514	514	0.05	< 0.005	—	516

Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	535	535	0.05	< 0.005	—	536
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	514	514	0.05	< 0.005	—	516
Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	535	535	0.05	< 0.005	—	536
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85.1	85.1	0.01	< 0.005	—	85.4
Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	88.5	88.5	0.01	< 0.005	—	88.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	514	514	0.05	< 0.005	—	516
Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	535	535	0.05	< 0.005	—	536
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.05	0.02	0.41	0.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	514	514	0.05	< 0.005	—	516
Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.05	0.02	0.42	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	535	535	0.05	< 0.005	—	536
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85.1	85.1	0.01	< 0.005	—	85.4
Parking Lot	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
Apartments Low Rise	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	88.5	88.5	0.01	< 0.005	—	88.7

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.59	2.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.66	0.62	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.0	19.0	< 0.005	< 0.005	—	19.0
Total	3.56	3.52	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	19.0	19.0	< 0.005	< 0.005	—	19.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.59	2.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.90	2.90	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.15	2.15	< 0.005	< 0.005	—	2.16
Total	0.61	0.61	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.15	2.15	< 0.005	< 0.005	—	2.16

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.59	2.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.66	0.62	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.0	19.0	< 0.005	< 0.005	—	19.0
Total	3.56	3.52	0.07	7.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	19.0	19.0	< 0.005	< 0.005	—	19.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	2.59	2.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.90	2.90	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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

Consumer Products	0.47	0.47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.15	2.15	< 0.005	< 0.005	—	2.16
Total	0.61	0.61	0.01	0.89	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.15	2.15	< 0.005	< 0.005	—	2.16

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.04	9.87	18.9	0.03	0.02	—	25.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.38	0.35	0.73	< 0.005	< 0.005	—	1.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.04	9.87	18.9	0.03	0.02	—	25.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.38	0.35	0.73	< 0.005	< 0.005	—	1.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.50	1.63	3.13	0.01	< 0.005	—	4.24
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06	0.12	< 0.005	< 0.005	—	0.17
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.56	1.69	3.25	0.01	< 0.005	—	4.41

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.04	9.87	18.9	0.03	0.02	—	25.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.38	0.35	0.73	< 0.005	< 0.005	—	1.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	9.04	9.87	18.9	0.03	0.02	—	25.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.38	0.35	0.73	< 0.005	< 0.005	—	1.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.42	10.2	19.6	0.03	0.02	—	26.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.50	1.63	3.13	0.01	< 0.005	—	4.24
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06	0.12	< 0.005	< 0.005	—	0.17
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.56	1.69	3.25	0.01	< 0.005	—	4.41

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	47.8	0.00	47.8	4.78	0.00	—	167
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	—	6.97
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	47.8	0.00	47.8	4.78	0.00	—	167

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	—	6.97
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.92	0.00	7.92	0.79	0.00	—	27.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.25	0.00	8.25	0.82	0.00	—	28.9

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	47.8	0.00	47.8	4.78	0.00	—	167
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	—	6.97
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	47.8	0.00	47.8	4.78	0.00	—	167
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	—	6.97
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	49.8	0.00	49.8	4.98	0.00	—	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	7.92	0.00	7.92	0.79	0.00	—	27.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.25	0.00	8.25	0.82	0.00	—	28.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.86	0.86
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	3/2/2026	4/24/2026	5.00	40.0	—
Grading	Grading	4/27/2026	6/19/2026	5.00	40.0	—
Building Construction	Building Construction	8/17/2026	9/10/2027	5.00	280	—
Paving	Paving	6/22/2026	8/14/2026	5.00	40.0	—
Architectural Coating	Architectural Coating	8/31/2026	9/24/2027	5.00	280	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT

Grading	Hauling	0.80	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	90.0	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	13.4	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.0	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT

Grading	Hauling	0.80	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	90.0	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	13.4	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.0	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	244,013	81,338	0.00	0.00	5,149

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	60.0	0.00	—
Grading	0.00	250	40.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.97

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Parking Lot	1.73	100%
Apartments Low Rise	—	0%
Other Non-Asphalt Surfaces	0.24	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	279	0.01	< 0.005
2027	0.00	267	0.01	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Apartments Mid Rise	653	589	491	226,509	6,124	5,528	4,605	2,125,059
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Low Rise	36.6	40.7	31.4	13,302	343	382	295	124,793
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	653	589	491	226,509	6,124	5,528	4,605	2,125,059
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Low Rise	36.6	40.7	31.4	13,302	343	382	295	124,793
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	120

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	5
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	120
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Low Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	5
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
244012.5	81,338	0.00	0.00	5,149

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	594,050	267	0.0129	0.0017	1,604,156
Parking Lot	66,014	267	0.0129	0.0017	0.00
Apartments Low Rise	24,742	267	0.0129	0.0017	63,680
Other Non-Asphalt Surfaces	0.00	267	0.0129	0.0017	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	< 0.005	267	0.0129	0.0017	1,604,156
Parking Lot	66,014	267	0.0129	0.0017	0.00
Apartments Low Rise	0.00	267	0.0129	0.0017	63,680
Other Non-Asphalt Surfaces	0.00	267	0.0129	0.0017	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,231,080	1,271,372
Parking Lot	0.00	0.00
Apartments Low Rise	176,295	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Apartments Mid Rise	4,231,080	1,271,372
Parking Lot	0.00	0.00
Apartments Low Rise	176,295	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	88.7	—
Parking Lot	0.00	—
Apartments Low Rise	3.70	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	88.7	—
Parking Lot	0.00	—
Apartments Low Rise	3.70	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Changes made based on project-specific information.
Construction: Construction Phases	No demolition required. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

APPENDIX C

BIOLOGICAL ASSESSMENT

MOORE BIOLOGICAL CONSULTANTS

November 15, 2023

Mr. Sam Mirza
The Mogul Group
2947B Whipple Road, Ste. 1
Union City, CA 94587

Subject: "8740 BRUCEVILLE ROAD", SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA: BIOLOGICAL ASSESSMENT

Dear Sam:

Thank you for asking Moore Biological Consultants to prepare a biological assessment for this 3+/- acre site in south Sacramento, Sacramento County, California (Figure 1). The purposes of this assessment are to describe existing biological resources in the project site, identify potentially significant impacts to biological resources from the project, and provide recommendations for how to reduce those impacts to a less-than-significant level. The work involved reviewing databases, aerial photographs, and documents, and conducting field surveys to document vegetation communities, potentially jurisdictional Waters of the U.S. and/or wetlands, and potentially suitable habitat for or presence of special-status species. This report details the methodology and results of our investigation.

Project Overview

The 3+/- acre parcel (i.e., the "project site") is an in-fill parcel located in a residential and commercial area. The site is envisioned for a multi-family residential project with associated parking areas and landscaping (see Tentative Map in Attachment A). Stormwater will be treated and detained on-site prior to being discharged in to Jacinto Creek via and existing storm drain outfall. The proposed project will connect to existing City infrastructure to provide sewer and water to the site.

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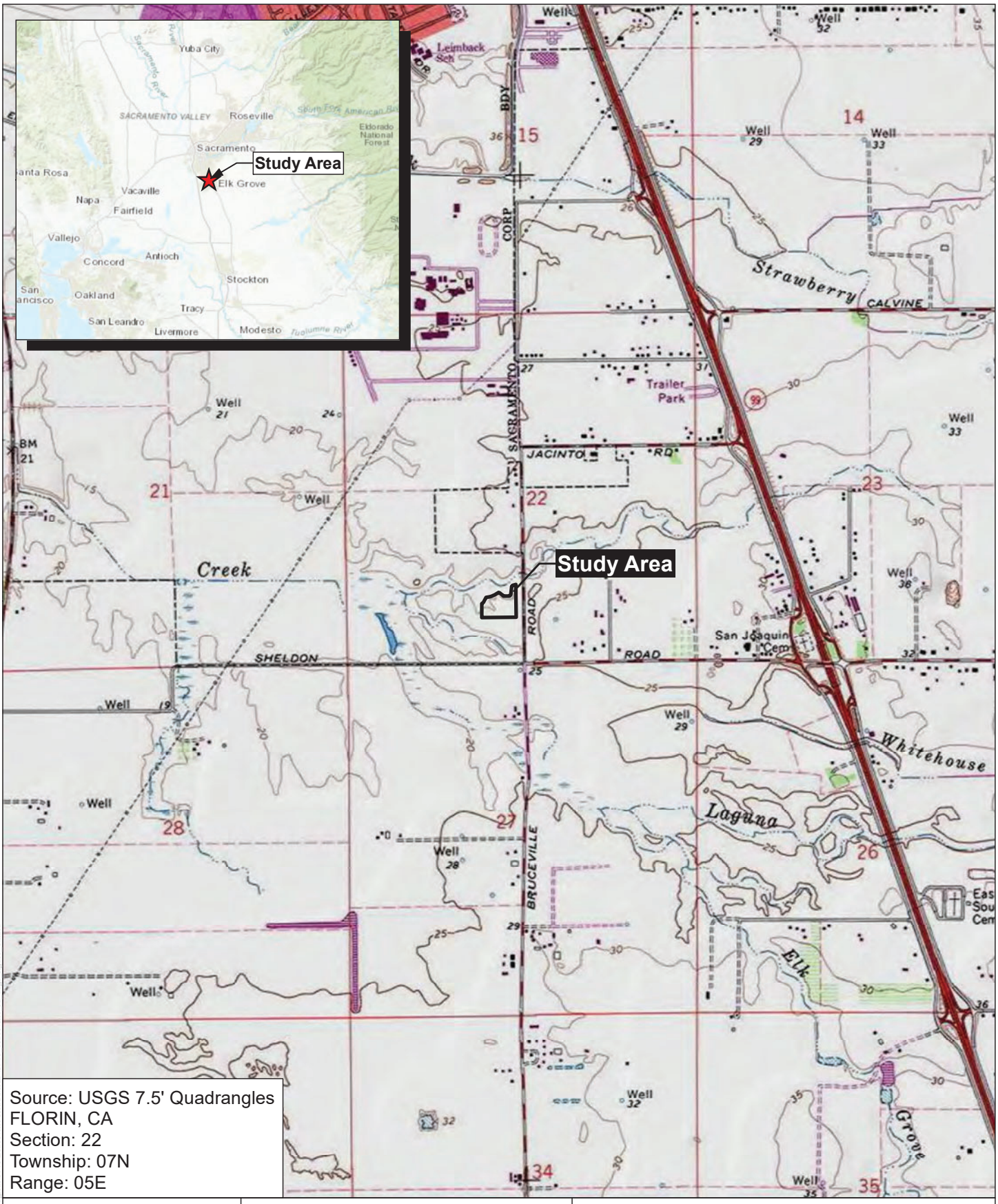

Source: USGS 7.5' Quadrangles
FLORIN, CA
Section: 22
Township: 07N
Range: 05E

Figure 1

Moore Biological Consultants

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Map Date: 10/25/2023

USGS

8740 Bruceville Road

Sacramento County, CA

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Methods

Prior to the field survey, we conducted a search of California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB, 2023). The CNDDB search was conducted on the USGS 7.5-minute Florin topographic quadrangle, encompassing approximately 60+/- square miles surrounding the site (Attachment B). The United States Fish and Wildlife Service (USFWS*)* IPaC Trust Resource Report of Federally Threatened and Endangered species that may occur in or be affected by projects in the project vicinity was also reviewed (Attachment B). This information was used to identify wildlife and plant species that have been documented in the project vicinity or that may have the potential to occur if suitable habitat is present. We also reviewed the IPaC and USFWS on-line-maps of designated critical habitat, and the National Wetland Inventory.

A field survey was conducted on October 18, 2023 by biologists Diane S. Moore, M.S. and Colleen A. Laskowski, M.S. The survey consisted of walking throughout the site making observations of habitat conditions and noting surrounding land uses, habitat types, and plant and wildlife species.

The survey included an assessment of the site for potentially jurisdictional Waters of the U.S. (a term that includes wetlands) as defined by the ACOE, 1987; 2008) and/or Waters of the State, including wetlands.

The site was for searched for special-status species and potentially suitable habitat for special-status species (e.g., areas with unusual soils, blue elderberry shrubs). Additionally, trees in and near the site were assessed for the potential use by nesting raptors, especially Swainson's hawk (*Buteo swainsoni*). The grassland areas in the site were searched for burrowing owls (*Athene cunicularia*) or ground squirrel burrows with evidence of past occupancy. Aquatic habitats in the site were also assessed for potential to support special-status species such as giant garter snake (*Thamnophis gigas*) and western pond turtle (*Emys marmorata*).

Results

GENERAL SETTING: The 3+/-acre site is in south Sacramento, in Sacramento County, California (Figure 1). The site is within Section 22, in Township 7 North and Range 5 East of the USGS 7.5-minute Florin topographic quadrangle (Figure 2). The site is essentially level and is at an elevation of approximately 20 feet above mean sea level.

The site is a vacant in-fill parcel vegetated in ruderal grasses and weeds. There is a tree in the west part of the site (Figure 2 and photographs in Attachment C). Aerial photographs provide confirmation the site was rough graded around 2007/2008, which is evident today by three slightly elevated pads and low areas in the site. We understand the grading was from a proposed office complex project that was not completed, likely due to poor economic conditions.

Surrounding land uses in this portion of Sacramento County are primarily residential and commercial. Bruceville Road borders the east edge of the site and there are residential subdivisions across Bruceville Road. There is a commercial center located immediately south of the site. There is a residential subdivision and a constructed basin to the west of the site. Jacinto Creek and a second constructed basin are located just north of the site.

VEGETATION: The project site has been subject to periodic mowing and/or disking for years, presumable for weed abatement purposes. Vegetation in the project site is comprised of primarily non-native annual grass and weed species. The California annual grassland series (Sawyer and Keeler-Wolf, 1995) best describes the vegetation in the site. Oats (*Avena* sp.), soft brome (*Bromus hordeaceus*), and foxtail barley (*Hordeum murinum*) are the dominant grass species in the site. Other grassland species such as filaree (*Erodium botrys*), yellow starthistle (*Centaurea solstitialis*), prickly lettuce (*Lactuca serriola*), and field bindweed (*Convolvulus arvensis*) are intermixed with the grasses. Table 1 is a list of plant species observed in the site.



Figure 2

Moore Biological Consultants

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Map Date: 10/25/2023
Aerial Source: Google Earth (06/2021)

AERIAL

8740 Bruceville Road

Sacramento County, CA

I:\EEC_INC\Projects\Moore Biological\8740 Bruceville Road\MXD\8740 bruceville rd aerial figure 2.mxd

TABLE 1

PLANT SPECIES OBSERVED IN THE PROJECT SITE

Acmispon americanus	Spanish clover
Anagallis arvensis	scarlet pimpernel
Avena fatua	oat
Bromus hordeaceus	soft brome
Centaurea solstitialis	yellow star-thistle
Cichorium intybus	common chicory
Convolvulus arvensis	morning glory
Epilobium brachycarpum	willowherb
Eremocarpus setigerus	turkey mullein
Erodium botrys	filaree
Foeniculum vulgare	fennel
Holocarpha virgata	tarweed
Hordeum marinum	Mediterranean barley
Hordeum murinum	foxtail barley
Lactuca serriola	prickly lettuce
Leontodon saxatilis	long-beaked hawkbit
Lepidium draba	whitetop
Lolium perenne	perennial ryegrass
Lythrum hyssopifolium	Hyssop loosestrife
Phalaris aquatica	Harding grass
Quercus lobata	valley oak
Rumex pulcher	fiddle dock

The only tree in the site is a valley oak (*Quercus lobata*) along the west edge of the site. There is row of mostly ornamental trees in an off-site landscaped strip along the south edge of the site. A few relatively small volunteer seedlings from this landscape strip appear to fall within the southern boundary of the site. Other trees in close proximity to the site are associated with residential subdivisions and road ways in the area; most of these trees are common species used for landscape purposes. There are no blue elderberry shrubs (*Sambucus nigra ssp. caerulea*) in or adjacent to the site.

WILDLIFE: Birds observed in the site during the field survey include northern mockingbird (*Mimus polyglottos*), rock dove (*Columba livia*), California scrubjay (*Aphelocoma californica*), and black phoebe (*Sayornis nigricans*). All of these birds are common species found throughout urban and developed areas in Sacramento County.

The single oak tree in the site and some of the relatively larger trees in close proximity to site, notably the row of trees just to the south, are suitable for nesting raptors, including Swainson's hawk. Smaller birds, such as songbirds, could potentially nest within the grasslands and trees in and adjacent to the site. Ground-nesting songbirds such as killdeer (*Charadrius vociferous*) may nest on the ground in and near the site and the grassland vegetation in parts of the site may be suitable for grassland-nesting species, such as red-winged blackbird (*Agelaius phoeniceus*).

A very limited variety of mammals common to urban areas may occur in the site and the only mammal observed during the survey was a California ground squirrel (*Otospermophilus beecheyi*). No other mammals or sign of mammals was observed in the site during the field survey. Common species such as striped skunk (*Mephitis mephitis*), black-tailed hare (*Lepus californicus*), raccoon (*Procyon lotor*), desert cottontail (*Sylvilagus audubonii*), and Virginia opossum (*Didelphis virginiana*) may occur in the site on occasion.

Due to a lack of aquatic habitat, the small size of the site, and surrounding development, the site provides poor quality habitat for amphibians. Although not on-site, nearby Jacinto Creek may support a few amphibians and reptiles during wet times of the year when the creek is full, such as American bullfrog (*Lithobates catesbeianus*) and turtles, including western pond turtle; these species could move from the creek on the site. The site also provides potentially suitable habitat for a few common reptiles such as western fence lizard (*Sceloporus occidentalis*) and western terrestrial garter snake (*Thamnophis elegans*). Pacific chorus frog (*Pseudacris regilla*) may also occur in the site.

AQUATIC RESOURCES: Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any Waters of the U.S. The California Regional Water Quality Control Board (RWQCB) implements Section 401 of the Clean Water Act by issuing 401 Certification in support of 404 permits. Many jurisdictional Waters of the U.S. in California are also Waters of the State, and also fall under the jurisdiction of CDFW.

"Waters of the U.S.", as defined in 33 CFR 328.4, encompasses Territorial Seas, Tidal Waters, and Non-Tidal Waters; Non-Tidal Waters includes interstate and intrastate rivers and streams, their tributaries, and their adjacent wetlands. The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the "ordinary high water mark" (OHWM). The OHWM is established by physical characteristics such as a natural water line impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris.

Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by the ACOE *Wetlands Delineation Manual* and Regional Supplement (ACOE, 1987; 2008). Wetlands that are adjacent to and hydrologically very closely associated with jurisdictional lakes, rivers, streams, and tributaries can also fall under ACOE jurisdiction as "adjacent wetlands". Pursuant to a May 2023 Supreme Court decision, adjacent wetlands must have a continuous surface connection with a jurisdictional Water of the U.S. such that the wetland is indistinguishable from the adjacent water. Geographically and hydrologically isolated wetlands are outside federal jurisdiction, but are regulated by RWQCB as a "Water of the State".

Jurisdictional Waters of the U.S. and wetlands include, but are not limited to, most perennial and intermittent creeks and lakes, as well as adjacent wetlands such as riparian wetlands along the edges of rivers. Waters of the U.S.,

wetlands, and other aquatic habitats provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

No potentially jurisdictional Waters of the U.S. or wetlands were observed in the site. There are also no areas in the site meeting the criteria of Waters of the State, including wetlands. The site consists of ruderal grassland vegetation that is highly disturbed by routine disking and/or mowing. Upland plant species are dominant in all the on-site grasslands and the soils on the site appear to be well draining.

There are no aquatic features depicted in the site in the National Wetland Inventory (NWI) (Attachment D). Jacinto Creek, situated just north of the site, is depicted as a “Riverine” and “Freshwater Emergent Wetland” feature.

SPECIAL-STATUS SPECIES: Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other regulations. The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Special-status species also include other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitats. The presence of species with legal protection under the Endangered Species Act often represents a constraint to development, particularly when the species are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in a take of these species.

Special-status plants are those which are designated rare, threatened, or endangered and candidate species for listing by the USFWS. Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2023). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on CNPS List 3.

The likelihood of occurrence of listed, candidate, and other special-status species in the site is extremely low. Table 2 provides a summary of the listing status and habitat requirements of special-status species that have been documented in the greater project vicinity or for which there is potentially suitable habitat in the greater project vicinity. This table also includes an assessment of the likelihood of occurrence of each of these species in the site. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability, and field observations.

SPECIAL-STATUS PLANTS: Special-status plants identified in the CNDDB (2023) search include Peruvian dodder (*Cuscuta obtusiflora var. glandulosa*), dwarf downingia (*Downingia pusilla*), woolly rose mallow (*Hibiscus lasiocarpos var. occidentalis*), alkali-sink goldfields (*Lasthenia chrysantha*), legenere (*Legenere limosa*), Heckard's pepper-grass (*Lepidium latipes var. heckardii*), Sanford's arrowhead (*Sagittaria sanfordii*), and saline clover (*Trifolium hydrophilum*) (Table 2 and Attachment B). No special-status plant species are listed in the USFWS IPaC Trust Report (Attachment B).

Special-status plants generally occur in relatively undisturbed areas in vegetation communities such as vernal pools, marshes and swamps, seasonal wetlands, riparian scrub, and areas with unusual soils. Most of the species identified in the database searches occur in one of these more unusual habitat types; for

TABLE 2

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of Occurrence in the Site
PLANTS						
Peruvian dodder	*Cuscuta obtusiflora var. glandulosa*	None	None	2	Freshwater marshes and swamps.	Unlikely: there is no marsh or swamp habitat in the site. The nearest occurrence of Peruvian dodder in the CNDDB (2023) search area is approximately 2 miles southwest of the site.
Dwarf downingia	*Downingia pusilla*	None	None	2	Vernal pools.	Unlikely: there are no vernal pools in the site. The nearest occurrence of dwarf downingia in the CNDDB (2023) search area is approximately 3.5 miles southeast of the site.
Woolly rose mallow	*Hibiscus lasiocarpos var. occidentalis*	None	None	2	Freshwater marshes and swamps.	Unlikely: there is no suitable marsh or swamp habitat in the site. The nearest occurrence of woolly rose mallow in the CNDDB (2023) search area is approximately 4 miles southwest of the site.
Alkali-sink goldfields	*Lasthenia chrysantha*	None	None	1B	Vernal pools.	Unlikely: there are no vernal pools in the site. The nearest occurrence of alkali-sink goldfields in the CNDDB (2023) search area is approximately 5.5 miles southwest of the site.
Legenere	*Legenere limosa*	None	None	1B	Vernal pools.	Unlikely: there are no vernal pools in the site. The nearest occurrence of legenere in the CNDDB (2023) search area is approximately 1.5 miles east of the site.
Heckard's pepper grass	*Lepidium latipes var. heckardii*	None	None	1B	Valley and foothill grassland, vernal pools; usually alkaline soils.	Unlikely: the grasslands are highly disturbed and there are no vernal pools in the site. The nearest occurrence of Heckard's pepper-grass in the CNDDB (2023) search area is approximately 6 miles southwest of the site.
Sanford's arrowhead	*Sagittaria sanfordii*	None	None	1B	Standing or slow-moving freshwater ponds, marshes, and ditches.	Unlikely: there are no marshes, swamps, or ditches in the site. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 1 mile north of the site.

TABLE 2

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of Occurrence in the Site
Saline clover	*Trifolium hydrophilum*	None	None	1B	Marshes and swamps, mesic (wet) areas in valley and foothill grassland, vernal pools.	Unlikely: there are no marshes, swamps, or vernal pools in the site; there are also no mesic areas in the on-site grasslands. The nearest occurrence of saline clover in the CNDDB (2023) search area is approximately 4 miles southwest of the site.
WILDLIFE						
Birds						
Swainson's hawk	*Buteo swainsoni*	None	T	N/A	Nesting: large trees, usually within riparian corridors. Foraging: agricultural fields and annual grasslands.	Unlikely: the one on-site tree is too small for nesting Swainson's hawks. The site is small and surrounded by development, reducing the suitability of Swainson's hawk foraging habitat. The nearest occurrence of nesting Swainson's hawks in the CNDDB (2023) search area is approximately 0.5 miles south of the site.
Tricolored blackbird	*Agelaius tricolor*	None	T	N/A	Requires open water and protected nesting substrate, usually cattails and riparian scrub with surrounding foraging habitat.	Unlikely: there is no potentially suitable nesting habitat for this species in or adjacent to the site and the highly disturbed grasslands provide poor quality potential foraging habitat for tricolored blackbird. The nearest occurrence of tricolored blackbird in the CNDDB (2023) search area is approximately 1 mile west of the site.
White-tailed kite	*Elanus leucurus*	None	FP	N/A	Herbaceous lowlands with variable tree growth and dense population of voles.	Unlikely: while a few trees near the site may be suitable for white-tailed kite nesting, the single on-site tree is too small. It is also unlikely this species nests in such an urbanized area. The nearest occurrence of white-tailed kite in the CNDDB (2023) search area is approximately 2.5 miles northwest of the site.
Burrowing owl	*Athene cunicularia*	None	SC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	Unlikely: no burrowing owls, ground squirrel burrows, or other burrow habitat was observed in the site. The nearest occurrence of nesting burrowing owls in the CNDDB (2023) search area is approximately 1 mile northwest of the site.

TABLE 2

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of Occurrence in the Site
Yellow-headed blackbird	*Xanthocephalus xanthocephaus*	None	SC	N/A	Nests in freshwater emergent wetlands with dense vegetation and deep water; usually in lakes or ponds.	Unlikely: there is no potentially suitable nesting habitat for this species in or adjacent to the site. The nearest occurrence of yellow-headed blackbird in the CNDDB (2023) search area is approximately 4.5 miles northwest of the site.
Song sparrow ("Modesto" population)	*Melospiza melodia pop.1*	None	SC	N/A	Resident of brackish water marshes. Inhabits cattails, tules, and tangles bordering sloughs.	Unlikely: there is no suitable habitat in the site to support song sparrow. The nearest occurrence of song sparrow in the CNDDB (2023) search area is approximately 4 miles west of the site.
Mammals						
American badger	*Taxidea taxus*	None	SC	N/A	Drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	Unlikely: the site does not contain suitable habitat for American badger and no dens were observed in the site. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 6.5 miles northeast of the site.
Reptiles & Amphibians						
California tiger salamander	*Ambystoma californiense*	T	T	N/A	Seasonal water bodies without fish (i.e., vernal pools and stock ponds) near grassland/ woodland habitats with summer refugia (i.e., burrows).	Unlikely: there is no suitable habitat in or near the site for California tiger salamander. This species is not recorded in the CNDDB (2023) within the search area and is not within designated critical habitat for California tiger salamander (USFWS, 2005a).
Giant garter snake	*Thamnophis gigas*	T	T	N/A	Freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches.	Unlikely: the site does not contain suitable habitat for giant garter snake. Jacinto Creek, which is just north of the site, flows intermittently and is dry much of the year. The creek lacks year-round water and the associated prey base of aquatic species (i.e., fish, frogs) required by this species. The nearest occurrence of giant garter snake in the CNDDB (2023) search area is in Laguna Creek, just southwest of the site.

TABLE 2

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of Occurrence in the Site
Western pond turtle	*Emys marmorata*	None	SC	N/A	Ponds, marshes, streams, and ditches with adequate basking areas.	Unlikely: Jacinto Creek, which is just north of the site, flows intermittently and is dry much of the year, providing poor quality habitat for western pond turtle. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 2 miles northwest of the site.
Fish						
Central Valley steelhead	*Oncorhynchus mykiss irideus pop.11*	T	None	N/A	Riffle and pool complexes with adequate spawning substrates within Central Valley drainages.	None: there is no aquatic habitat in the site. The nearest occurrence of Central Valley steelhead in the CNDDB (2023) search area is approximately 4.5 miles west of the site. The site is not within designated critical habitat for Central Valley steelhead (NOAA, 2005).
Green sturgeon	*Acipenser medirostris pop.1*	T	None	N/A	Spawns in the large tributaries to the delta; delta important for rearing juveniles.	None: there is no aquatic habitat in the site. The nearest occurrence of green sturgeon in the CNDDB (2023) search area is approximately 4.5 miles west of the site in the Sacramento River. The site is not in designated critical habitat (NOAA, 2009).
Longfin smelt	*Spirinchus thaleichthys*	C	T	N/A	Brackish estuarine habitats.	None: there is no aquatic habitat in the site. The nearest occurrence of longfin smelt in the CNDDB (2023) search area is approximately 4.5 miles west of the site in the Sacramento River.
Sacramento splittail	*Pogonichthys macrolepidotus*	None	SC	N/A	Lower Sacramento-San Joaquin Delta in low to moderate salinities.	None: there is no aquatic habitat in the site. The nearest occurrence of Sacramento splittail in the CNDDB (2023) search area is approximately 4.5 miles west of the site in the Sacramento River.
Invertebrates						
Vernal pool tadpole shrimp	*Lepidurus packardi*	E	None	N/A	Vernal pools.	None: there are no vernal pools or seasonal wetlands in the site. The nearest occurrence of this species in the CNDDB (2023) is approximately 1 mile northeast of the site. The site is not in designated critical habitat for vernal pool tadpole shrimp (USFWS 2005b).

TABLE 2

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of Occurrence in the Site
Vernal pool fairy shrimp	*Branchinecta lynchi*	T	None	N/A	Vernal pools.	None: there are no seasonal wetlands or vernal pools in the site. The nearest occurrence of vernal pool fairy shrimp in the CNDDB (2023) search area is approximately 1.5 miles southeast of the site. The site is not in designated critical habitat for vernal pool fairy shrimp (USFWS 2005b).
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T	None	N/A	Elderberry shrubs, usually in Central Valley riparian habitats.	None: there are no blue elderberry shrubs in or adjacent to the site. There are no records of valley elderberry longhorn beetle in the CNDDB (2023) search area.
Monarch butterfly	*Danaus plexippus*	C	None	N/A	Variety of habitats in California; larvae dependent on milkweed.	Unlikely: monarch butterfly may fly over the site, but would not be expected to occur within the site. The grasslands in the site are highly disturbed and milkweed was not observed in the site. There are no occurrences of this species in the CNDDB (2023) search area.

1 T = Threatened; E = Endangered; C = Candidate for listing.

2 T = Threatened; E = Endangered; FP = Fully Protected; SC= State of California Species of Special Concern.

3 CNPS List 1B includes species that are rare, threatened, or endangered in California and elsewhere; List 2 includes species that are rare, threatened, or endangered in California, but more common elsewhere.

example, woolly rose mallow in entirely restricted to marsh and swamp habitat and dwarf downingia is restricted to vernal pools. In contrast, the site supports disturbed ruderal grassland vegetation that does not provide suitable habitat for any species of special-status plants. No special-status plants or potentially suitable habitat for special-status plants were observed in the site. Due to lack of suitable habitat, it is unlikely that special-status plants occur in the site.

SPECIAL-STATUS WILDLIFE: The potential for intensive use of habitats in the project site by special-status wildlife species is also very low. Special-status wildlife species that have been recorded in greater project vicinity in the CNDDB (2023) include Swainson's hawk, burrowing owl, tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), song sparrow ("Modesto population") (*Melospiza melodia*), American badger (*Taxidea taxus*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), Central Valley steelhead (*Oncorhynchus mykiss*), Sacramento splittail (*Pogonichthys macrolepidotus*), green sturgeon (*Acipenser medirostris*), longfin smelt (*Spirinchus thaleichthys*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*). The USFWS IPaC Trust Report (Attachment C) includes several of the same species included in the CNDDB. Additionally, the USFWS IPaC Trust Resource Report includes California tiger salamander (*Ambystoma californiense*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) and monarch butterfly (*Danaus plexippus*), which were added to Table 2.

While the project site may have provided habitat for one or more special-status wildlife species at some time in the past, development has substantially modified natural habitats in the greater project vicinity, including those in the site. Due to the site being small and surrounded by heavily trafficked roads and development, the habitat quality in the site for special-status wildlife is poor to none. Swainson's hawk is the only special-status wildlife species with potential to occur in the site on more than a transitory or very occasional basis.

SWAINSON'S HAWK: The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California (FGCC) protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through September 15). Swainson's hawks occur in the Central Valley primarily during their breeding season, a population is known to winter in the San Joaquin Valley. Swainson's hawks prefer nesting sites that provide sweeping views of nearby foraging grounds consisting of grasslands, irrigated pasture, hay, and wheat crops. Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. This raptor generally arrives in the Central Valley in mid-March, and begins courtship and nest construction immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August. The CNDDB (2023) contains several records of nesting Swainson's hawk in the greater project vicinity with the nearest record being approximately 0.5 miles southeast of the site and several within a few miles of the site.

No Swainson's hawks were observed in the site during the survey, which was conducted at a time of the year when this species is overwintering elsewhere. Relatively large trees near the site and one tree in the site provide potentially suitable habitat for nesting raptors, including Swainson's hawk. Despite the site being relatively small and surrounded by development, Swainson's hawks are known to nest in developed areas and could conceivably nest in or adjacent to the site. Expansive fields of irrigated annual cropland in the greater project vicinity provide highly suitable foraging habitat for this species. In contrast, the site which is a small patch of ruderal grassland surrounded by development is unlikely is unlikely to be used by foraging Swainson's hawks on an intensive basis, if ever.

The remaining special-status birds in Table 2 are not expected to occur on-site due to a lack of suitable habitat. White-tailed kite may periodically forage in the site, but is unlikely to nest in or adjacent to a small in-fill site. No extensive

burrow habitat was observed in the site for burrowing owl and there is no nesting habitat in or near the site for tricolored blackbird, yellow-headed blackbird, or song sparrow, all of which are associated with riparian or marsh environments. Jacinto Creek and associated detention basins, located just north of the site, do not contain a hydrological regime to allow for dense emergent wetland vegetation to establish to support birds that nest in riparian and/or marsh habitats.
The site does not provide suitable denning habitat for American badger and no dens were observed in the site.

There is no potential breeding habitat in the site for California tiger salamander, which has also not been documented near the site; this species is not recorded anywhere in the CNDDB (2023) search area. Although Jacinto Creek to the north of the site is dry much of the year, western pond turtle may occur in the creek when it is full of water and could potentially wander on to the site. However, the ruderal grassland in the site does not provide highly suitable nesting habitat for nesting western pond turtles. Giant garter snake is not likely to occur in Jacinto Creek as this creek does not have a hydrological regime to support a prey base for giant garter snake.

The site does not provide suitable aquatic habitat for Central Valley steelhead, green sturgeon, longfin smelt, Sacramento splittail, delta smelt, or other special-status fish.

There are no blue elderberry shrubs in the site, precluding the potential occurrence of valley elderberry longhorn beetle. There are no vernal pools in the project site to support vernal pool tadpole shrimp or vernal pool fairy shrimp. Monarch butterfly may fly over the site during its migration period, but would not be expected to utilize the site in a meaningful capacity; no milkweed plants were observed in the highly disturbed grassland in the site and this species is more associated with coastal environments.

WILDLIFE MOVEMENT CORRIDORS: Well-developed riparian corridors are often utilized for movement by wildlife species such as skunk, raccoon, deer (*Odocoileus hemionus californicus*), coyote (*Canis latrans*), and red fox (*Vulpes vulpes*), as well as a variety of amphibians, reptiles, and fish. There are no wildlife movement corridors in the site. The nearby Jacinto Creek corridor is likely used for movement by a few urban mammals such as striped skunk, raccoon, and Virginia opossum.

HABITAT CONSERVATION PLANS: The project site is not located in area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.

CRITICAL HABITAT: The site is not within designated critical habitat for California tiger salamander (USFWS, 2005a), federally listed vernal pool shrimp or plants (USFWS, 2005b), delta smelt (USFWS, 1994), valley elderberry longhorn beetle (USFWS, 1980), green sturgeon (NOAA, 2009), Central Valley steelhead (NOAA, 2005), or any other federally listed species (Attachment E).

Conclusions and Recommendations

- The site is a small, open field supporting highly disturbed grassland vegetation and one tree. The site is biologically unremarkable.
- No potential jurisdictional Waters of the U.S. or wetlands of any type were observed in the project site. There are also no areas in the site meeting the criteria of Waters of the State, including wetlands
- Due to a lack of suitable habitat, it is unlikely that special-status plants occur in the site. No special-status plants were observed and none are expected to occur in the site.
- Swainson's hawk is considered the only special-status bird species with potential to occur in the site on more than an occasional or transitory

basis. Although considered unlikely, Swainson's hawk may nest in the one tree in the site or in trees adjacent to the site. The conversion of 3.5+/- acres of potential very low-quality potential Swainson's hawk foraging habitat to developed uses is viewed as less than significant.

- Due to the size of the site, surrounding land uses, and a lack of suitable habitat, it is unlikely other special-status wildlife species occur in the site.

- The site is not within designated critical habitat for any federally listed species.

- The site is not located in an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

- A pre-construction survey for nesting Swainson's hawks within 0.25 miles of the project site is conservatively recommended if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. The determination should utilize criteria set forth by the Swainson's Hawk Technical Advisory Committee's (SWHTAC, 2000).

- The tree and grasslands in the site could be used by birds protected by the MBTA or FGCC. If vegetation removal or construction commences during the nesting season of raptors (January 1 through July 31), a pre-construction survey for nesting raptors is recommended. If vegetation removal or construction commences during the general avian nesting season (March 1 through July 31), a pre-construction survey for all species of nesting birds is recommended. If active nests are found, work in the vicinity of the nests should be delayed until the young fledge.

We hope this information is helpful. Please contact me at (209) 745-1159 or moorebio@softcom.net with any questions.

Sincerely,



Diane S. Moore, M.S.
Principal Biologist

References and Literature Consulted

ACOE (U.S. Army Corps of Engineers). 1987. Technical Report Y87-1. U.S. Army Corps of Engineers Waterways Experiment Station, Vicksburg, MI.

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USFWS. 2005b. Part II, Department of the Interior, Fish and Wildlife Service. 50 CFR Part 17: Endangered and Threatened Wildlife and Plants; Final Designation of Critical Habitat for Four Vernal Pool Crustaceans and Eleven Vernal Pool Plants in California and Southern Oregon; Evaluation and Economic Exclusions from August 2003 Final Designation, Final Rule. Federal Register Vol. 70, No. 154, August 11.

Attachment A

Project Maps

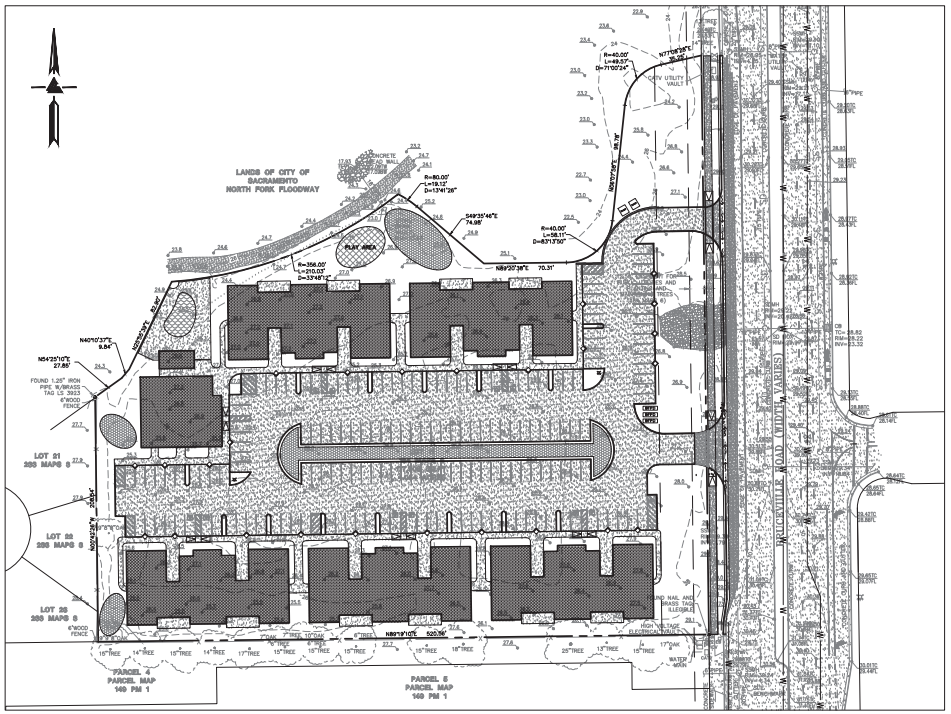
MULIT-FAMILY RESIDENTIAL
8740 BRUCEVILLE
SACRAMENTO, CALIFORNIA

LEGEND

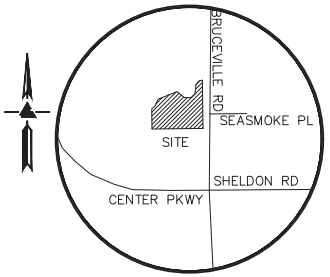
EXISTING	PROPOSED	DESCRIPTION
		BOUNDARY
		PROPERTY LINE
		RETAINING WALL
		LANDSCAPE RETAINING WALL
RW	RW	RAINWATER TIGHTLINE
SUB	SUB	SUBDRAIN LINE
TL	TL	TIGHTLINE
SD	SD	STORM DRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
G	G	GAS LINE
P	SDP	STORM DRAIN PRESSURE LINE
P	SSP	SANITARY SEWER PRESSURE LINE
JT	JT	JOINT TRENCH
		SET BACK LINE
		CONCRETE VALLEY GUTTER
		EARTHEN SWALE
CB	CB	CATCH BASIN
JB	JB	JUNCTION BOX
AD	AD	AREA DRAIN
		CURB INLET
SDMH	SDMH	STORM DRAIN MANHOLE
		FIRE HYDRANT
SSMH	SSMH	SANITARY SEWER MANHOLE
		STREET SIGN
222.57 INV	222.57 INV	SPOT ELEVATION
		FLOW DIRECTION
	D	DEMOLISH/REMOVE
		BENCHMARK
200	200	CONTOURS
XX" TREE	XX" TREE	TREE TO BE REMOVED
	TP	TREE PROTECTION FENCING

ABBREVIATIONS

AB	AGGREGATE BASE	LF	LINEAR FEET
AC	ASPHALT CONCRETE	MAX	MAXIMUM
ACC	ACCESSIBLE	MH	MANHOLE
AD	AREA DRAIN	MIN	MINIMUM
BC	BEGINNING OF CURVE	MON.	MONUMENT
B & D	BEARING & DISTANCE	MRO	METERED RELEASE OUTLET
BM	BENCHMARK	(N)	NEW
BUB	BUBBLER BOX	NO.	NUMBER
BW/FG	BOTTOM OF WALL/FINISH GRADE	NTS	NOT TO SCALE
		O.C.	ON CENTER
CB	CATCH BASIN	O/	OVER
C & G	CURB AND GUTTER	(PA)	PLANTING AREA
℄	CENTER LINE	PED	PEDESTRIAN
CPP	CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR)	PIV	POST INDICATOR VALVE
		PSS	PUBLIC SERVICES EASEMENT
CO	CLEANOUT	℄	PROPERTY LINE
COTG	CLEANOUT TO GRADE	PP	POWER POLE
CONC	CONCRETE	PUE	PUBLIC UTILITY EASEMENT
CONST	CONSTRUCT or –TION	PVC	POLYVINYL CHLORIDE
CONC COR	CONCRETE CORNER	R	RADIUS
CY	CUBIC YARD	RCP	REINFORCED CONCRETE PIPE
D	DIAMETER	RIM	RIM ELEVATION
DI	DROP INLET	RW	RAINWATER
DIP	DUCTILE IRON PIPE	R/W	RIGHT OF WAY
EA	EACH	S	SLOPE
EC	END OF CURVE	S.A.D.	SEE ARCHITECTURAL DRAWINGS
EG	EXISTING GRADE	SAN	SANITARY
EL	ELEVATIONS	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SDMH	STORM DRAIN MANHOLE
EQ	EQUIPMENT	SHT	SHEET
EW	EACH WAY	S.L.D.	SEE LANDSCAPE DRAWINGS
(E)	EXISTING	SPEC	SPECIFICATION
FC	FACE OF CURB	SS	SANITARY SEWER
FF	FINISHED FLOOR	SSCO	SANITARY SEWER CLEANOUT
FG	FINISHED GRADE	SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT	ST.	STREET
FL	FLOW LINE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
G	GAS	STRUCT	STRUCTURAL
GA	GAGE OR GAUGE	T	TELEPHONE
GB	GRADE BREAK	TC	TOP OF CURB
HDPE	HIGH DENSITY CORRUGATED POLYETHYLENE PIPE	TOW	TOP OF WALL
		TEMP	TEMPORARY
HORIZ	HORIZONTAL	TP	TOP OF PAVEMENT
HI PT	HIGH POINT	TW/FG	TOP OF WALL/FINISH GRADE
H&T	HUB & TACK	TYP	TYPICAL
ID	INSIDE DIAMETER	VC	VERTICAL CURVE
INV	INVERT ELEVATION	VCP	VITRIFIED CLAY PIPE
JB	JUNCTION BOX	VERT	VERTICAL
JT	JOINT TRENCH	W/	WITH
JP	JOINT UTILITY POLE	W, WL	WATER LINE
L	LENGTH	WM	WATER METER
LNDG	LANDING	WWF	WELDED WIRE FABRIC



KEY MAP
1" = 50'



VICINITY MAP
NO SCALE

OWNER'S INFORMATION

OWNER:
SAM MIRZA, MANAGING PARTNER
THE MOGUL GROUP
2947 B WHIPPLE ROAD SUITE 1, UNION CITY, CA 94587

APN: 117–0211–024

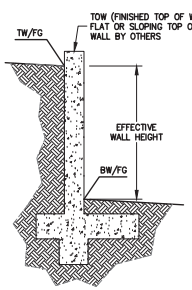
REFERENCES

THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:
1. TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING, ENTITLED;
   "TOPOGRAPHIC SURVEY"
   8740 BRUCEVILLE ROAD
   SACRAMENTO, CA
   DATED: 09–11–2023
   JOB# 2221894 SU
2. SITE PLAN BY TODD JERSEY ARCHITECT ENTITLED:
   "BRUCEVILLE"
   8740 BRUCEVILLE ROAD
   SACRAMENTO, CA

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

RETAINING WALL NOTES

1. TW/FG REPRESENTS FINISHED EARTHEN GRADE OR PAVEMENT ELEVATION AT TOP OF WALL, NOT ACTUAL TOP OF WALL MATERIAL. BW/FG REPRESENTS FINISH EARTHEN GRADE OR PAVEMENT ELEVATION AT BOTTOM OF WALL, NOT INCLUDING FILL FOUNDATION. GRADES INDICATED ON THESE PLANS REFER TO THE FINISHED GRADES ADJACENT TO THE RETAINING WALL, NOT INCLUDING FOOTING, FREEBOARD, ETC.
2. DIMENSIONS SHOWN IN BRACKETS SHOWN AS [X.X'] DENOTE THE EFFECTIVE WALL HEIGHT ONLY. THE ACTUAL WALL HEIGHT AND DEPTH MAY DIFFER DUE TO CONSTRUCTION REQUIREMENTS.
3. REFER TO SPECIFIC WALL CONSTRUCTION DETAIL FOR STRUCTURAL ELEMENTS, FREEBOARD, AND EMBEDMENT.
4. REFER TO ARCHITECTURAL, LANDSCAPE ARCHITECTURE, AND/OR STRUCTURAL PLANS FOR DETAILS, WALL ELEVATIONS, SUBDRAINAGE, WATERPROOFING, FINISHES, COLORS, STEEL REINFORCING, MATERIALS, ETC. PROVIDE CLIPS OR OTHER MEANS OF SECURING FINISH MATERIALS AS NECESSARY (WET SET INTO THE WALL).
5. ALL RETAINING WALLS SHOULD HAVE A BACK–OF–WALL SUB–SURFACE DRAINAGE SYSTEM INCLUDING WEEPHOLES TO PREVENT HYDROSTATIC PRESSURE.
6. SEE DETAIL SHEET FOR SPECIFIC INFORMATION.
7. PROVIDE GUARDRAIL (WHERE APPLICABLE AND DESIGNED BY OTHERS) AS REQUIRED FOR GRADE SEPARATION OF 30 INCHES OR MORE MEASURED 5' HORIZONTALLY FROM FACE OF WALL, PER CBC.



ESTIMATED EARTHWORK QUANTITIES

CUBIC YARDS	WITHIN BUILDING FOOTPRINT	OUTSIDE BUILDING FOOTPRINT	TOTAL CUBIC YARDS
CUT	0		0
FILL	0	0	0
EXPORT / IMPORT			0

NOTE:
GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN–SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER–EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

1–800–642–2444 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

NOTES

ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS.

THE AREA OF THE SURVEYED LOT IS 177,908± SQUARE FEET / 4.084± ACRES

EASEMENT NOTE

EASEMENTS ARE SHOWN PER PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. 0110–7008663, DATED AS OF JUNE 12, 2023

UTILITY NOTE

ALL UNDERGROUND PIPE TYPES, SIZES AND LOCATION SHOWN ON THIS SURVEY ARE BASED ON VISUAL OBSERVATION. ANY USE OF THIS INFORMATION SHOULD BE VERIFIED, BEFORE ITS USE, WITH THE CONTROLLING MUNICIPALITY OR UTILITY PROVIDER. THIS SURVEY MAKES NO GUARANTEE OF THE INSTALLED ACTUAL LOCATION, DEPTHS OR SIZE.

BENCHMARK

CITY OF SACRAMENTO BENCHMARK
CITY BM 358–B1D
HILTI NAIL LIGHT BASE N.W CORNER DAMASCAS ST. AND BRUCEVILLE ROAD
ELEVATION = 29.29'
(NAVD 88 DATUM)

TREE NOTE

TREE SIZE, TYPE AND DRIPLINES ARE BASED ON A VISUAL OBSERVATION. FINAL DETERMINATION SHOULD BE MADE BY THE PROJECT ARBORIST.

FEMA FLOOD NOTE

PROPERTY COMPLETELY OUT OF SPECIAL FLOOD HAZARD AREA (SFHA)

FLOOD INSURANCE RATE MAP No.: 06067C0308H
EFFECTIVE DATE: AUGUST 16, 2012

SITE BENCHMARK

CENTER OF STORM DRAIN MAINTENANCE HOLE LID ON BRUCEVILLE ROAD (LABELED)
ELEVATION = 30.24'
(NAVD 88 DATUM)

SHEET INDEX

C–1.0	TITLE SHEET
C–2.0	CONCEPTUAL GRADING & DRAINAGE PLAN
C–3.0	CONCEPTUAL UTILITY PLAN
C–4.0	CONCEPTUAL STORMWATER TREATMENT PLAN

REGISTERED PROFESSIONAL ENGINEER CERTIFICATE No. C79555 CIVIL STATE OF CALIFORNIA

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS | LAND SURVEYORS
MAIN OFFICE:
2495 INDUSTRIAL PKWY. WEST
HAYWARD, CALIFORNIA 94545
(510) 887–4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

MULTI–FAMILY RESIDENTIAL
8740 BRUCEVILLE ROAD
SACRAMENTO, CALIFORNIA
SACRAMENTO COUNTY
APN: 117–0211–024

TITLE SHEET

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2221890
DATE:	XX–XX–XX
SCALE:	AS NOTED
DESIGN BY:	SL
CHECKED BY:	RB
SHEET NO:	C–1.0
	01 OF 04 SHEETS

MULTI-FAMILY RESIDENTIAL
8740 BRUCEVILLE ROAD
SACRAMENTO, CALIFORNIA

SACRAMENTO COUNTY

APN: 117-0211-024

CONCEPTUAL GRADING & DRAINAGE PLAN

REVISIONS	BY
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JOB NO:	222180
DATE:	XX-XX-XX
SCALE:	AS NOTED
DESIGN BY:	SL
CHECKED BY:	RB
SHEET NO:	C-2.0

02 OF 04 SHEETS

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS | LAND SURVEYORS

MAIN OFFICE:
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(510) 887-4086

REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE

WWW.LEABRAZE.COM

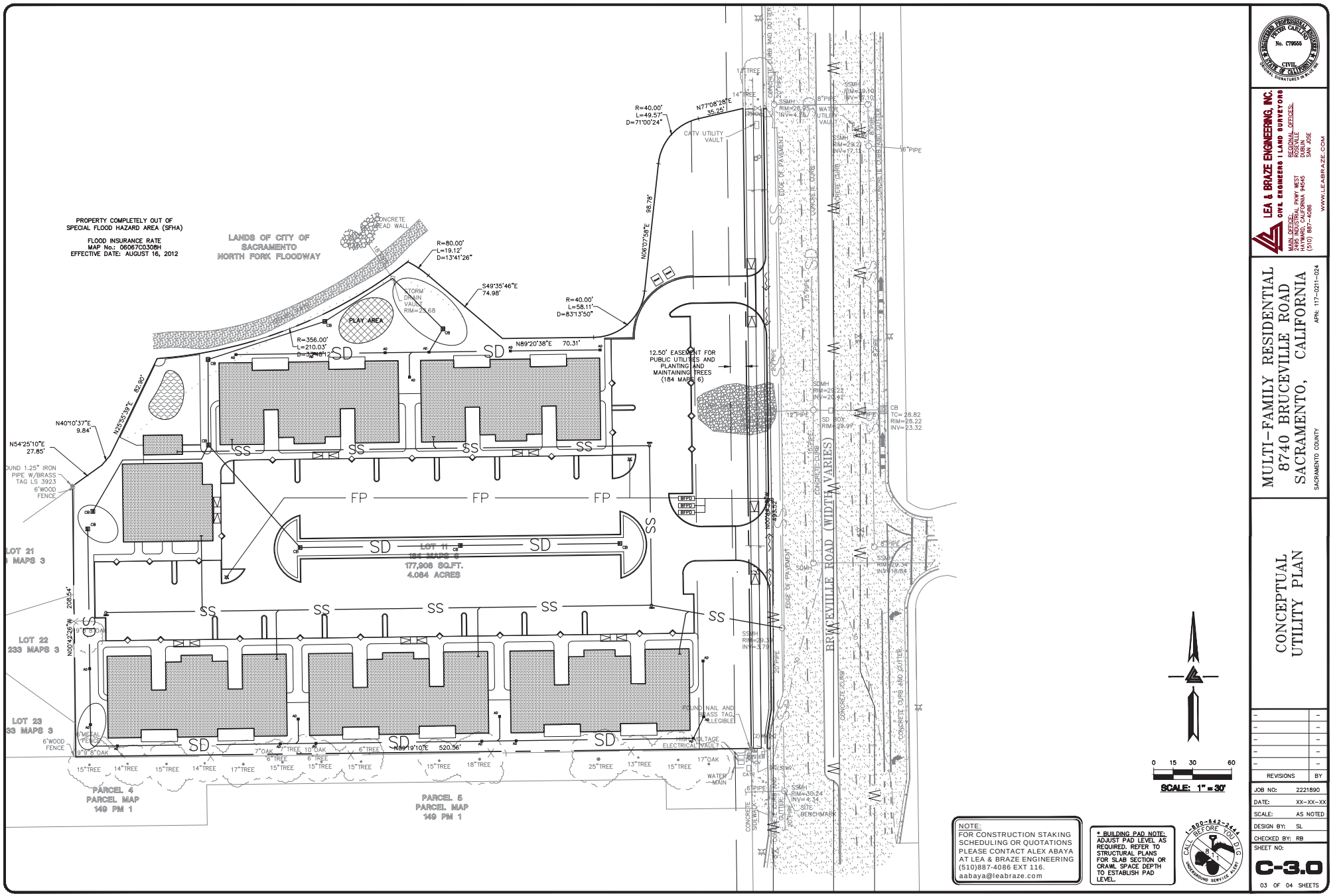
CIVIL No. C79608
REGISTERED PROFESSIONAL ENGINEER
PETER CHARLES BRAZE
RENEWAL 08/31/2021

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116.
aabaya@leabraze.com

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

SCALE: 1" = 30'

0 15 30 60



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SCALE: 1" = 30'

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116.
aabaya@leabraze.com

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

CALL 1-800-642-2444 BEFORE YOU DIG
UNDERGROUND SERVICE ALERT

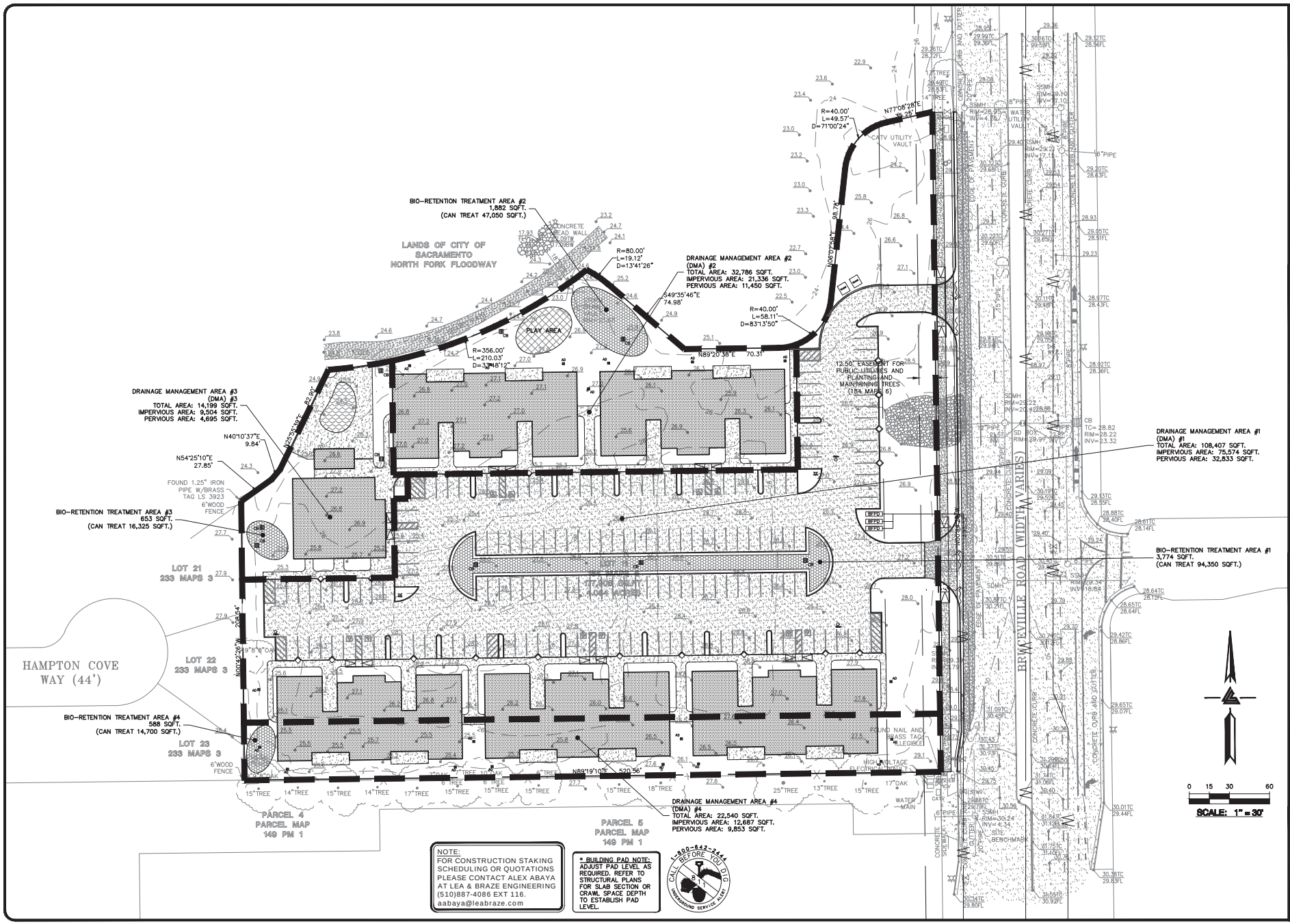
REGISTERED PROFESSIONAL ENGINEER TREVOR CARLING No. C79555 CIVIL STATE OF CALIFORNIA

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS | LAND SURVEYORS
MAIN OFFICE: 5368 SKYLANE BLVD. SUITE 100 SANTA ROSA, CA 95403 (707) 527-0650
REGIONAL OFFICES: 2495 INDUSTRIAL PKWY. WEST HAYWARD, CALIFORNIA 94545 (510) 887-4086
ROSEVILLE DUBLIN SAN JOSE
WWW.LEABRAZE.COM

MULTI-FAMILY RESIDENTIAL
8740 BRUCEVILLE ROAD
SACRAMENTO, CALIFORNIA
APN: 117-0211-024
SACRAMENTO COUNTY

CONCEPTUAL UTILITY PLAN

REVISIONS	BY
JOB NO:	2221890
DATE:	XX-XX-XX
SCALE:	AS NOTED
DESIGN BY:	SL
CHECKED BY:	RB
SHEET NO:	C-3.0
	03 OF 04 SHEETS



LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERING | LAND SURVEYING
MAIN OFFICE:
2495 INDUSTRIAL PKWY. WEST
HAYWARD, CALIFORNIA 94545
(510) 887-4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

REGISTERED PROFESSIONAL ENGINEER
TRENT CARLING
No. C79555
CIVIL
STATE OF CALIFORNIA
SIGNATURES IN BLUE INK

MULTI-FAMILY RESIDENTIAL
8740 BRUCEVILLE ROAD
SACRAMENTO, CALIFORNIA
APN: 117-0211-024
SACRAMENTO COUNTY

CONCEPTUAL STORMWATER TREATMENT PLAN

REVISIONS	BY
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-	-
-	-
-	-
-	-

JOB NO:	2221890
DATE:	XX-XX-XX
SCALE:	AS NOTED
DESIGN BY:	SL
CHECKED BY:	RB
SHEET NO:	C-4.0
	04 OF 04 SHEETS

Attachment B

CNDDB Summary Report and Exhibits

& USFWS IPaC Trust Report

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Florin (3812144))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S2	SSC
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Branchinecta mesovallensis midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
Lasthenia chrysantha alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidium latipes var. heckardii Heckard's pepper-grass	PDBRA1M0K1	None	None	G4T1	S1	1B.2
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	

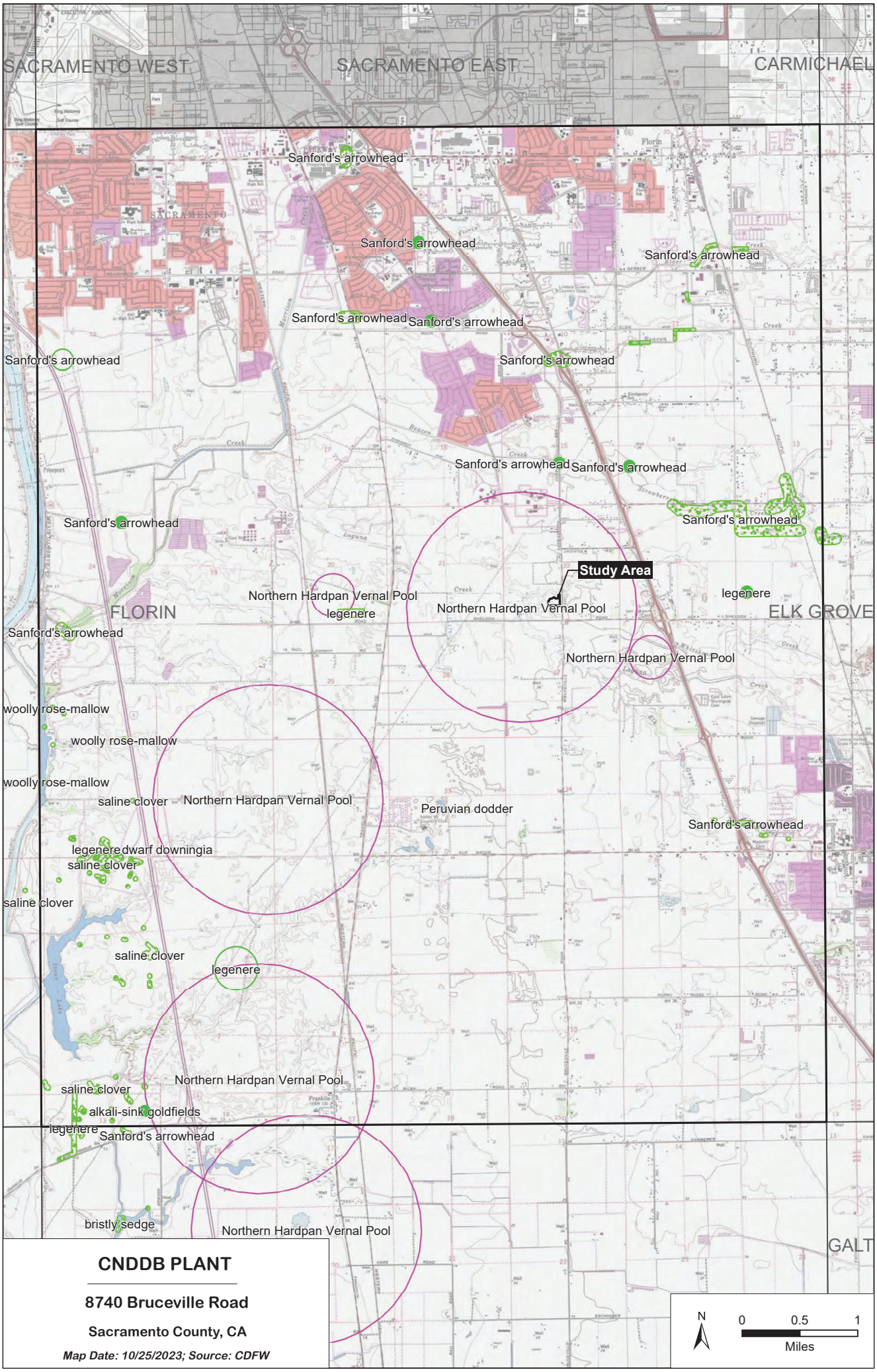
Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Melospiza melodia pop. 1 song sparrow ("Modesto" population)	ABPBXA3013	None	None	G5T3?Q	S3?	SSC
Nannopterum auritum double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Nycticorax nycticorax black-crowned night heron	ABNGA11010	None	None	G5	S4	
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Pogonichthys macrolepidotus Sacramento splittail	AFCJB34020	None	None	G3	S3	SSC
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis gigas giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 33


SACRAMENTO WEST
SACRAMENTO EAST
CARMICHAEL
FLORIN
ELK GROVE
GALT
Study Area
Sanford's arrowhead
Northern Hardpan Vernal Pool
legenere
woolly rose-mallow
saline clover
Peruvian dodder
dwarf downingia
alkali-sink goldfields
bristly sedge
CNDDB PLANT
8740 Bruceville Road
Sacramento County, CA
Map Date: 10/25/2023; Source: CDFW
N
0
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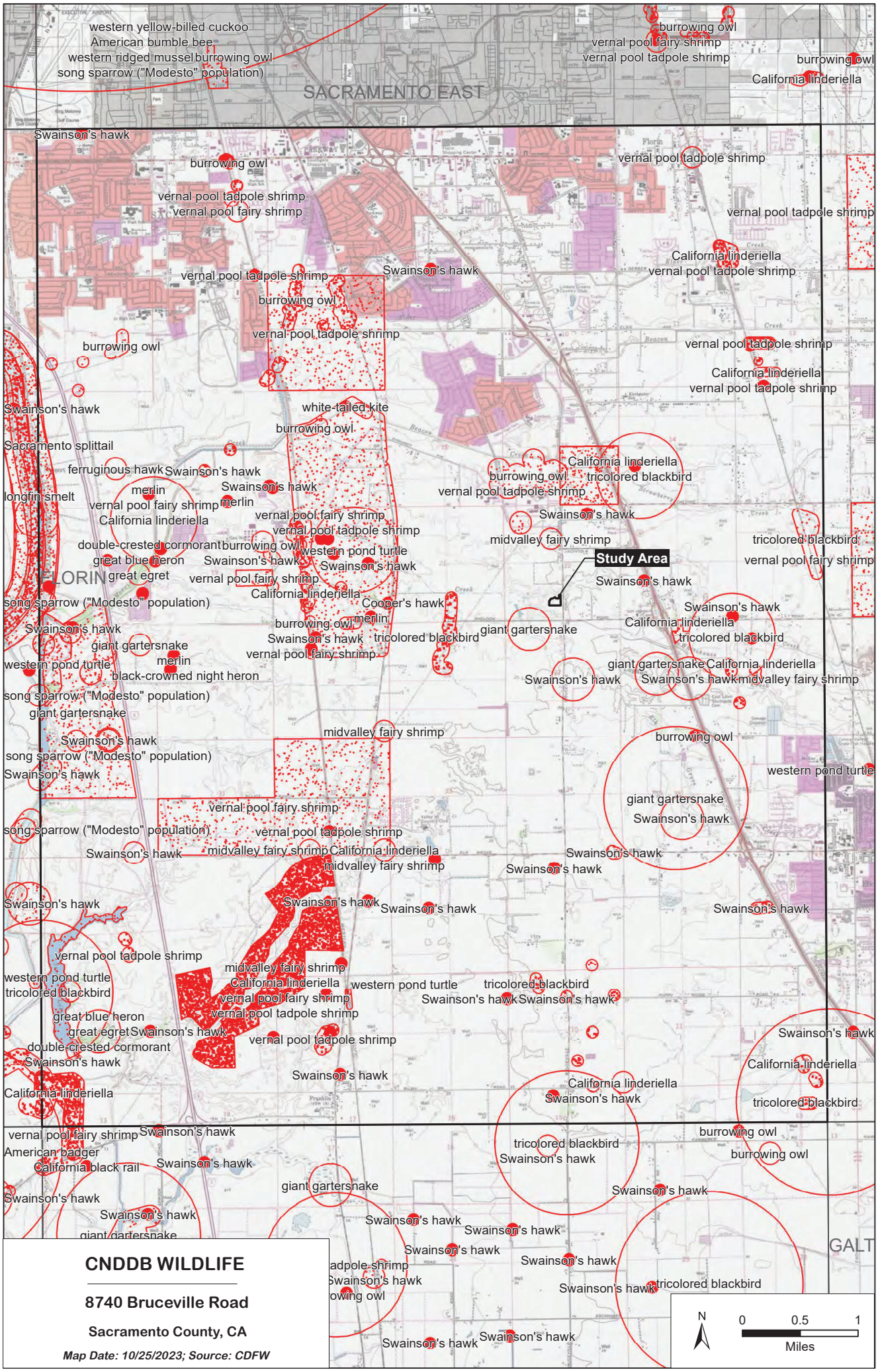
1
Miles


SACRAMENTO EAST
FLORIN
GALT
Study Area
western yellow-billed cuckoo
American bumble bee
western ridged mussel
burrowing owl
song sparrow ("Modesto" population)
vernal pool fairy shrimp
vernal pool tadpole shrimp
California linderiella
Swainson's hawk
white-tailed kite
Sacramento splittail
ferruginous hawk
merlin
longfin smelt
double-crested cormorant
great blue heron
great egret
Cooper's hawk
giant gartersnake
western pond turtle
black-crowned night heron
midvalley fairy shrimp
tricolored blackbird
American badger
California black rail
CNDDB WILDLIFE
8740 Bruceville Road
Sacramento County, CA
Map Date: 10/25/2023; Source: CDFW
N
0
0.5
1
Miles

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Sacramento County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2])

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Reptiles

NAME	STATUS
Giant Garter Snake Thamnophis gigas Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species.Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate
Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus Wherever found There is **final** critical habitat for this species.Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi Wherever found There is **final** critical habitat for this species.Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp Lepidurus packardi Wherever found There is **final** critical habitat for this species.Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

NOT FOR CONSULTATION

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitat[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

Additional information can be found using the following links:

- Eagle Managment https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence(■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season ( )
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

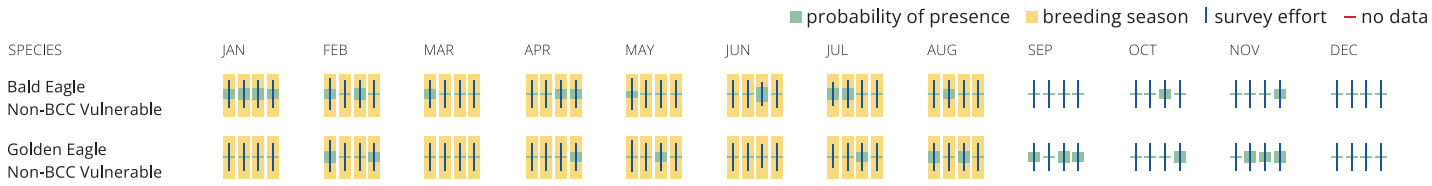
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Managementhttps://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birdshttps://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birdshttps://www.fws.gov/sites/default/files/ documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaChttps://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NOT FOR CONSULTATION

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow *Passerculus sandwichensis beldingi* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Tern *Chlidonias niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Bullock's Oriole *Icterus bullockii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat *Geothlypis trichas sinuosa* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Lawrence's Goldfinch Carduelis lawrencei — Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Long-eared Owl asio otus — Breeds Mar 1 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3631

Marbled Godwit Limosa fedoa — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9481

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Olive-sided Flycatcher Contopus cooperi — Breeds May 20 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3914

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

Tricolored Blackbird Agelaius tricolor — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3910

Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence(■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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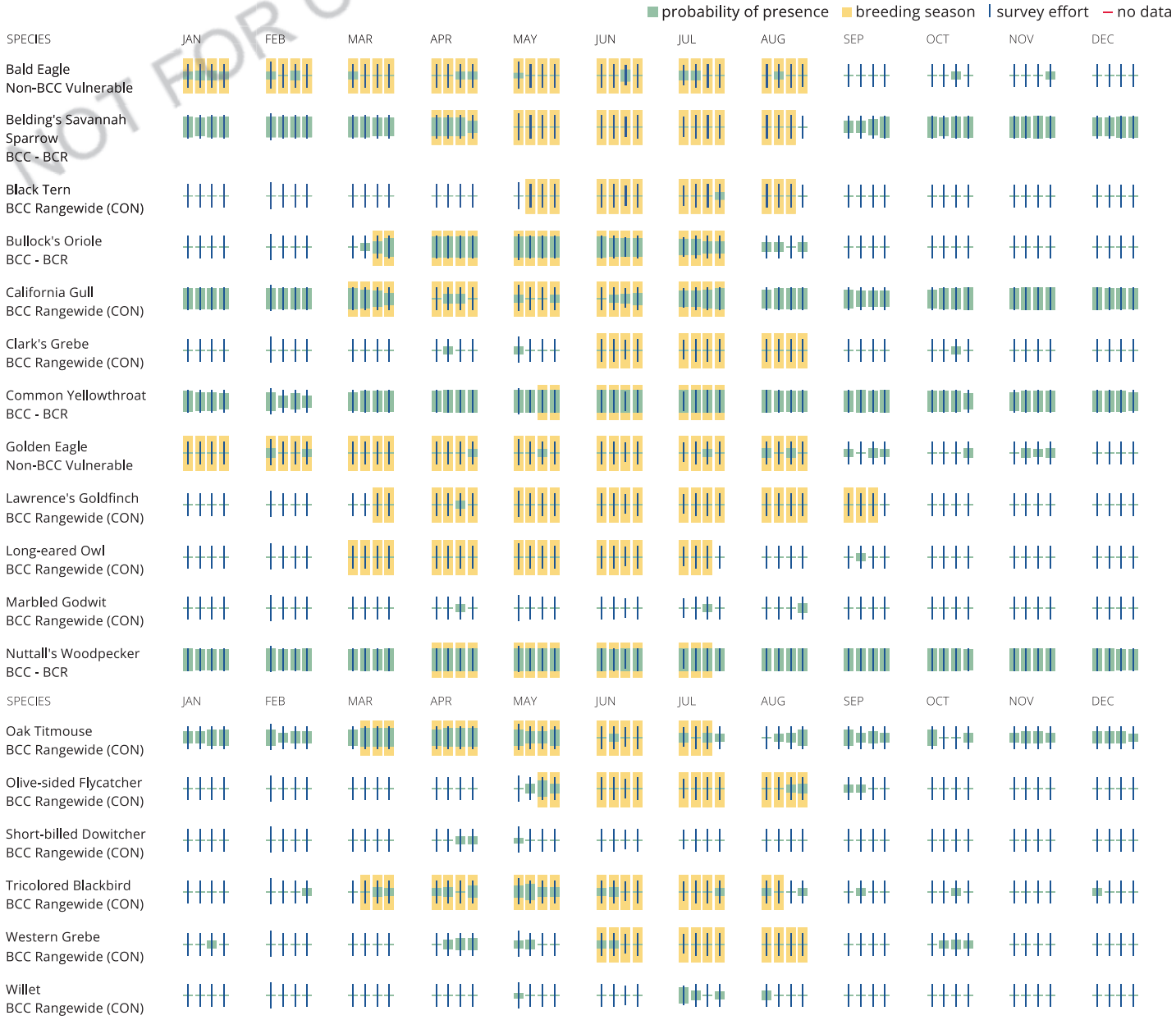

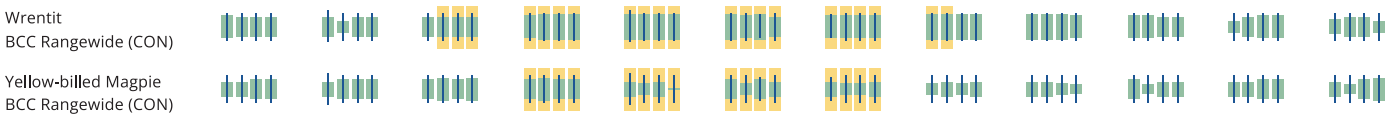

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the

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existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

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Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

- PEM1C
- PEM1/USCx
- PEM1A
- PEM1Cx
- PEM1Fx

FRESHWATER POND

- PUBHh
- PUBF
- PUBFx

RIVERINE

- R4SBC
- R4SBCx

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Attachment C

Photographs



Mowed grassland in the body of the site, looking east from the west part of the site; 10/18/23.



Mowed grassland in the body of the site, looking west from the east edge of the site; 10/18/23. The rocks in this area are from a former construction entrance in to the site.



Disked grassland in the body of the site, looking southwest from the northeast "panhandle" of the site; 10/18/23.



East edge of the site, looking north from the southeast corner of the site; 10/18/23.



West edge of the site, looking south from the northwest corner of the site; 10/18/23. The valley oak tree (noted with arrow) is the only tree in the site.



Northwest edge of the site, looking northeast from the northwest corner of the site; 10/18/23. There is a slightly elevated berm along the north edge of the site.



South edge of the site, looking west from the southeast part of the site; 10/18/23. There is an off-siyte row of ornamental trees and shrubs just south of the site.



Jacinto Creek corridor and walking path just north of the site, looking northeast from the north edge of the site; 10/18/23.



Slightly low area in the south part of the site, looking north from the south edge of the site; 10/18/23. The site was graded in 2007/2008 for an office complex (that was not built), leaving a few low areas and three slightly elevated pads in the site.



Slightly elevated pad in the southeast part of the site, looking north from the south edge of the site; 10/18/23.

Attachment D

National Wetland Inventory

U.S. Fish and Wildlife Service
National Wetlands Inventory

NWI - 8740 Bruceville Road



October 31, 2023

Wetlands

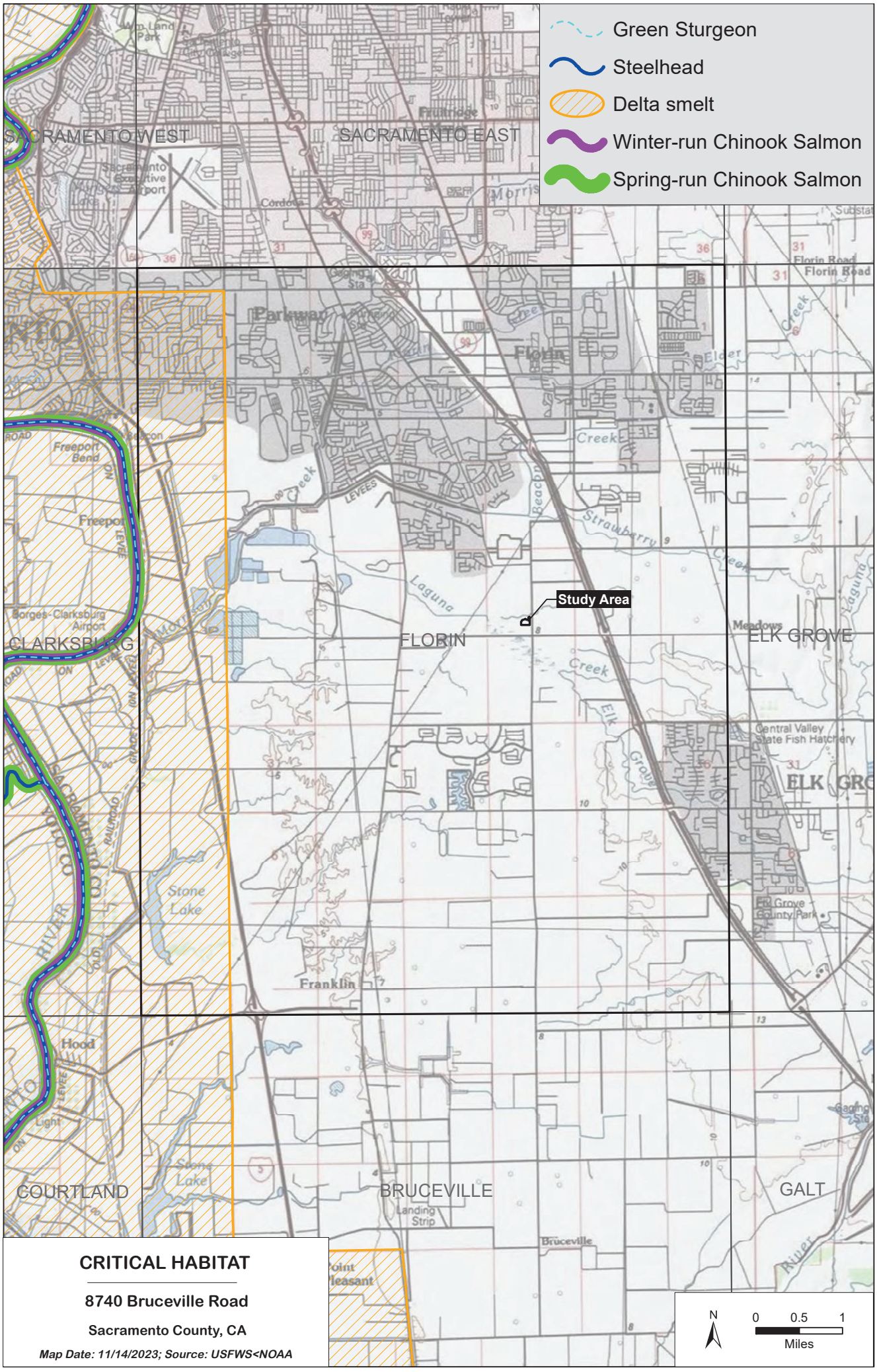
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

Attachment E

Designated Critical Habitat



CRITICAL HABITAT

8740 Bruceville Road

Sacramento County, CA

Map Date: 11/14/2023; Source: USFWS<NOAA

APPENDIX D

ENVIRONMENTAL NOISE ASSESSMENT

Environmental Noise Assessment

Laguna Miral Apartments

City of Sacramento, California

August 23, 2024

Project #240609

Prepared for:

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Roseville, CA 95678

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INTRODUCTION

The Laguna Miral Apartments project is located in the City of Sacramento, California. The project includes the development of 125-unit residential housing community composed of six individual buildings ranging from two to three stories in height, the project will also include a community room and kid's play area. The project will be bordered by commercial areas to the south, residential land use to the west, east, and north.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

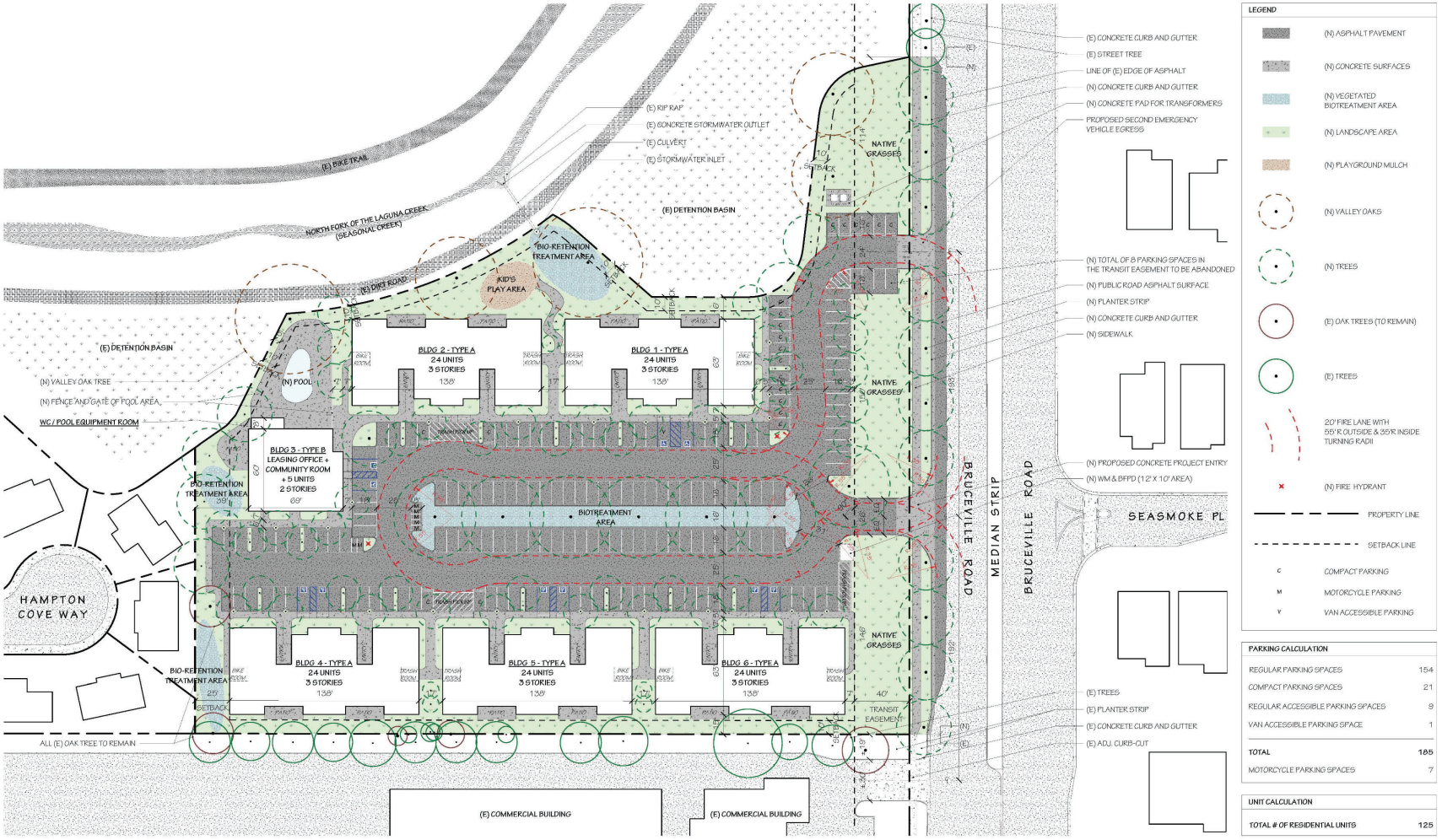
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.



TODD JERSEY ARCHITECTURE

TN

PN

8740 BRUCEVILLE

8740 BRUCEVILLE ROAD
SACRAMENTO, CA

SCHEMATIC SITE PLAN

PRELIMINARY REVIEW DRAFT SET

SCALE: 1" = 30'-0"

DATE: 10/31/2023

SHEET A1

Laguna Miral Apartments

City of Sacramento, California

Figure 1

Project Site Plan



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Acoustics · Noise · Vibration



Laguna Miral Apartments

City of Sacramento, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement Site - Long Term

0 ft 100 ft 250 ft 400 ft

Projection: Mercator / GOOGLE / meters
Rev. Date: 08/05/2024

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the north and west of the project site and multi-family residential uses to the east of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on Bruceville Road. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the project site. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

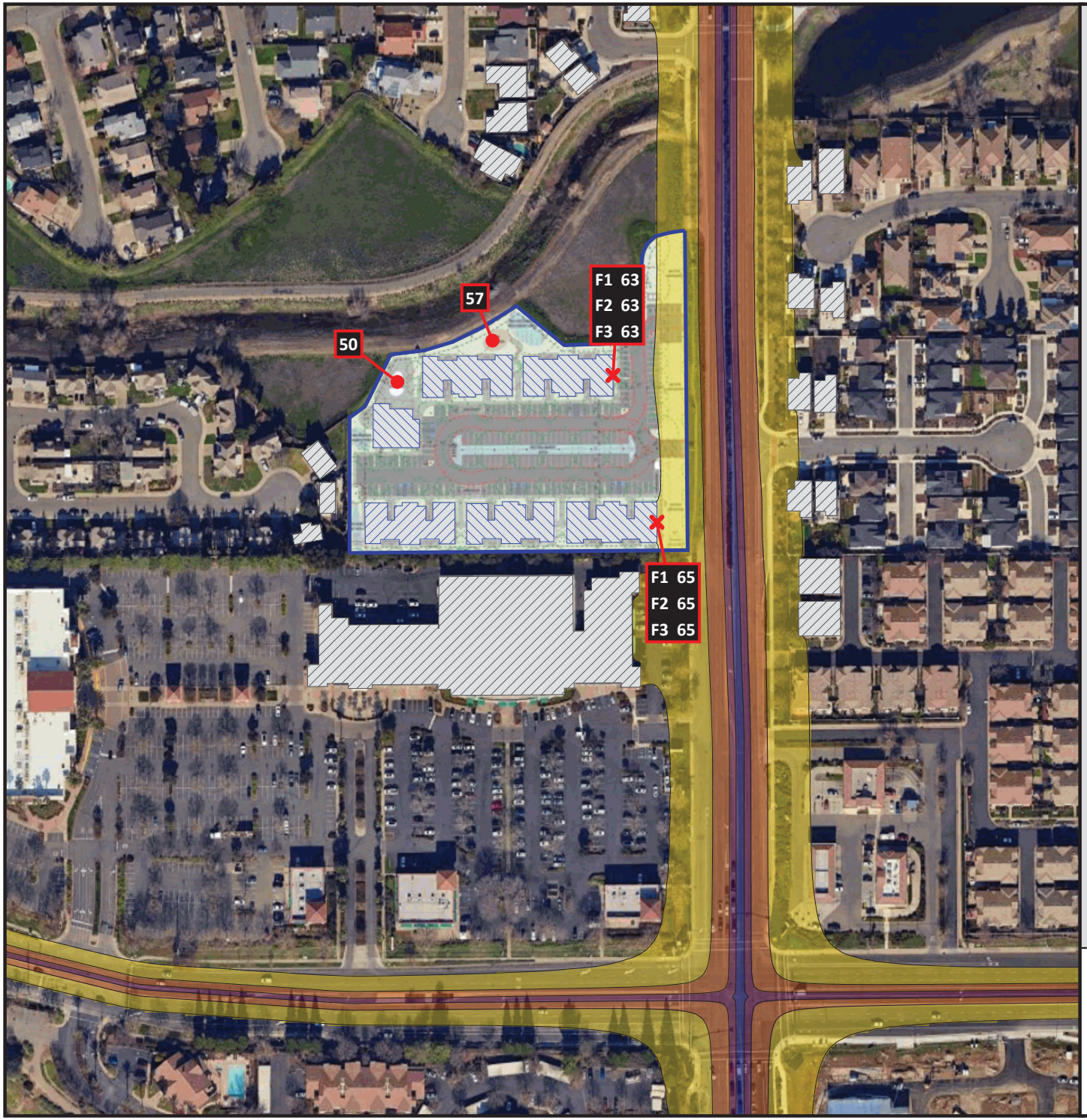
TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 560 ft. to CL of Bruceville Rd.	8/6/24	52	46	45	63	46	44	59
LT-2: 95 ft. to CL of Bruceville rd.	8/6/24	64	61	58	81	57	51	71

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics, 2024.*

EVALUATION OF FUTURE TRANSPORTATION NOISE ON PROJECT SITE

Saxelby Acoustics used the SoundPLAN noise model to calculate traffic noise levels at the proposed residential uses due to traffic on Bruceville Road. Inputs to the SoundPLAN noise model include topography, existing structures, roadway elevations, and the proposed building pad elevations. It was estimated that existing noise levels would increase by +1 dBA based upon an assumed 1% per year increase in traffic volumes on Bruceville Road. The results of this analysis are shown graphically on **Figure 3**.



Laguna Miral Apartments

City of Sacramento, California

Figure 3

Future Transportation Noise Contours
Ldn, dB(A)

Noise Level, dB(A)

65 <	<=	70
70 <	<=	75
75 <	<=	80
80 <		

Legend

- Existing Building
- Project Site
- Project Building

Scale 1:280

0 50 100 200 300 400 feet

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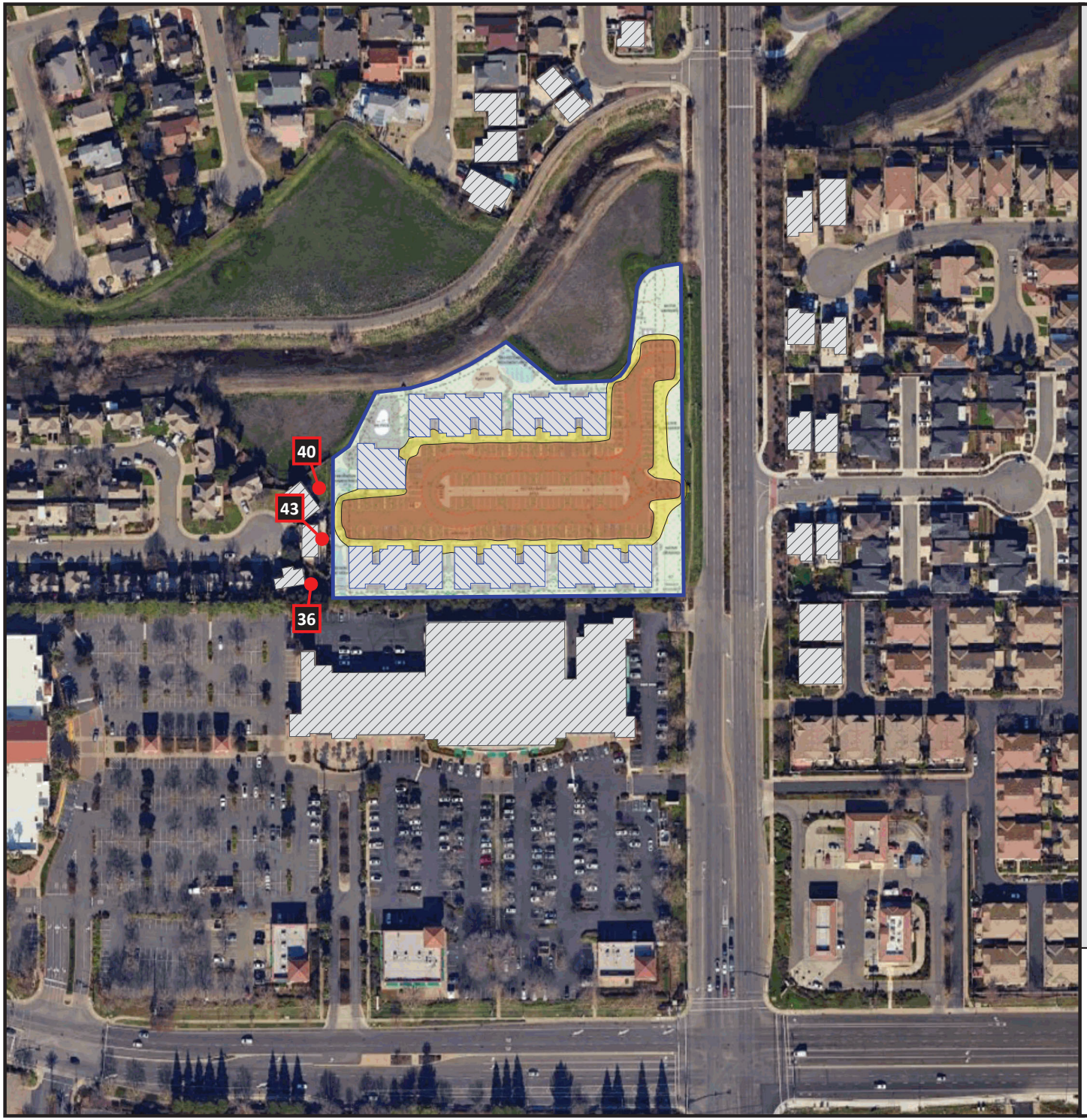
EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Project site traffic circulation and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

On-Site Circulation: The project is projected to generate 185 trips in the morning peak hour based on the number of proposed parking spaces. Saxelby Acoustics assumed that 1-2 of these trips could be heavy trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Saxelby Acoustics data.

HVAC: Assumes a single three-ton HVAC unit for each residential unit. The units were assumed to have a sound level rating of 59 dBA. Manufacturer's data.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 4** shows the noise level contours resulting from operation of the project.



Laguna Miral Apartments

City of Sacramento, California

Figure 4

Non-Transportation Noise Contours
L50, dB(A)

Noise Level, dB(A)

45 <	<=	50
50 <	<=	55
55 <	<=	60
60 <		

Legend

- Existing Building
- Project Site
- Project Building

Scale 1:270

0 50 100 200 300 400 feet

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CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 3**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 3: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 4** shows the typical vibration levels produced by construction equipment.

TABLE 4: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed in more detail under the Thresholds of Significance section.

State Building Code, Title 24, Part 2 of the State of California Code of Regulations

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

City of Sacramento General Plan

The Sacramento General Plan Noise Element ERC- establishes standards for maximum allowable noise exposure from transportation noise sources. The maximum allowable exterior noise level is 65 dBA L_{dn}, applied at outdoor activity areas of transient lodging uses (General Plan Noise Element Table ERC-1). The exterior noise standards are described in **Table 3**.

TABLE 5: CITY OF SACRAMENTO EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable"[a] (L_{dn}[b] or CNEL[c])
Residential - Low Density Single Family, Duplex, Mobile Homes	60 dBA[d,e]
Residential – Multi-family	65 dBA
Urban Residential Infill[f] and Mixed-Use Projects[g]	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Governor's Office of Planning and Research, *State of California General Plan Guidelines 2003,* October 2003

a. As defined in the Guidelines, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."

b. L_{dn} of Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.

c. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.

d. dBA or A-weighted decibel scale is a measurement of noise levels.

e. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

f. With land use designations of Central business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).

g. All mixed-use projects located anywhere in the City of Sacramento.

8.68.060 Exterior noise standards.

A. The following noise standards unless otherwise specifically indicated in this article shall apply to all agri-cultural and residential properties.
   1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
   2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.

B. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

TABLE 6: EXTERIOR NOISE STANDARDS

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

C. Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

D. If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection B of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category. (Prior code § 66.02.201)

8.68.080 Exemptions.

The following activities shall be exempted from the provisions of this chapter:

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

I. Any activity to the extent provisions of Chapter 65 of Title 42 of the United States Code, and Articles 3 and 3.5 of Chapter 4 of Division 9 of the Public Utilities Code of the state of California preempt local control of noise regulations and land use regulations related to noise control of airports and their surrounding geographical areas, any noise source associated with the construction, development, manufacture, maintenance, testing or operation of any aircraft engine, or of any weapons system or subsystems which are owned, operated or under the jurisdiction of the United States, any other activity to the extent regulation thereof has been preempted by state or federal law or regulation;

Summary of Applicable Noise Level Standards

Table 5 shows the City of Sacramento Exterior Noise Compatibility Standards for Various Land Uses chart. The table indicates that the exterior and interior maximum allowable noise exposure from transportation noise sources at residential use is 60 dBA L_{dn} or less and 45 dBA L_{dn} or less, respectively.

Table 6 shows the City of Sacramento non-transportation noise level standards at residential uses. The project shall not allow a non-transportation noise level greater than 55 dBA L_{50} and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L_{50} and 70 dBA L_{max} nighttime (10:00 p.m. to 7:00 a.m.) hours.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 7**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 7 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 7: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within two miles of a public or private airport, therefore item "c" is not discussed any further in this study.

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 8** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 8: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on **Table 8** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the **Table 8** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Sacramento Municipal Code, construction activities operating between 7:00 p.m. and 7:00 a.m. are exempt from the ordinance.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Operational Noise at Existing Sensitive Receptors

Compliance with City of Sacramento Standards

As shown on **Figure 3**, the project is predicted to expose nearby residences to noise levels up to 43 dBA L_{50}. It should be noted that maximum noise levels generated by on-site vehicle circulation and HVAC are predicted to be 20 dBA, or less, than the median (L_{50}) values. The City of Sacramento maximum (L_{max}) nighttime noise level standard is 70 dBA L_{max}, which is 20 dBA higher than the nighttime (10:00 p.m. to 7:00 a.m.) median noise standard of 50 dBA L_{50}. Therefore, where median noise levels are in compliance with the L_{50} standards,

maximum noise levels will also comply. Based upon the predicted average noise levels of 43 dBA L_{50}, the maximum noise levels will be 63 dBA L_{max} and comply with the City of Sacramento maximum standards.

Analysis of Significance of Long-Term Project-Related Noise Increases

The City of Sacramento does not establish a significance threshold for increases in non-transportation noise sources. In the absence of a specific threshold, Saxelby Acoustics utilizes the FICON criteria to assess increases in ambient noise environment. At the nearby residences, the average nighttime ambient noise level was measured to be 52 dBA L_{dn} based upon the ambient noise level survey. An increase of +5.0 dBA or greater would constitute a significant increase. The proposed project is expected to generate noise levels of 49 dBA L_{dn}, based on the average noise levels of 43 dBA L_{50} over a period of 24 hours.

The resulting sum of ambient noise (52 dBA L_{dn}) plus project generated noise (49 dBA L_{dn}) would be 53.8 dBA. This would represent an increase of 0.8 dBA over ambient, which is less than the +5 dBA increase criterion.

Therefore, this is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5,** activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours. The City of Sacramento Municipal Code exempts construction noise from the noise ordinance between the hours of hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 5**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 290 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 74.7 dBA L_{max}. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be 63.0 dBA L_{max}. The project is expected to cause an increase over existing ambient noise levels of 11.7 dBA Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to

construction would be considered ***potentially significant***. Mitigation measure 1(a) would reduce construction noise impacts to ***less-than-significant***.

Transportation Noise on Project Site (Non-CEQA Issue)

Exterior Transportation Noise

Compliance with City's standards on new noise-sensitive receptors is not a CEQA consideration. However, this information is provided here so that a determination can be made regarding the ability of the proposed project to meet the requirements of the City of Sacramento for exterior and interior noise levels at new sensitive uses proposed under the project.

As shown on **Figure 3**, several of the proposed outdoor activity areas are predicted to be exposed to exterior transportation noise levels up to approximately 57 dBA L_{dn}. This would meet the 65 dBA limit for outdoor areas established by the City of Sacramento. Therefore, no additional noise control measures would be required.

Interior Transportation Noise

Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA[1]. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 65 dBA L_{dn} at the third story of the buildings closest to Bruceville Road. This would result in interior noise levels of up to 40 dBA L_{dn} at the second story receivers based on typical building construction. This meets the State Building Code interior noise standard which requires that interior noise levels do not exceed 45 dB L_{dn}. Therefore, no additional noise control measures are required to reduce interior noise to acceptable levels.

[1] Assuming standard construction with a minimum STC rating of 29 for exterior window assemblies

Mitigation Measures

1(a) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Sacramento Community Development Services Department

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Impact 2: Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

Impact 3: ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

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Appendix B: Continuous Long-Term Ambient Noise Measurement Results

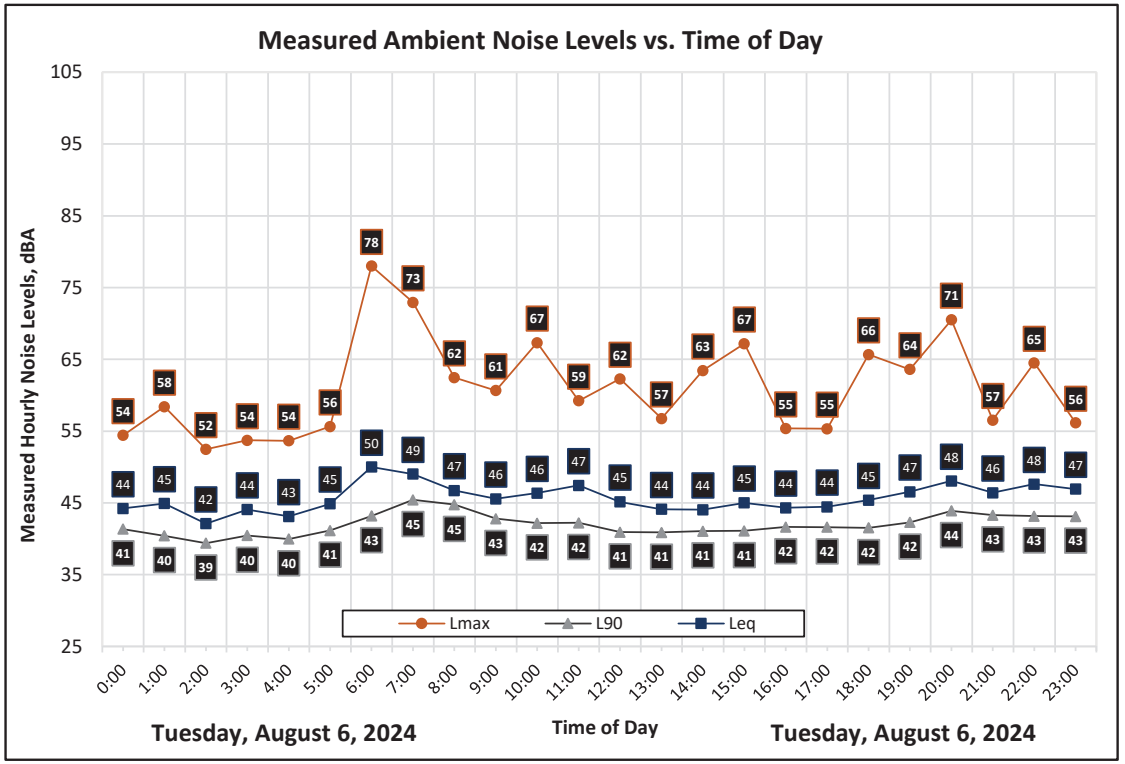


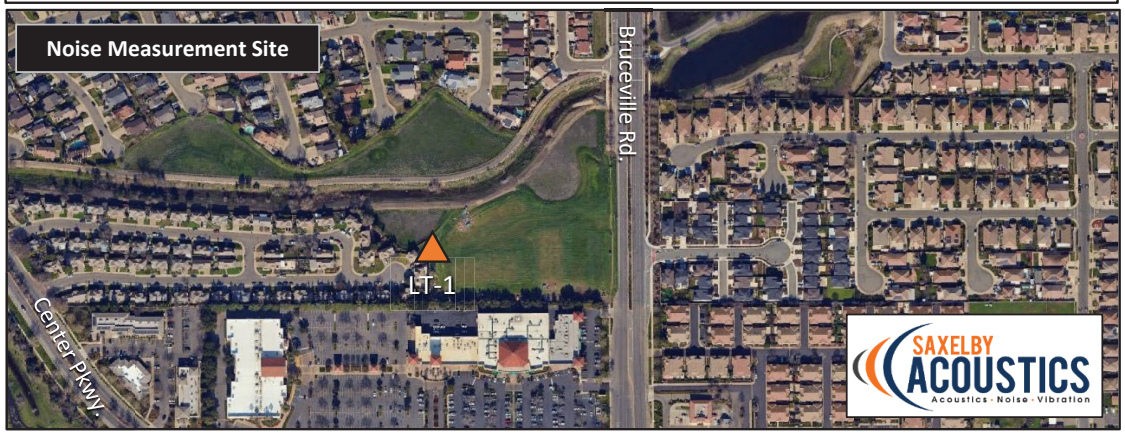
Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Laguna Miral Apartments
Meter: LDL 820-8
Location: Northwestern Project Boundary
Calibrator: CAL200
Coordinates: (38.4404050,-121.4198373)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Tuesday, August 6, 2024	0:00	44	54	43	41
Tuesday, August 6, 2024	1:00	45	58	43	40
Tuesday, August 6, 2024	2:00	42	52	41	39
Tuesday, August 6, 2024	3:00	44	54	43	40
Tuesday, August 6, 2024	4:00	43	54	42	40
Tuesday, August 6, 2024	5:00	45	56	44	41
Tuesday, August 6, 2024	6:00	50	78	46	43
Tuesday, August 6, 2024	7:00	49	73	47	45
Tuesday, August 6, 2024	8:00	47	62	46	45
Tuesday, August 6, 2024	9:00	46	61	45	43
Tuesday, August 6, 2024	10:00	46	67	44	42
Tuesday, August 6, 2024	11:00	47	59	46	42
Tuesday, August 6, 2024	12:00	45	62	43	41
Tuesday, August 6, 2024	13:00	44	57	43	41
Tuesday, August 6, 2024	14:00	44	63	43	41
Tuesday, August 6, 2024	15:00	45	67	43	41
Tuesday, August 6, 2024	16:00	44	55	44	42
Tuesday, August 6, 2024	17:00	44	55	44	42
Tuesday, August 6, 2024	18:00	45	66	43	42
Tuesday, August 6, 2024	19:00	47	64	45	42
Tuesday, August 6, 2024	20:00	48	71	47	44
Tuesday, August 6, 2024	21:00	46	57	46	43
Tuesday, August 6, 2024	22:00	48	65	46	43
Tuesday, August 6, 2024	23:00	47	56	46	43

Statistics	Leq	Lmax	L50	L90
Day Average	46	63	45	42
Night Average	46	59	44	41
Day Low	44	55	43	41
Day High	49	73	47	45
Night Low	42	52	41	39
Night High	50	78	46	43
Ldn	52	Day %		63
CNEL	53	Night %		37





Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Laguna Miral Apartments
Meter: LDL 812-2
Location: Southeastern Project Boundary
Calibrator: CAL200
Coordinates: (38.4398335,-121.4182112)

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Tuesday, August 6, 2024	0:00	55	75	50	47
Tuesday, August 6, 2024	1:00	54	75	49	47
Tuesday, August 6, 2024	2:00	51	65	47	46
Tuesday, August 6, 2024	3:00	53	66	48	46
Tuesday, August 6, 2024	4:00	54	70	49	47
Tuesday, August 6, 2024	5:00	56	71	51	48
Tuesday, August 6, 2024	6:00	60	77	55	50
Tuesday, August 6, 2024	7:00	61	75	58	51
Tuesday, August 6, 2024	8:00	63	90	58	50
Tuesday, August 6, 2024	9:00	60	82	57	50
Tuesday, August 6, 2024	10:00	61	82	57	50
Tuesday, August 6, 2024	11:00	61	81	59	52
Tuesday, August 6, 2024	12:00	61	85	58	50
Tuesday, August 6, 2024	13:00	60	79	59	50
Tuesday, August 6, 2024	14:00	61	84	59	50
Tuesday, August 6, 2024	15:00	63	93	58	50
Tuesday, August 6, 2024	16:00	59	69	58	50
Tuesday, August 6, 2024	17:00	59	68	57	50
Tuesday, August 6, 2024	18:00	62	85	58	50
Tuesday, August 6, 2024	19:00	60	78	58	51
Tuesday, August 6, 2024	20:00	61	84	58	52
Tuesday, August 6, 2024	21:00	60	73	57	51
Tuesday, August 6, 2024	22:00	60	73	56	49
Tuesday, August 6, 2024	23:00	58	70	53	48

Statistics	Leq	Lmax	L50	L90
Day Average	61	81	58	50
Night Average	57	71	51	48
Day Low	59	68	57	50
Day High	63	93	59	52
Night Low	51	65	47	46
Night High	60	77	56	50
Ldn	64	Day %		82
CNEL	64	Night %		18

