City of
SACRAMENTO
Community Development

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

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

Project Name and Number: Innovate Corporate Center (P16-017)

Original Project: Arena Corporate Center Planned Unit Development (P94-089)

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

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

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

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

By: _____

Date: 11/1/16

Innovate Corporate Center (P16-017)
Addendum to the Arena Corporate Center Planned Unit Development Mitigated Negative Declaration

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File Number/Project Name: Innovate Corporate Center (P16-017)

Project Location: The northeast corner of the intersection of East Commerce Way and Arena Boulevard (see Attachment A, Vicinity Map), within the Arena Corporate Center Planned Unit Development, in the North Natomas Community Plan (NNCP) Area of the City of Sacramento, CA, located on Accessor's Parcel Number (APN) 225-0070-120.

Existing Plan Designations and Zoning: The City of Sacramento 2035 General Plan land use designation for the project site is Urban Center High. The current zoning designation for the project site is Employment Center, Planned Unit Development (EC-40-PUD).

Project Description: A planning application was received by the City of Sacramento for the Innovate Corporate Center, which includes development of a hotel and six additional buildings as shown in Attachment B. The Innovate Corporate Center application would require the following entitlements:

- Rezone a portion of the project site from Employment Center (EC-40-PUD) to General Commercial (C-2-PUD);
- Approval of a Tentative Parcel Map; and
- Site Plan and Design Review

The Innovate Corporate Center is located within the larger planning area known as the Arena Corporate Center Planned Unit Development (PUD). The Arena Corporate Center PUD project was approved and the associated Mitigated Negative Declaration was adopted by the City Council on August 29, 1995 (Resolution No. R95-496) and is included in this addendum as Attachment C. Further details regarding the original Arena Corporate Center PUD project and Mitigated Negative Declaration, as well as the proposed modifications for the Innovate Corporate Center, are provided below.

Previous CEQA Analysis Project Background

As stated above, the Arena Corporate Center PUD project was approved and the associated Mitigated Negative Declaration was adopted by City Council on August 29, 1995. Resolution No. R95-496 includes the adopted Mitigation Monitoring Plan (MMP). The project approval established a PUD covering the entire project site. The Negative Declaration and City Council Resolutions are available at the Sacramento Planning Division, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9 a.m. to 4 p.m. Monday through Friday.

The 1994 Arena Corporate Center PUD Initial Study and Mitigated Negative Declaration (hereafter referred to as the 1994 IS/MND) was prepared in compliance with CEQA, and evaluated the relevant technical issues in terms of whether the Arena Corporate Center PUD project, as proposed, would cause significant effects on the environment. The Mitigated Negative Declaration identified mitigation measures that were required to reduce significant environmental effects. Mitigation measures were applied to the areas of air quality, storm drainage, plants and wildlife, erosion, traffic, hazards, and cultural resources. The Mitigated Negative Declaration concluded that implementation of mitigation measures would sufficiently reduce all potential impacts of the Arena Corporate Center PUD project to less-than-significant levels.

The original Arena Corporate Center PUD project included entitlements for the future development of 112.5± vacant acres located along East Commerce Way, Arena Boulevard, and Truxel Road in the North Natomas Community. The Arena Corporate Center PUD project also included: a development agreement; the rezone 112.5± vacant gross acres from MRD-50-PUD, MRD-20-PUD, and R-1-PUD to EC-40-PUD, EC-80-PUD, and C-1-PUD; a PUD designation for 112.5± gross acres to be known as Arena Corporate Center PUD and establish PUD Guidelines; and a tentative master parcel map to subdivide six lots into twenty-four lots.

Following the approval of the Arena Corporate Center PUD project, a subsequent request to develop Parcel 2 of Site III of the Arena Corporate Center PUD, the site of the currently proposed Innovate Corporate Center, was submitted to Planning. The application included requests for a Tentative Map to subdivide the project site into three lots and a Plan Review to allow the development of three, two-story office building with parking. This proposed project site was accompanied by an addendum to the Arena Corporate Center PUD Mitigated Negative Declaration, for Site III (P06-078). The addendum found that the subdivision of the site was not a substantial change to the Arena Corporate Center PUD project and would not result in any new or more severe environmental impacts because the area was anticipated for development as an employment center by the Arena Corporate Center PUD project. The Planning Commission approved the Addendum and the site subdivision on December 14, 2006. The approved project, at that time, included three two-story office buildings totaling 306,000 square feet (sf), as well as 1,008 parking stalls, a pedestrian entry plaza, and three vehicle access points.

Innovate Corporate Center

The Innovate Corporate Center (hereafter referred to as the proposed project) would maintain the three office buildings proposed in the Arena Corporate Center, Site III (P06-078) addendum, but would increase the office square footage to 314,650 sf. The proposed project also includes 63,345 sf of hotel space, 6,200 sf of non-residential space, and a 121,500 sf parking garage. Additionally, the proposed project includes a request to subdivide the project site into seven parcels. Six of the seven parcels would remain zoned EC-40, and one parcel would be rezoned to General Commercial (C-2) to accommodate the hotel land use. Table 1 below provides a comparison of the land uses approved in the previous addendum (P06-078) for the project site and the land uses proposed as part of the Innovate Corporate Center.

Table 1
Innovate Corporate Center Land Use Comparison

Previously Approved		**Proposed**	
Land Use	**Square Footage**	**Land Use**	**Square Footage**
Office	306,000	Office	314,650
		Hotel	63,345
		Non-Residential	6,200
		Parking Garage	121,500

Source: Addendum to the Arena Corporate Center PUD, for Site III (P06-078)
Innovate Corporate Center Site Plan

As shown in Table 1 the proposed project would increase the amount of building square footage from 306,000 sf approved in the previous addendum, to 505,695 sf. Despite the overall increase in building square footage, the overall area disturbed by the project remains the same as the area analyzed in the previous Arena Corporate Center Negative Declaration and Addendum (P06-078).

CEQA Analysis Approach

In the case of a project proposal requiring discretionary approval by the City on a project for which the City has adopted a Negative Declaration for the overall project, as here, the City must determine whether a subsequent Negative Declaration is required. The CEQA Guidelines provide guidance in this process

by requiring an examination of whether, since the adoption of the Negative Declaration and approval of the project, changes in the project or conditions have been made to such an extent that the proposal may result in substantial changes in physical conditions that are considered significant under CEQA. If so, the City would be required to prepare a subsequent Negative Declaration. The examination of impacts is the first step taken by the City in reviewing the CEQA treatment of the proposed project.

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

The discussion in this Addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that the project is "exempt" from CEQA review, which is not the case. Rather, the determination here is that the project's impacts have been considered in a Negative Declaration (i.e., the Arena Corporate Center PUD Negative Declaration) that was reviewed and adopted by the City Council, and Planning Commission that the Negative Declaration provides a sufficient and adequate analysis of the environmental impacts of the proposed project. An addendum is the appropriate environmental document.

Discussion

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

1. **Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;**

2. **Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or**

3. **New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:**

    a) **The project will have one or more significant effects not discussed in the previous EIR or negative declaration;**

    b) **Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];**

    c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or**

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

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

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

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

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

Land Use

The proposed project consists of a hotel, parking garage, office space, and non-residential space. The City of Sacramento 2035 General Plan land use designation for the project site is Urban Center High (UCH). The UCH designation allows for densities between 24 and 250 units per acre and a floor to area ratio (FAR) of 0.5 - 8.0. The proposed project would result in a FAR of 0.8 by developing the 14.52-acre site with 505,695 sf of building space. As such, the proposed project would be consistent with the City of Sacramento 2035 General Plan. The project site is currently zoned as Employment Center-40-PUD (EC-40-PUD). Employment Centers are categorized by the permitted employment intensity with the EC-40-PUD that requires an average of 40 employees per acre. The Employment Center designation allows for flexible employment-generating uses, as well as supporting uses such as retail, residential and light industrial. While hotels are allowed as support retail within the Employment Center designation, support retail uses are not permitted to exceed 10 percent of the overall PUD net acreage. Because the maximum 10 percent support retail use of the overall PUD net acreage has already been designated throughout other areas of the PUD, the proposed hotel / support retail project requests a rezone of a 2.56-acre portion of the site to General Commercial (C-2-PUD). The C-2 zone provides for the sale of goods, office

uses, dwellings, and the performance of services among other general commercial activities. With the proposed rezone of a portion of the project site, the hotel land use would be considered a permitted use in the C-2 zone, while the offices and parking structure would be allowed on the 11.962-acre portion of the project site, which would remain EC-40-PUD. Although the proposed project includes a request to rezone a portion of the project site, the requested rezone would serve to expand the commercial uses conditionally allowed for the project site. The rezone would not introduce any new land uses such as heavy industrial, or residential uses that could be incompatible with the existing General Plan designation or surrounding land uses. Therefore, the overall use of the site would remain commercial in nature, and thus consistent with what was planned by the 2035 General Plan and the Arena Corporate Center PUD Project and analyzed in the City of Sacramento 2035 General Plan EIR and the 1994 IS/MND.

Population and Housing

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

As a result, the proposed project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to population or housing from what was anticipated for the project area in the 1994 IS/MND and the 2035 General Plan.

Agricultural and Timberland Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see Master EIR, Chapter 6.2). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. (Master EIR, page 6.2-13) The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources and the loss of trees within the City was less than significant.

The proposed project site is currently vacant, and is located in an urban area adjacent to the Sleep Train Arena, with residential development to the east and south, and commercial development to the northwest and south. The site consists predominantly of ruderal vegetation and is not utilized for agricultural or timber-harvest operations. According to the California Department of Conservation's Sacramento County *Important Farmland 2014 Map*, the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance), and is considered Other Land. In addition, the site is not designated or zoned for agricultural or timberland uses, nor is the land under a Williamson Act contract.

As a result, the proposed project would not be expected to result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to Agricultural or Timberland Resources from what was anticipated for the project area in the 1994 IS/MND.

Energy

The buildings associated with the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient

standards for residential and non-residential buildings. The 2035 General Plan includes goals (Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

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

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level. The proposed project would be consistent with the type and intensity of development anticipated for this site in the General Plan; and would be conditioned to comply with or exceed the energy efficiency standards required by Title 24, therefore, the project would not result impacts related to energy.

ENVIRONMENTAL IMPACT COMPARISON

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

EXPLANATION OF IMPACT EVALUATION CATEGORIES

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

Where Impact Was Analyzed in 1994 IS/MND: This column provides a reference to the page(s) of the 1994 IS/MND where information and analysis may be found relative to the environmental issue listed under each topic.

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

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

Any New Information Requiring New Analysis or Verification?: Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information is available requiring an update to the analysis of a previous IS/MND to verify that the environmental conclusions and mitigations remain valid. This also applies to any new regulations that might change the nature of analysis or the specifications of a mitigation measure. If additional analysis is conducted as part of this environmental impact comparison

and the environmental conclusion remains the same, no new or additional mitigation is necessary. If the analysis indicates that a mitigation requires supplemental specifications, no additional environmental documentation is needed if it is found that the modified mitigation achieves a reduction in impact to the same level as originally intended.

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

Mitigation Sections

1994 IS/MND Mitigation Measures: Applicable mitigation measures from the 19994 IS/MND that apply to the changes or new information are referenced under each environmental category.

Modified Mitigation Measures: Where applicable the mitigation measures from the 1994 IS/MND have been modified for application to the proposed project. The modification of previous mitigation measures ensures the incorporation of relevant site-specific information to maintain potential project related impacts at a less-than-significant level.

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

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
1. Aesthetics. Would the project:					
a. Create a source of glare that would cause a public hazard or annoyance?	pg. 32-33	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential to result in new sources of light or glare that would cause a hazard, or annoyance. However, the development of new employment center and commercial land uses and lighting infrastructure associated with the proposed project would introduce new sources of light and glare. The introduction of such sources was anticipated by the 1994 IS/MND which required all developments to conform to the City's Zoning Ordinance. Additionally, Section 3.2.6 of the PUD Guidelines for the Arena Corporate Center include regulations for general lighting as well as landscape, parking lot, and walkway lighting. Conformance to all applicable lighting regulations would ensure that the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
b. Create a new source of light that would be cast onto oncoming traffic or residential uses?	N/A	N/A	N/A	N/A	See Discussions a., above.
c. Substantially degrade the existing visual character of	pg. 32	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential to result in a substantial degradation of the existing

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
the site or its surroundings?					visual character of the site or its surroundings. However, the CEQA Environmental Checklist did include a question regarding the project's potential to result in an aesthetically offensive view. The creation of an aesthetically offensive view, where none previously existed, would be a degradation of the visual character of the site, and therefore the 1994 IS/MND did evaluate the project's potential to degrade the existing visual character of the project site. The project site is currently vacant and disturbed land, similar in visual character to what was analyzed in the 1994 IS/MND. However, the visual character of the area surrounding the project site has changed through development of the area (consistent with the 1994 IS/MND) with the construction of the residential developments to the south and east, and commercial development to the northwest and south. The Arena Corporate Center PUD project included guidelines for development within the PUD, which included site design criteria for all developments within the PUD area. The proposed project would be subject to all PUD Guideline requirements, and the employment center and commercial land uses proposed as part of the project would be consistent with both the existing developments in the area and what was generally anticipated for the project site by the 1994 IS/MND. Given that the proposed project would involve commercial development that would be generally consistent with what was analyzed for the project

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					site by the 1994 IS/MND and that the PUD Guidelines would be applied to the project, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
2. Air Quality. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Result in construction emissions of NO_x above 85 pounds per day?	p. 5-10	No	No	Yes	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD Project to result in substantial air emissions or the deterioration of ambient air quality. The 1994 IS/MND concluded that the Arena Corporate Center PUD Project had the potential to result in significant impacts to air quality, specifically in regards to the continued non-attainment of federal ozone standards; however, sufficient mitigation measures could be imposed to reduce impacts to a less-than-significant level. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated as being in nonattainment for, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has established recommended thresholds of significance. The thresholds include mass emission thresholds for construction-related and operational ozone precursors (i.e., reactive organic compounds [ROG]) and oxides of nitrogen [NO_X]), as the area is under nonattainment for ozone. Although the 1994 IS/MND analyzed deterioration of ambient air quality standards, at the time of approval of the 1994 IS/MND the City's Environmental Checklist did not include quantified emissions thresholds from the SMAQMD. Therefore, new analysis is needed to assess whether the proposed project would result in new or more severe impacts, than what was anticipated by the 1994 IS/MND. The SMAQMD's current recommended thresholds of

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					significance for ROG and NO_X are presented in Table 2.

Table 2
SMAQMD Thresholds of Significance for Ozone Precursors

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85 lbs/day	65 lbs/day
ROG	-	65 lbs/day

Source: SMAQMD, May 2015.[1]

In order to determine whether the proposed project would result in new or more severe impacts resulting from new information, the proposed project's construction-related and operational emissions have been estimated, and compared to the thresholds in Table 2, using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. Accordingly, based on project-specific information provided by the project applicant, the following assumptions were made for the proposed project's modeling:

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

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					• Construction was assumed to commence in January 2017 and the project would be fully operational by June 2018; • The default carbon dioxide (CO_2) intensity factor in the model was adjusted to reflect the Sacramento Municipal Utility District's (SMUD) progress towards Statewide renewable portfolio standard (RPS) goals; • Vehicle trip rates were determined based on information provided by the City of Sacramento Department of Public Works; and • The proposed project site is 0.1-mile from the nearest transit station. The results of the proposed project's emissions estimations were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included as Attachment D of this Addendum. *Construction Related Emissions* During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes (e.g.,

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asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD or the City has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold for NO_X, as shown in Table 2 above.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NO_X as shown in Table 3.

Table 3
Maximum Unmitigated Project Construction NO_X Emissions
<table>
<tr><th>Pollutant</th><th>Project Emissions (lbs/day)</th><th>Threshold of Significance (lbs/day)</th></tr>
<tr><td>NO_X</td><td>99.28</td><td>85</td></tr>
<tr><td colspan="3">Source: CalEEMod, July 2016 (see Attachment D).</td></tr>
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As shown in Table 3 the proposed project's unmitigated construction-related emissions would exceed the applicable threshold of significance of 85 lbs/day for NO_x.

All projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at www.airquality.org/rules). Relevant rules include, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings). Furthermore, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and
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BCECP would help to minimize construction emissions.

However, compliance with the aforementioned SMAQMD rules regulations would not guarantee that the proposed project's construction-related NO_x emissions would be under threshold. Therefore, special mitigation shall be applied to the proposed project requiring that all off-road equipment use EPA rated Tier 2 engines (or better), to reduce the amount of NO_x emitted during the construction phase. Table 4 presents the maximum construction-related NO_x emissions after such mitigation.

Table 4
Maximum Mitigated Project Construction NO_X Emissions
<table>
<tr><th>Pollutant</th><th>Project Emissions (lbs/day)</th><th>Threshold of Significance (lbs/day)</th></tr>
<tr><td>NO_X</td><td>80.84</td><td>85</td></tr>
<tr><td colspan="3">Source: CalEEMod, July 2016 (see Attachment D).</td></tr>
</table>

As shown in Table 4, the maximum mitigated construction NO_x would be below the applicable threshold. Therefore, with application of the special mitigation measure, the proposed project would not be expected to result in construction related impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.

Operational Emissions

Day-to-day activities, such as future employee vehicle trips to and from the project site, would make up the
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<tr><th>Environmental Issue Area</th><th>Where Impact Was Analyzed in 1994 IS/MND?</th><th>Do Proposed Changes Involve New or More Severe Impacts?</th><th>Any New Circumstances Involving New or More Severe Impacts?</th><th>Any New Information Requiring New Analysis or Verification?</th><th>Discussion</th></tr>
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majority of the project's operational mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

The CalEEMod modeling assumptions for the proposed project are presented above. the proposed project's operational emissions, estimated by CalEEMod, are presented in Table 5.

Table 5
Maximum Unmitigated Project Operational NO_X and ROG Emissions
<table>
<tr><th>Pollutant</th><th>Project Emissions (lbs/day)</th><th>Thresholds of Significance (lbs/day)</th></tr>
<tr><td>NO_X</td><td>28.28</td><td>65</td></tr>
<tr><td>ROG</td><td>26.80</td><td>65</td></tr>
<tr><td colspan="3">Source: CalEEMod, July 2016 (see Attachment D).</td></tr>
</table>

As shown in Table 5 the proposed project would not result in operational emissions of NO_x or ROG above 65 lbs/day. Additionally, the 1994 IS/MND included Mitigation Measure #1, which required all projects within the Arena Corporate Center PUD Project area to submit an Air Quality Mitigation Strategy, which would contribute to a project-wide reduction of ROG emissions by 50 percent. Because the estimated operational emissions of NO_x and ROG are below the applicable thresholds, and the proposed project must comply with Mitigation Measure #1, the proposed project would not result in any new or more severe impacts related to operational emissions.
</td></tr>
</table>

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Conclusion The 1994 IS/MND concluded that the Arena Corporate Center PUD Project could result in impacts to ambient air quality, but that potential impacts would be reduced to less than significant levels by the application of Mitigation Measure #1. However, since the time of approval of the 1994 IS/MND the City's Environmental Checklist has been updated with new information related to quantified emissions thresholds presented in Table 2. This addendum has included further analysis, which verifies that with the application of Mitigation Measure #1 and the special mitigation included at the end of this section, the project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
b. Result in operational emissions of NO_x or ROG above 65 pounds per day?	p. 5-10	No	No	Yes	See Question a., above.
c. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	p. 5-10	No	No	No	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD Project to result in substantial air emissions or the deterioration of ambient air quality. The 1994 IS/MND concluded that the Arena Corporate Center PUD Project had the potential to result in significant impacts to air quality; however, sufficient

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					mitigation could be imposed to reduce impacts to a less-than-significant level. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's nonattainment status for ozone and particulate matter (PM) emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts (see question d. below for a discussion of the proposed project's PM emissions). As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance after the application of the special mitigation measure below. Therefore, the proposed project would not be considered to contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
d. Result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?	p. 5-10	No	No	Yes	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD Project to result in substantial air emissions or the deterioration of ambient air quality including PM_{10}. The 1994 IS/MND concluded that the Arena Corporate Center PUD Project had the potential to result in significant impacts related to PM_{10} emissions; however, the enforcement of City Codes regarding dust control would reduce any potential impacts to a less-than-significant level. As the region is designated nonattainment for PM_{10} and $PM_{2.5}$, the SMAQMD has recently adopted mass emissions operational and construction thresholds of significance for PM_{10} and $PM_{2.5}$. Because emissions thresholds have been adopted since the 1994 IS/MND, the proposed project emissions of PM were analyzed for compliance with current standards. Although the 1994 IS/MND analyzed impacts related to PM_{10} emissions, at the time of approval of the 1994 IS/MND the City's Environmental Checklist did not include quantified emissions thresholds for PM_{10}. Therefore, new analysis is needed to assess whether the proposed project would result in new or more severe impacts, than what was anticipated by the 1994 IS/MND. In order to determine whether the proposed project would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM_{10} and $PM_{2.5}$ emissions have been estimated using CalEEMod with the same assumptions as listed above applied. According to the CalEEMod results, the proposed project would result in PM_{10} and $PM_{2.5}$ emissions as shown in Table 6 and Table 7.

Table 6
Maximum Unmitigated Project Construction Emissions of PM_{10} and $PM_{2.5}$

Pollutant	Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)
PM_{10}	8.29	65
$PM_{2.5}$	4.53	65

Source: CalEEMod, July 2016 (see Attachment D).

Table 7
Maximum Unmitigated Project Operational Emissions of PM_{10} and $PM_{2.5}$

Pollutant	Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)
PM_{10}	19.37	65
$PM_{2.5}$	5.49	65
Pollutant	**Operational Emissions (tons/yr)**	**Operational Thresholds (tons/yr)**
PM_{10}	3.41	14.6
$PM_{2.5}$	0.97	15

Source: CalEEMod, July 2016 (see Attachment D).

As presented in the tables, the proposed project's estimated emissions of PM_{10} and $PM_{2.5}$ would be well below the applicable SMAQMD thresholds of significance. Additionally, the proposed project would be subject to SMAQMD's District Rule 403 (Fugitive Dust), which requires the incorporation of all basic construction emission control practices, known as Best Management Practices (BMPs). SMAQMD's BMPs include such measures as watering all exposed surfaces two times daily, covering or maintaining two feet of free board space on all haul trucks transporting loose materials, and minimizing idling time for on- and off-road diesel powered equipment, among other measures. The implementation of SMAQMD's required BMPs would result in a reduction of construction related

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					PM emissions below the levels presented in Table 6 above. As such, the project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
e. Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?	p. 5-10	No	No	No	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD Project to result in substantial air emissions or the deterioration of ambient air quality including CO. The 1994 IS/MND concluded that the Arena Corporate Center PUD Project would increase traffic in the project area, which could result in greater CO emissions. However, the 1994 IS/MND required subsequent projects to implement Transportation Systems Management strategies to reduce reliance on single passenger vehicles, which contribute to CO emissions. In regards to pollutant emissions, the proposed project includes construction and operation of a hotel, office buildings, and parking structures, none of which are considered sensitive receptors. The nearest sensitive receptors to the project site would be the residential development adjacent to the east side of the project site and the residential developments across Arena Boulevard to the south of the project site. The major pollutant concentrations of concern for these nearby sensitive receptors are localized CO emissions, other TAC emissions, and possible disturbance and emissions of naturally occurring asbestos (NOA), which are addressed in further detail below.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Localized CO Emissions Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if: • Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and • The project would not contribute additional traffic to an intersection that already operates at LOS of E or F. As discussed in the Transportation/Traffic section of this addendum, the proposed project would be expected to add 56 new AM peak hour trips and 86 new PM peak hour trips as compared to what has been previously approved for the project site. The addition of less than 100 trips to either peak hour would not be considered a

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					substantial change to the existing LOS of nearby intersections. Consequently, the proposed project would not be expected to result in the generation of CO concentrations that exceed the 1-hour State AAQS (i.e., 20.0 ppm) or the 8-hour State AAQS (i.e., 9.0 ppm). Therefore, impacts related to such would be less than significant. *TAC Emissions* The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. The proposed project would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the proposed project would not generate any substantial pollutant concentrations. Additionally, the proposed project would not involve the siting of new sensitive receptors. Because the proposed project would not create new sources of TACs, including DPM, the proposed project would not be expected to expose any sensitive receptors to substantial pollutant concentrations during project operations.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. All construction equipment and operation thereof would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly associated with permitting of air pollutant sources, and would be required to implement the SMAQMD's Basic Construction Emissions Control Practices (BCECP). In addition, construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City's Noise Ordinance, and would likely only occur over portions of the project site at a time. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to would correlate to a higher health risk. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time during project construction would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations. *NOA*

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Naturally-occurring asbestos (NOA) was identified as a TAC in 1986 by the California Air Resources Board (CARB). Earth disturbance activity could result in the release of NOA to the air. According to mapping prepared by the California Geological Survey, the project site is not located in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project. *Conclusion* As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA. Accordingly, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
f. Result in exposure of sensitive receptors to substantial pollutant concentrations?	p. 5-10	No	No	No	See Question e., above.
g. Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to	p. 5-10	No	No	No	See Question e., above.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
TACs from mobile sources?					
h. Conflict with the Climate Action Plan?	p. 5-10	No	No	Yes	The 1994 IS/MND considered the Arena Corporate Center PUD project's potential impacts on climate. As such potential impacts related to GHG emissions do not constitute "new information" as defined by CEQA, as GHG emissions were known as potential environmental issues before1994.[2] Since the 1994 IS/MND was approved, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On February 14, 2012, the City adopted the City of Sacramento Climate Action Plan (CAP), which identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. The City has since adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into the 2035 General Plan. As a result, the City has determined that if a project is consistent with the Goals and policies included in the 2035 General Plan, the project would also be consistent with the City's CAP. As discussed in the Land Use section of this document, the proposed project would be consistent with the General Plan Designation of the site as an Urban Center High. To further assess a project's consistency with the City's CAP, the City has prepared a CAP consistency review checklist for all projects. Because the City did not

[2] As explained in a series of cases, most recently in *Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal. App. 4th 1301*. Also see, *Citizens of Responsible Equitable Development v. City of San Diego (2011) 196 Cal.App.4th 515*.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					require a CAP Checklist at the time of approval of the 1994 IS/MND, the completion of the checklist requires new analysis or verification. Additional analysis and verification has been conducted for the proposed project and a checklist for the proposed project has been completed (see Attachment F). As shown in Attachment F, the proposed project would be consistent with most of the CAP by design. However, because the proposed project design is not far enough along to demonstrate that on-site renewable energy systems have been incorporated, that the project would exceed Title 24 energy efficiency standards by five percent, or that the project would meet the 2013 CALGreen Tier 1 water efficiency and conservation standards, the proposed project is not currently fully consistent with the CAP checklist. To ensure that the proposed project would be consistent with the CAP checklist, Special Mitigation Measures have been incorporated to require the project to comply with Tier 1 water efficiency and conservation standards, and to ensure exceedance of Title 24 energy efficiency standards by five percent. With incorporation of the special mitigation measures, the proposed project would be consistent with the CAP checklist. Additionally, it should be noted that since the approval of the 1994 IS/MND, a number of regulations with the purpose of, or with an underlying goal of, reducing GHG emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code have been enacted. Such regulations have become increasingly stringent since the 1994 IS/MND was adopted.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					As such, the project would not result in any new significant effects not discussed in the previous IS/MND, significantly more severe impacts, or the reduction in efficacy of any previously approved mitigation measures. Therefore, the proposed project would not be expected to result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.

1994 IS/MND Mitigation Measures:

Mitigation Measure #1: *The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.*

Modified Mitigation Measures: None required.

Special Mitigation Measures:

Mitigation Measure #2: *Prior to issuance of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that all diesel-powered equipment (e.g., rubber-tired dozers, scrapers, cranes, etc.) to be used in the construction of the project (including owned, leased, and subcontractor vehicles) shall, at a minimum, meet USEPA emissions standards for Tier 2 engines or equivalent. The plans shall be submitted for review and approval by the City Engineer.*

Mitigation Measure #3: *Prior to the issuance of a building permit, the project applicant shall demonstrate on the plans via notation how the project design would exceed the 2013 California Building Energy Efficiency Standards Code by a minimum of five percent. The plans shall be subject to review and approval by the City of Sacramento Planning Division.*

Mitigation Measure #4: *Prior to the issuance of a building permit, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation standards. The checklist shall be subject to review and approval by the City of Sacramento Planning Division.*

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
3. Biological Resources. Would the project:					
a. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?	p. 22-23	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include specific questions regarding a proposed project's hazard to plant or animal populations due to the handling of hazardous materials. However, the 1994 IS/MND did include questions concerning the risk of release of hazardous materials, which could impact human and plant or animal health. The 1994 IS/MND concluded that any proposed uses within the Arena Corporate Center PUD Area would be subject to City reporting requirements for hazardous materials, and would be subject to the specific hazardous material requirements of the Uniform Building Code. Additionally, the 1994 IS/MND required that any business using hazardous materials must submit a Risk Management and Prevention Plan to the City. Such reporting measures were deemed sufficient to reduce any potential risks from the upset of hazardous materials to less-than-significant levels of impact. Moreover, the use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					The proposed project would include hotel, non-residential, and office land uses which are not typically anticipated to involve any manufacturing, use, or handling of hazardous materials. Because routine transport, use, and disposal of hazardous materials are regulated by existing federal, state, and local regulations, and the proposed project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area, the proposed project would not result impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
b. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?	p. 12-16	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include specific questions regarding a project's potential to result in the reduction of a population below self-sustaining levels or whether a project would affect other species of special concern or natural resources. However, the 1994 IS/MND did include analysis of the potential for the Arena Corporate Center to affect plant and animal life in the project area and specifically the potential to reduce the numbers of any unique, rare or endangered species of plants or animals. The 1994 IS/MND found that the Arena Corporate Center PUD project could result in potentially significant impacts to plant or animal life. To avoid potential impacts that development of the Arena Corporate Center PUD could induce, the 1994 IS/MND imposed Mitigation Measures #3, #4, and #5 on the project. The mitigation measures required the applicant to participate in the Natomas Basin Habitat Conservation Plan (NBHCP) and to

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					provide for plant/animal surveys prior to any future development (see 1994 IS/MND Mitigation Measures below). The proposed project is required to comply with all previous mitigation measures, and where necessary, such mitigation measures have been updated for application to the proposed project. Sycamore Environmental Consultants, Inc. prepared a Biological Resource Letter Report for the proposed project on June 13, 2016.[3] The Biological Resource Letter included results from a search of the California Natural Diversity Database (CNDDB) as well as a general biological survey of the project area conducted on June 7, 2016. The report concluded that the project site does not contain any large trees and is dominated by non-native ruderal vegetation. Additionally, the project site was not found to contain any sensitive habitats, wetlands, vernal pools, or riparian habitats. According to the Biological Resource Letter Report, due to the disturbed nature of the site, the absence of wetland or vernal pool habitat, and the near complete dominance by non-native species, the site does not support habitat for special-status plant species. The Biological Resource Letter Report determined that while the project site provides marginal foraging habitat to Swainson's hawks and white-tailed kites the project site does not offer nesting

[3] Sycamore Environmental Consultants, Inc. *Biological Resource Letter Report for the Innovate Corporate Center Project, East Commerce Way & Arena Blvd, City of Sacramento, CA.* June 13, 2016.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					habitat to either species. However, the project site was determined to provide potential nesting and foraging habitat for burrowing owls, and other nesting birds protected by the California Fish and Game Code §3503 and the federal Migratory Bird Treaty Act (MBTA). The findings of the Biological Resource Letter Report are consistent with the findings of the 1994 IS/MND, which found a similar potential for the occurrence of burrowing owls on the project site. Furthermore, the Biological Resource Letter Report recommended that a pre-construction survey for ground nesting birds be conducted should construction occur between February 1st and August 31st. As such, Mitigation Measure #4 is hereby modified to ensure the proposed project would not result in significant impacts to burrowing owls and other birds covered by the MBTA. The Biological Resource Letter Report investigated the site for potential wetlands based on three distinguishing features including the presence of hydrophytic vegetation, hydric soil, and wetland hydrology. The site visit determined that all three identifying features are absent from the project site, and as a result the Biological Resource Letter Report concluded that wetlands do not occur on the project site. Based on the above, the proposed project would not lead to a substantial more severe reduction in the population of a threatened or endangered

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					species of plant or animals, nor would the project result in a more severe negative affect on other species of special concern or natural resources than what was anticipated by the 1994 IS/MND. As such, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
c. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?	p. 12-16	No	No	No	See Question b., above

1994 IS/MND Mitigation Measures:

The following mitigation measures from the 1994 IS/MND remain applicable to the proposed project and would reduce the above impact to a less than significant level.

Mitigation Measure #3: The applicant shall participate in the Natomas Basin Habitat Conservation Plan, once adopted.

Mitigation Measure #5: The applicant shall comply with the following short term construction mitigation:

1. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.

2. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:

a. watering exposed soils;
b. covering exposed soils with straw or other materials;
c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion

d. covering trucks containing loose and dry soil; and

e. providing interim drainage measures during the construction period.

3. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

Modified Mitigation Measures:

The following Mitigation Measure from the 1994 IS/MND has been modified using project specific information. The application of the modified Mitigation Measure shall ensure that potential impacts from the proposed project would remain less than significant.

Mitigation Measure #4: ~~*The applicant shall submit a plant/ animal survey conducted by a qualified biologist/ botanist with the Special Permit application prior to any future development. The applicant shall comply with any applicable mitigation measures that result from the survey.*~~

Prior to construction, the project contractor shall initiate preconstruction surveys of the project site to determine if burrowing owls are present during the non-nesting season prior to any construction during the breeding season. The results of the preconstruction surveys shall then be submitted to the City for review. If burrowing owls are not present, further mitigation is not required. If occupied burrows are found during the non-breeding season, the project contractor shall implement standard "passive relocation" measures to exclude burrowing owls from burrows that need to be disturbed, consistent with CDFW guidelines. If breeding owls are found on-site during the nesting season, the project contractor shall establish a no-disturbance buffer around nesting burrows until the nesting is completed. The buffer distance and verification of completion of nesting will be determined by a qualified biologist with experience working with burrowing owls and construction activities. If it is not feasible to avoid removal of nesting burrows, the project contractor shall consult with the CDFW to determine if any options for active nest relocation are feasible.

If project construction plans require ground disturbance that represents potential nesting habitat for migratory birds or other raptors, the project contractor shall initiate such activity between September 1st and January 31st, outside the bird nesting season, to the extent feasible. If ground disturbance must occur during the avian breeding season (February 1st to August 31st), a qualified biologist shall conduct a survey for ground-nesting birds. The survey shall be conducted 14 days prior to the commencement of construction and include all potential ground-nesting sites and trees and shrubs within 75 feet of the entire project site. The findings of the survey shall be submitted to the City of Sacramento Community Development Department. If nesting passerines or raptors are identified during the survey within 75 feet of the project site, a 75-foot buffer around the ground nest

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or nest tree shall be fenced with orange construction fencing. If the ground nest or nest tree is located off the project site, then the buffer shall be demarcated as per above. The size of the buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting passerines are well acclimated to disturbance. If acclimation has occurred, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting birds. Construction or earth-moving activity shall not occur within the established buffer until a qualified biologist has determined that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, which typically occurs by July 15th. However, the date may be earlier or later, and would have to be determined by a qualified biologist. If a qualified biologist is not hired to watch the nesting passerines, then the buffers shall be maintained in place through the month of August and work within the buffer may commence September 1st.					
Special Mitigation Measures: None required.					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
4. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?	p. 33-34	No	No	No	The 1994 IS/MND required all projects including construction activities to conduct a cultural resources inventory review prior to construction to determine the presence or absence of historical, archaeological and/or cultural resources. As such a review of the Native American Heritage Council's (NAHC) Sacred Lands File was requested for the project site. The search was completed and returned negative results. Additionally, a search of the California Historic Information System (CHRIS) was requested from the North Central Information Center which concluded that there is a low potential for locating prehistoric and/or historic cultural resources in the project area. According to the Background Report of the City of Sacramento 2035 General Plan Update, pre-historic and cultural resources are most likely to be found in areas known to be previous village or camp sites, or near waterways.[4] The proposed project is not near any high or moderate sensitivity areas as presented in Figure 6.4-1 of the Background Report, *Archaeological Sensitivity*. As such, the project site is unlikely to contain cultural or pre-historic resources. Additionally, the Background Report identifies all historic districts and landmark parcels in Figure 6-9 of the Background Report, *Historic Districts and Landmark Parcels*, as well as in Table 6-7 of the

[4] City of Sacramento. *Background Report, Sacramento 2035 General Plan*. Public Review Draft August 2014.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Background Report, *California State Historic Resources*. The proposed project site is not included in either Table 6-7 or Figure 6-9 of the Background Report and is currently vacant without any structures, which could be considered historic resources. Therefore, the project site is unlikely to contain historic resources. Furthermore, the project site has been highly disturbed by development of the surrounding area, and is regularly disked. The on-going disturbance of the project site makes the presence of previously unknown surficial cultural, historical, or archaeological resources highly unlikely. Nevertheless, the 1994 IS/MND concluded that although the Arena Corporate Center PUD project would have a less-than-significant impact, mitigation measures should be imposed to further reduce the potential impact. As such, the proposed project is required to comply with Mitigation Measure #8 from the 1994 IS/MND, and the mitigation measure has been modified to current standards for application to the proposed project. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Directly or indirectly destroy a unique paleontological resource?	p. 33-34	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from the destruction of

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					paleontological resources. However, Mitigation Measure #8 includes a requirement to stop work if any bones are discovered during construction activities. Such a requirement would also apply to fossils, and would avoid any potential destruction of paleontological resources, should such resources be discovered. Therefore, Mitigation Measure #8 would be brought forward and modified for the proposed project. It should be noted, that the City of Sacramento 2035 General Plan EIR concludes that the City of Sacramento and surrounding areas are not known to have abundant paleontological resources. As a result, the low likelihood of the presence of paleontological material combined with the restrictions of Mitigation Measure #8 would be sufficient to avoid any potential impacts caused by the proposed project. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
c. Adversely affect tribal cultural resources?	p. 3-5	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from an adverse change to a significant tribal cultural resource. Assembly Bill (AB) 52, passed in 2014, requires environmental review documents to disclose and analyze potential significant impacts to tribal cultural resources including sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					tribe. Lead agencies are also required to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 applies to projects that have a Notice of Preparation, or a Notice of Intent to adopt a negative declaration or mitigated negative declaration filed on or after July 1, 2015. The City of Sacramento approved the Arena Corporate Center PUD project in 1994, prior to implementation of AB 52. Therefore, AB 52 is not applicable to the proposed project. Further, the City is unaware of any tribal cultural resources on the project site and evidence does not exist in the record previously or currently that there are culturally-sensitive resources on the project site.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion

1994 IS/MND Mitigation Measures: See Below.

Modified Mitigation Measures:

The following Mitigation Measure from the 1994 IS/MND has been modified using project specific information. The application of the modified Mitigation Measure shall ensure that potential impacts from the proposed project would remain less than significant.

Mitigation Measure #8:

~~*If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.*~~

If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA.

In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.

Special Mitigation Measures: None Required.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
5. Geology and Soils. Would the project:					
a. Allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	p. 3-5	No	No	No	The 1994 IS/MND analyzed the geologic conditions of the project area. The analysis included consideration of the soil types present and the geologic history of the project area, as well as the potential for the Arena Corporate Center Project to result in geologic or soil hazards. To avoid potential geologic or soil hazards the 1994 IS/MND required all development to conform to relevant regulatory requirements regarding geologic and soil hazards. Such requirements include the Uniform Building Code requirement for earthquake protection standards in construction, and the City's requirement for site-specific geotechnical investigations to be conducted for multi-story buildings. Information from the geotechnical report must be incorporated into the site plans for any proposed project prior to approval of the grading and building plans. The currently proposed project would be subject to these requirements, and would be required to comply with all recommendations included in a site specific geotechnical investigation. <u>Geologic Hazards</u> The City of Sacramento Master Environmental Impact Report for the City of Sacramento 2035 General Plan analyzed the geologic conditions of the Natomas area, including the general project

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					area.[5] The 2035 General Plan EIR concluded that the study area was not within an Alquist-Priolo Earthquake Fault Zone, and that known faults do not occur within the project area. While known faults are not within the project area, seismic groundshaking could occur, which may lead to liquefaction in certain areas of the 2035 General Plan EIR study area. However, the 2035 General Plan EIR concluded that such hazards would not result in a significant impact because of the existing requirements for site-specific geotechnical investigations. Because the proposed project would be required to comply with any recommendations, including those concerning liquefaction, made by a site specific geotechnical investigation, the proposed project would not be expected to result in any significant impacts related to soil liquefaction. Additionally, because landslides occur where slopes are present, and the project area is generally level, the proposed project would not experience a significant hazard due to landslides. <u>Soil Hazards</u> According to the Natural Resources Conservation Service's Web Soil Survey, 92 percent of the project site is underlain by Jacktone clay soils, while the remainder of the site is underlain by Capay clay loam.[6] Both the Jacktone and Capay soils are rated as having high shrink-swell

[5] City of Sacramento. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan Update*. Prepared August 2014.

[6] United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Accessible at http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed in July 2016.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					potential, which could impact future structures on the project site. However, the 1994 IS/MND required that any future development of the Arena Corporate Center PUD Project comply with City of Sacramento requirements for the completion of a site-specific soil investigation. Additionally, The City of Sacramento 2035 General Plan, Goal EC 1.1, seeks to reduce the risk of seismic or geologic hazards through the implementation of policy EC 1.1.2 which requires geotechnical investigations where seismic or soil hazards have the potential to exist, including expansive soils. Because potentially expansive soils exist on the project site, the proposed project would be required to conduct a site-specific geotechnical investigation by the 2035 General Plan policy EC 1.1.2. If the geotechnical site investigation identifies potential soil hazards, the City of Sacramento Planning and Development Department requires that Uniform Building Code standards be met in order to ensure that proposed structures are designed to avoid potential hazards. The required site specific geotechnical study would also include specific design recommendations to reduce any potential impacts due to geologic or soil hazards including lateral spreading, subsidence, liquefaction or collapse. *Soil Erosion* The proposed project would also require grading and excavation during the construction period and would, therefore, require a Grading and Erosion

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					and Sediment Control Plan to be submitted and approved per Chapter 15.88 of the City's Municipal Code. Chapter 15.88 of the Municipal Code (Grading and Erosion and Sediment Control) is used to regulate grading on property within the City of Sacramento to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated by surface runoff from construction activities; to comply with the City's National Pollution Discharge Elimination System Permit; and, to ensure graded sites within the City comply with all applicable City standards and ordinances. Additionally, the 1994 IS/MND included Mitigation Measure #5, which specifically addresses potential erosion from site construction. The proposed project shall be subject to the erosion control requirements within Mitigation Measure #5, as well as the aforementioned requirements of the City's Municipal Code. Mitigation Measure #5 has been brought forward and applied to the proposed project, and is included in Section 3, on pages 33 and 34 of this Addendum. <u>Conclusion</u> Because geologic conditions develop over hundreds to thousands of years, the project area would not have experienced significant geologic change since the 1994 IS/MND and all conclusions regarding geologic hazards made by the 1994 IS/MND would remain accurate for the currently

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					proposed project. Additionally, the proposed project would be required to complete a site-specific geotechnical investigation, integrate all applicable geotechnical recommendations into site design, and comply with all relevant City of Sacramento building standards. Therefore, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
6. Hazards and Hazardous Materials. Would the project:					
a. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	p. 22-23	No	No	No	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD project to expose people to potential health hazards. However, the 1994 IS/MND did not include specific information concerning the presence or absence of contaminated soils. Instead, the 1994 IS/MND noted that a Phase I Preliminary Site Assessment (PSA) must be completed prior to the issuance of a building permit for any future projects, but did not include any mitigation measures relating to PSAs. Once completed, all relevant recommendations in the PSA must be implemented by the project. As such, the proposed project would be required to complete a PSA for the project site to determine the presence or absence of contaminated soils. If contaminated soils are present on-site, appropriate measures would be required by the PSA to avoid exposure of people to contaminated soils during construction. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
b. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	p. 22-23	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts resulting from the presence of asbestos-containing materials. However, as discussed above, the 1994 IS/MND did generally analyze the Arena Corporate Center PUD's potential to expose people to health hazards, which would have generally considered

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					asbestos-containing materials or other hazardous materials. Demolition of structures can result in potential exposure of people to asbestos-containing materials and/or lead-based paint if asbestos-containing materials are present within any structures on a site. The proposed project site is currently vacant and has been vacant for over thirteen years. Structures do not exist on-site and demolition would not occur. Furthermore, construction activity can have the potential to upset naturally-occurring asbestos (NOA) thus exposing people to NOA. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County.[7,8] The project site is not located in an area identified as likely to contain NOA. Because structures do not exist on the project site and the site is unlikely to contain NOA, asbestos-containing materials are unlikely to occur. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
c. Expose people (e.g., residents, pedestrians,	p. 22-23	No	No	No	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific

[7] U.S. Geologic Survey and California Geological Survey. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*. 2011.

[8] Department of Conservation, California Geological Survey. *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California*. 2006.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
construction workers) to existing contaminated groundwater during dewatering activities?					question regarding a project's potential impacts resulting from exposure of people to contaminated groundwater during dewatering activity. In the event that dewatering occurs as part of construction activities related to the proposed project, the project would be required to apply for coverage under the State Water Board General Water Quality Order or the Central Valley Water Board's Waive of Report of Waste Discharge and Waste Discharge Requirements. Should such coverage be needed a Notice of Intent must be filed with the Central Valley Water Board prior to beginning discharge. The proposed project would then be subject to all relevant regulations concerning construction dewatering activity. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
7. Hydrology and Water Quality. Would the project:					
a. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	p. 10-12	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on the alteration of water quality through the discharge into surface water. The 1994 IS/MND concluded that the original project would not violate any water quality standards, or otherwise substantially degrade water quality. Short-term grading and construction activities may cause an increase in erosion leading to sedimentation of streams in the affected watershed, which could result in stormwater pollution. Additionally, development of the proposed project site would lead to the overlay of undeveloped land with impervious surfaces, such as pavement and buildings, which could increase the amount of stormwater runoff from the project site during site operation. Such runoff could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides. Stormwater pollution control is the responsibility of the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB). Stormwater pollution control is implemented through the use of National Pollution Discharge Elimination System (NPDES) permits. The City of Sacramento is responsible for ensuring compliance with the stormwater pollution control standards. The overlay of undeveloped land with impervious surfaces associated with the proposed project would

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					also alter the drainage pattern of the project site. Mitigation Measure #2 of the 1994 IS/MND required the provision and construction of drainage facilities prior to the issuance of building permits associated with the Arena Corporate Center PUD Project. In compliance with Mitigation Measure #2, should the proposed project require expanded drainage facilities, such facilities must be constructed prior to the issuance of occupancy for any buildings associated with the proposed project. The proposed project shall also be subject to the erosion control requirements included in Mitigation Measure #5 of the 1994 IS/MND. Application of Mitigation Measure #5 would help to control potential sediment inputs to local waterways caused by water erosion. Conformance with City regulations, permit requirements, and Mitigation Measure #5 would ensure that construction and operation activities of the proposed project would result in impacts equal to or less than what was anticipated by the 1994 IS/MND. Mitigation Measure #5 has been brought forward and applied to the proposed project, and is included in Section 3, on pages 33 and 34 of this Addendum. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Substantially increase the exposure of people	p. 11	No	No	No	The 1994 IS/MND determined that the project area had less than 100-year flood protection at the time of

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
and/or property to the risk of injury and damage in the event of a 100-year flood?					approval of the Arena Corporate Center PUD project. In acknowledgment of the risk inherent in placing development within a 100-year flood protection zone the 1994 IS/MND required that all new construction comply with specific flood-related design criteria within the Sacramento City Code. Given compliance with flood-related design criteria, the 1994 IS/MND concluded that the Arena Corporate Center PUD Project would not result in any significant impacts related to flooding. Since the time of approval of the 1994 IS/MND changes have occurred in the flood protection of the Natomas area, such changes area summarized in the 2035 General Plan EIR. The 2035 General Plan EIR focuses on two major changes in the Natomas area; first, in December 2008 the Flood Insurance Rate Map for the Natomas Basin was remapped by the Federal Emergency Management Agency (FEMA) and the entire 1994 IS/MND project area was determined to be within a 100-year flood hazard zone due to a decertification of the protective levees of the area. However, prior to the decertification, the Natomas Levee Improvement Program (NLIP) was implemented to upgrade the levee system protecting the Natomas Basin and the project area. In recognition of levee improvements, the project area was re-assigned to the FEMA Zone A99 by Congress in 2014. Zone A99 is used for areas subject to inundation by a 100-year flood event, but which will ultimately be protected upon completion of an under-construction federal flood protection system. As such, although the proposed project is currently within a

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					100-year flood event area, the zone A99 designation confirms that significant progress has been made to increasing the flood protection rating to the 200-year flood protection standard sought for the entire City. The proposed project does not include housing and would be constructed in compliance with all relevant City regulations related to flood hazards and flood control. Compliance with City regulations and improvements to levee infrastructure would ensure that the proposed project would not expose people or structures to increased levels of flood hazards, or redirect or impede flood flows in a new or more severe way than evaluated by the 1994 IS/MND. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.

1994 IS/MND Mitigation Measures:

Mitigation Measure #2: *A Drainage Agreement coordinating the provision of storm water drainage with all the property owners must be executed prior to recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.*

Modified Mitigation Measures: None required.

Special Mitigation Measures: None required.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
8. Noise. Would the project:					
a. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?	p. 17-18	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact of the project on the surrounding community through the generation of excessive noise. The 1994 IS/MND concluded that the offices, support retail, and mixed-use employment center activities are not typically associated with the generation of excessive noise which would violate local standards or cause a significant increase in ambient noise levels. The proposed project would include development of the site with a mixture of employment center and hotel land uses. The proposed land uses would be expected to generate similar amounts of operational noise as analyzed in the 1994 IS/MND. However, the 1994 IS/MND did acknowledge that construction activities would result in a temporary increase in noise. Noise production related to construction is addressed in the City of Sacramento's City Code, Chapter 8.68 Noise Control. The Noise Control Code exempts construction activities from the existing noise ordinance, as long as such activities occur between 7 AM and 6 PM Monday-Saturday or between 9 AM and 6 PM on Sunday. As such, construction activities performed during the exempted hours would not result in excessive noise. Additionally, construction activities are temporary in nature and would not lead to a long term increase in ambient noise levels. Construction activities for the proposed project would be required to occur during the hours specified in the City of Sacramento City Code.

					Since the approval of the 1994 IS/MND development within the Arena Corporate Center PUD Project area has occurred, including commercial development to the northwest of the project site and residential development to the east of the project site. While both commercial and residential developments would be subject to increased noise levels during construction, such increases would be allowable under the City of Sacramento City Code, Chapter 8.68. Operation of Employment Center and hotels are not typically associated with large amounts of noise generation, and the major source of noise for such land uses is vehicle traffic. However, as discussed in the Traffic and Circulation section of this Addendum, the traffic impacts of the proposed project are expected to be equal to or less than what was anticipated by the 1994 IS/MND. Therefore, the proposed project would not be expected to generate greater noise levels than what was previously anticipated for the project site and would not be expected to result in noise levels at nearby residential developments to exceed 45 dBA $L_{dn.}$ Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?	p. 17-18	No	No	No	See Discussion a., above.
c. Result in construction noise levels that exceed the standards in the	p. 17-18	No	No	No	See Discussion a., above.

City of Sacramento Noise Ordinance?					
d. Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?	N/A	N/A	N/A	N/A	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts related to groundborne vibrations. Groundborne vibrations would be generated during construction of the proposed project. Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, types of equipment used and proximity to noise and vibration sensitive land uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with increasing distance from the source. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Vibration is typically not perceptible outdoors, and therefore, impacts are based on distance to the nearest building and peak vibration levels would occur when construction equipment operates closest to the boundaries of the project site property lines. Project construction activities, such as drilling, the use of jackhammers, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate groundborne vibration in the immediate vicinity. Table 8 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. As shown in the table, jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

					Table 8 **Vibration Source Levels for Construction Equipment** **Equipment** | **PPV at 25 ft (in/sec)** Vibratory Roller | 0.210 Large Bulldozer | 0.089 Caisson drilling | 0.089 Loaded trucks | 0.076 Jackhammer | 0.035 Small bulldozer | 0.003 *Source: Caltrans, Transportation and Construction Vibration: Guidance Manual. September 2013.* As shown in Table 8 the proposed project would not be anticipated to result in vibration-peak-velocities equal to or greater than 0.5 inches per second at any areas 25 feet or more away from construction activity. All of the commercial buildings to the northwest of the project site are greater than 25 feet away from the project site. Although one of the residential buildings to the east of the project site is less than 25 feet away from the property line, the proposed project is not expected to involve significant construction activity near that portion of the project site, because structures are not proposed for the northeastern corner of the project closest to the residential building. Additionally, operations associated with office, hotel, and non-residential land uses are not associated with the generation of groundborne vibrations, which could exceed the threshold. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
e. Permit adjacent residential and commercial areas to be exposed to	N/A	N/A	N/A	N/A	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts

vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?					related to groundborne vibrations due to highway traffic and rail operations. The proposed project site is approximately 1,900 feet east from the nearest highway, I-5. The nearest existing railway is located over two-miles to the east of the project site, while a proposed extension of the City's light rail system would be places approximately 1,900 feet to the east of the project site. Groundborne vibrations dissipate with distance from the source of the vibrations, and given the distance between the proposed project and the nearest highway or railway, the proposed project would be unlikely to experience vibration peak particle velocities greater than 0.5 inches per second. Based on the above, the proposed project would not result in impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
f. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?	N/A	N/A	N/A	N/A	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential impacts related to groundborne vibrations near a historic building or archaeological site. The proposed project site is currently vacant. As discussed in the Cultural Resources Section of this Addendum, archaeological sites are not known to occur on the project site, and the site's history of disturbance makes the discovery of such sites unlikely. The Sleep Train Arena began construction in 1986 and is the oldest structure in the area. All other development in the area occurred after 1998 and would not be considered historic buildings. Therefore, construction activities would not create vibration-peak-particle velocities of 0.2 inches per second or greater near a historic building or archaeological site. As a result, the proposed project would not result in

					impacts beyond what would occur with implementation of the land uses contemplated in the 1994 IS/MND.
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
9. Public Services. Would the project:					
a. Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	p. 27	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on Public Services in the Natomas area, and found that no significant impacts would result due to the Arena Corporate Center PUD Project. <u>Fire Protection</u> At the time of preparation of the 1994 IS/MND the proposed project site was located within the jurisdiction of and provided services by the City of Sacramento Fire Department, which continues to provide fire protection services to the project area. Since the adoption of the 1994 IS/MND, multiple fire stations have begun operation in the area of the project site, including Station 43, which is approximately one mile west of the project site. According to the 2035 General Plan EIR, the General Plan includes a range of policies and actions to ensure that Fire Protection services are provided in a timely fashion, and are adequately funded, including the requirement on new developments to provide funding for a fair share of the increased demand. Development of the project site would not affect the overall operations of the service providers or expand their district boundaries. In addition, implementation of the proposed project would result in development of the project site for similar

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					uses as anticipated by the 1994 IS/MND. As such, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to fire protection from what was anticipated for the project area in the 1994 IS/MND. <u>Police Protection</u> At the time of preparation of the 1994 IS/MND the proposed project site was located within the jurisdiction of and provided services by the City of Sacramento Police Department, which continues to provide Police protection services to the project area. The NNCP required that a Police station be provided prior to 60 percent of the land being developed within the police service area and a police protection services standard of 1.60 police officers per 1,000 residents be maintained. Because the proposed project does not involve the construction of housing, change in the police protection service standard would not be expected. A Police station in the North Natomas area has not yet been provided; however, the 2035 General Plan EIR analyzed the existing need for expanded police services, and the relevant general plan policies. The 2035 General Plan EIR concluded that the 2035 General Plan would not result in significant environmental impacts related to the need for expanded police services or facilities.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Because the proposed project would develop the project site for employment center and commercial uses which would be generally consistent with the 2035 General Plan and the 1994 IS/MND, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to police services from what was anticipated for the project area in the 1994 IS/MND. <u>Schools</u> The project site is located within the Natomas Unified School District. Similar to the Arena Corporate Center PUD Project, the development of the project site for employment center and commercial land uses would not increase the population in the area and thus would not increase the demand for school services. Because the project site is within the Natomas Unified School District area, the proposed project would be subject to Level I Commercial fees. Payment of such fees would ensure that potential impacts to public schools are equal to or less than what was anticipated by the 1994 IS/MND. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to schools from what was anticipated for the project area in the 1994 IS/MND.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					Parks The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on parks in the Natomas area, and found that no significant impacts would result due to the original project. The 1994 IS/MND required the Arena Corporate Center PUD Project to participate in the North Natomas Financing Plan, which requires that development fees be paid be included as a condition of development approval. As such, the proposed project would be required to pay a Public Facilities Fee and a Regional Park Land Acquisition Fee. Conclusion Payment of the required development fees would ensure that the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
10. Recreation. Would the project:					
a. Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	p. 33	No	No	No	The 1994 IS/MND concluded that because the Arena Corporate Center PUD Project would develop the project area for a similar intensity as anticipated by the NNCP, the original project would not lead to significant recreation impacts. While the proposed project does involve the rezone of a portion of the project site, the proposed project would only involve development of a commercial nature, which would be similar to what was anticipated in the NNCP and the 1994 IS/MND. Commercial development in general is not expected to significantly increase demand on recreation facilities because commercial development does not involve a direct increase in population of the area. Therefore, the proposed project would not result in the increased use of existing facilities, which could cause or accelerate detonation of park or recreational facilities, nor would the project create the need for expanded facilities. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Create a need for construction or expansion of recreational facilities	p. 33	No	No	No	See Discussion a., above.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
beyond what was anticipated in the 2035 General Plan?					
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
11. Transportation/Traffic. Would the project:					
a. Roadway segments: degrade peak period Level of Service (LOS) from acceptable (without the project) to unacceptable (with project) or the LOS (without project) is F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.	p. 25-27	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on the area's traffic and concluded that the Arena Corporate Center Project was consistent with the NNCP land use designations and land use intensities for the project area. Because the Arena Corporate Center PUD Project was consistent with the NNCP, the traffic generated by the Arena Corporate Center PUD project would have been anticipated by the NNCP, and the Arena Corporate Center PUD's increased traffic demand would have been included in the design of the surrounding circulation network. As such, the 1994 IS/MND concluded that the Arena Corporate Center PUD Project would not result in any significant impacts. The proposed project would develop a portion of the Arena Corporate Center PUD Project area for land uses similar to what was anticipated by the 1994 IS/MND. The proposed project includes office, commercial, and parking garage uses, which are consistent with the Employment Center 40 designation analyzed in the 1994 IS/MND. Although the proposed project includes a request to rezone a portion of the site to General Commercial, to accommodate a hotel land use, such a rezone would be generally consistent with the other commercial uses allowed by the existing Employment Center 40 zoning designation. Therefore, the proposed project does not include any land uses which are significantly different than

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					what was anticipated by the 1994 IS/MND, and the proposed project would thus involve traffic generation rates which would be generally similar to what was anticipated for the project area in the 1994 IS/MND as well as the NNCP. However, because the proposed project includes a request for a rezone, the City of Sacramento determined that a comparison of traffic generation between what has been previously approved for the project site and what is currently proposed would be necessary to determine if the proposed project would result in new or significantly more severe impacts than what was analyzed in the 1994 IS/MND. The City of Sacramento Department of Public Works carried out the comparison and a data table summarizing the City's findings is included in this Addendum as Attachment G. Trip rates used in the traffic analysis were based on land use information presented in Table 1. The City used the land use information for both the approved and proposed projects with information from the Institute of Traffic Engineer's *Trip Generation Handbook*, *9th Edition*. The results of the comparison are presented below in Table 9.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion

Table 9
Trip Generation Comparison

Scenario	AM Peak Hour	PM Peak Hour
Approved Project	468	421
Proposed Project	524	507
Difference	+56	+86

City of Sacramento Department of Public Works (see Attachment G).

As shown in Table 9, the proposed project would result in an increase in AM and PM peak hour trips. However, the City's Department of Public Works has indicated that a potentially significant environmental impact would not be expected for any project that adds less than 100 new trips to the AM or PM peak hour. The proposed project would increase AM peak hour generation by 56 trips and PM peak hour generation by 86 trips. Therefore, the proposed project would not add 100 or more AM or PM peak hour trips to any nearby intersections, highway off-ramps, or roadway sections. As such, the City's Department of Public Works has determined that the proposed project would not result in a new or significantly more severe impact, than what was anticipated by the 1994 IS/MND.

Additionally, the 1994 IS/MND included Mitigation Measure #6, which requires that the Arena Corporate Center PUD Project comply with the City's Transportation Systems Management Program (TSMP). The TSMP is also applied to the

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					project by Chapter 17.700 of the City of Sacramento's City Code. Compliance with the TSMP would further ensure that the proposed project would not result in new or significantly more severe impacts related to traffic, and therefore Mitigation Measure #6 from the 1994 IS/MND is hereby brought forward and applied to the proposed project. Given the above discussion, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Intersections: degrade peak period level of service from acceptable (without project) to unacceptable (with project) or the LOS (without project) is F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?	p. 25-27	No	No	No	See Question a., above.
c. Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's	p. 25-27	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on the area's traffic and concluded that the Arena Corporate Center Project was consistent with the NNCP land use designations and land use intensities for the project area. Because the Arena Corporate Center PUD Project was consistent with the NNCP, the traffic generated by the Arena Corporate Center PUD

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?					project would have been anticipated by the NNCP, and the Arena Corporate Center PUD's increased traffic demand would have been included in the design of the surrounding circulation network. As such, the 1994 IS/MND concluded that the Arena Corporate Center PUD Project would not result in any significant impacts. Regional access to the site is provided by Interstate 5 (I-5) through the Arena Boulevard interchange. Per the 1995 Cooperative Freeway Agreement, the City of Sacramento conducts annual freeway monitoring in the North Natomas area. Per the data from the 2015 analysis, the LOS at the I-5/Arena Boulevard northbound off-ramp was LOS B during the AM and PM peak hours, and the LOS at the southbound off-ramp was LOS A for the same peak hours. None of the vehicular ques at the northbound and southbound off-ramps extended into the freeway mainline during the peak periods. The proposed project would add _____ new AM peak hour trips and ___ new PM peak hour trips to the project area, and only a portion of those trips would use I-5. Because the proposed project would not add more than 100 new AM or PM peak hour trips to either off-ramp, the City's Department of Public Works has determined that the proposed project would not result in a new or significantly more severe impact, than what was anticipated by the 1994 IS/MND. Given the above discussion, the proposed project would not result in any changes, new circumstances, or new information that would

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
d. Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?	p. 25-27	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's potential impacts on the existing transportation systems, circulation patterns, and the creation of hazards to vehicles, bicycles, or pedestrians. The 1994 IS/MND concluded that because the Arena Corporate Center PUD Project would develop the area for employment center uses, which would be consistent with the NNCP and General Plan land use designations for the area, the Arena Corporate Center PUD Project would not result in adverse impacts to transit, bicycle, or pedestrian facilities. The proposed project would develop the project site for similar employment center land uses as anticipated for the project site by the 1994 IS/MND, the NNCP, and the General Plan. Regional Transit Bus facilities exist 0.1-mile from the project site, and the proposed project does not involve any physical alterations to the existing transit infrastructure that could impede operations. Additionally, a proposed light rail station is located less than 0.5-mile from the project site. The siting of new employment center uses within close proximity to the planned light rail station would allow for increased ridership, and would ensure that the proposed project would be adequately served by public transit. The proposed project is bordered by sidewalks on Arena Boulevard and East Commerce Way, and all nearby intersections are signalized with pedestrian crossing signals,

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					which would allow pedestrian access to the surrounding area, including existing and planned transit stops. Bicycle infrastructure currently exists adjacent to the project site on East Commerce Way and Arena Boulevard. The proposed project does not include significant modifications or alterations to the existing bicycle infrastructure on the surrounding roadways. The City Planning and Development Code requires 499 total bicycle parking spaces for the proposed development. Compliance with the City Planning and Development Code is mandatory, and therefore, the proposed project would not adversely affect bicycle travel or fail to provide adequate bicycle access. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
e. Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?	p. 25-27	No	No	No	See Discussion d., above.
f. Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately	p. 25-27	No	No	No	See Discussion d., above.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
provide for access by pedestrians?					

1994 IS/MND Mitigation Measures:

Mitigation Measure #6: *The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.*

Modified Mitigation Measures: None required.

Special Mitigation Measures: None required.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
12. Utilities and Service Systems. Would the project:					
a. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	p. 28-29	No	No	No	The 1994 IS/MND analyzed the Arena Corporate Center PUD Project's impact on wastewater treatment in the NNCP area. The 1994 IS/MND concluded that the Sacramento Regional County Sanitation District (SRCSD), the City of Sacramento, and the Kiefer Landfill had adequate capacity to handle the increase in wastewater generation, water demand, and solid waste generation induced by the development associated with the Arena Corporate Center PUD project. <u>Sewer</u> Sewer collection in the Natomas area is provided by the Sacramento Area Sewer District (SASD). Once collected by the SASD system, sewage flows into the SRCSD interceptor system, before being conveyed to the Sacramento Regional Wastewater Treatment Plant. Since the adoption of the 1994 IS/MND the SRCSD has begun a major upgrade to the sanitation district's wastewater treatment infrastructure to meet all requirements of the applicable NPDES permit issued by the Central Valley Regional Water Quality Control Board. To ensure that new projects do not inhibit SRCSD's ability to treat wastewater or exceed the existing capacity of the system, SRCSD requires new projects to pay Impact Fees. Impact Fees are based on the type and location of development, and the proposed project would be

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					subject to the payment of such fees. The proposed project would develop the project site for similar employment center and commercial land uses as anticipated in the 1994 IS/MND. As such the proposed project would not be expected to generate capacity in excess of what was anticipated for the project site by the 1994 IS/MND nor would the proposed project be expected to cause SRCSD to exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. <u>Water</u> The City of Sacramento provides domestic water service to the project area and relies primarily on surface water but also maintains groundwater wells to supplement the existing supply. Table 4.11-1 of the 2035 General Plan EIR shows that the City will have sufficient surface water supplies to meet increasing area demand through the year 2035. Because the proposed project would develop the project site for a similar employment center and commercial use as anticipated in the 1994 IS/MND and the 2035 General Plan, the proposed project would not be expected to result in a significant change in water demand. <u>Solid Waste</u> By developing the project site for similar land uses as analyzed in the 1994 IS/MND the proposed project would be expected to generate similar amounts of solid waste as anticipated by the 1994

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
					IS/MND. Additionally, the 2035 General Plan EIR concluded that the Kiefer Landfill, which services the project area, has sufficient capacity to accommodate area growth until the year 2065. <u>Conclusion</u> Because existing capacity exists within wastewater, water, and solid waste utility infrastructure, and the proposed project would not create a significant change in demand from what was originally anticipated by the 1994 IS/MND, the proposed project would not be expected to require or result in the construction or expansion of existing utilities. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?	p. 28-29	No	No	No	See Discussion a., above.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
1994 IS/MND Mitigation Measures: None required **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
13. Mandatory Findings of Significance. Would the project:					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	p. 2	No	No	No	The 1994 IS/MND analyzed the potential for the Arena Corporate Center PUD Project to result in a significant impact and concluded that the proposed project would not substantially degrade the quality of the environment. This document has further analyzed the proposed project to investigate whether the proposed changes to the Arena Corporate Center PUD Project would result in any new or more severe impacts than what was originally anticipated by the 1994 IS/MND. Although relatively unlikely, based upon the current land cover types found on-site, protected burrowing owls could utilize foraging habitat on the proposed project site. In addition, although unlikely, the possibility exists for subsurface excavation of the site, during grading and other construction activities, to unearth deposits of cultural significance. However, implementation and modification of the previously-approved mitigation measures within the 1994 IS/MND would reduce any potential impacts to less-than-significant levels. Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
b. Does the project have impacts that are individually limited,	N/A	N/A	N/A	N/A	At the time of approval of the 1994 IS/MND, the City's Environmental Checklist did not include a specific question regarding a project's potential

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
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)?					impacts that are individually limited, but cumulatively significant. Development that converts rural areas to urban/suburban uses may be regarded as achieving short-term goals to the disadvantage of long-term environmental goals. However, the inevitable impacts resulting from population and economic growth are mitigated by long-range planning to establish policies, programs, and measures for the efficient and economical use of resources. Long-term environmental goals, both broad and specific, have been addressed previously in several environmental documents – the most comprehensive being the 2035 General Plan EIR Prepared in August, 2014. As discussed throughout this Addendum, the proposed project would comply with all relevant goals set forth in the General Plan and analyzed in the 2035 General Plan EIR. Therefore, because the proposed project would not result in any new information of substantial importance, or new information which was not known and could not have been known at the time the previous CEQA document was prepared has not come to light from what has been previously analyzed related to the cumulative setting of the area or cumulative impacts, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts from what was anticipated for the project area in the 1994 IS/MND.
c. Does the project have environmental effects which will	p. 2	No	No	No	See Discussion a., above.

Environmental Issue Area	Where Impact Was Analyzed in 1994 IS/MND?	Do Proposed Changes Involve New or More Severe Impacts?	Any New Circumstances Involving New or More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Discussion
cause substantial adverse effects on human beings, either directly or indirectly?					
1994 IS/MND Mitigation Measures: None required. **Modified Mitigation Measures: None required.** **Special Mitigation Measures: None required.**					

Conclusion

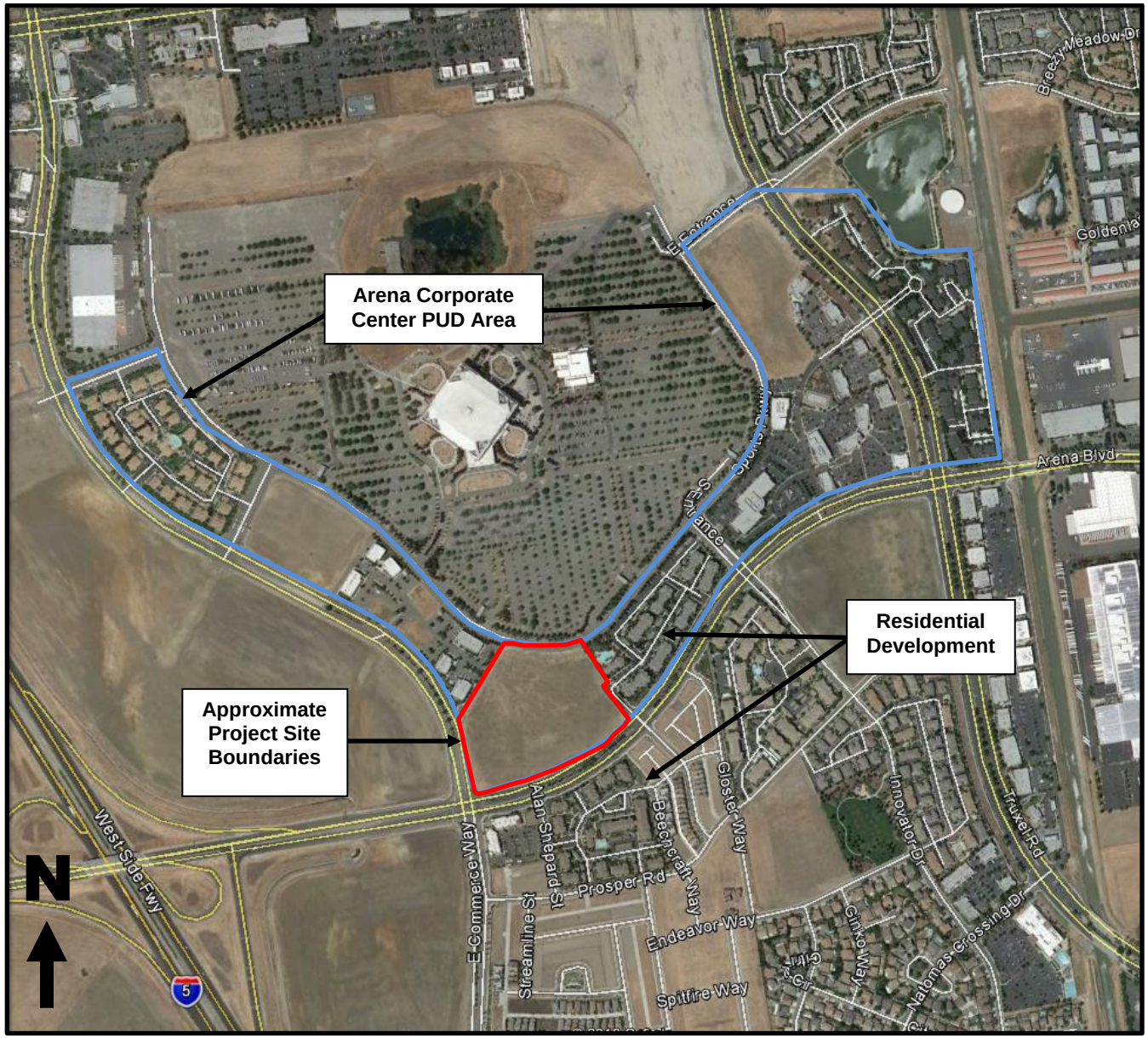
As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project nor have any substantial changes occurred that would require major revisions to the 1994 IS/MND as amended. Impacts beyond those identified and analyzed in the 1994 IS/MND would not be expected to occur as a result of the proposed project. Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the original project in the 1994 IS/MND. Therefore, the Community Development Department concludes that the analyses conducted and the conclusions reached in the IS/MND adopted on July 13, 1995, remain valid. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and subsequent environmental review is not required for the proposed project modifications. Again, it should be noted that the proposed project would be subject to all applicable previously required mitigation measures from the 1994 IS/MND.

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

Attachments:

A) Vicinity Map
B) Innovate Corporate Center Site Plan
C) Resolution No. R95-496
D) CalEEMod Outputs
E) Biological Resources Summary
F) Climate Action Plan – Consistency Review Checklist
G) Traffic Information

ATTACHMENT A
VICINITY MAP



ATTACHMENT B
INNOVATE CORPORATE CENTER SITE PLAN

NOTES:

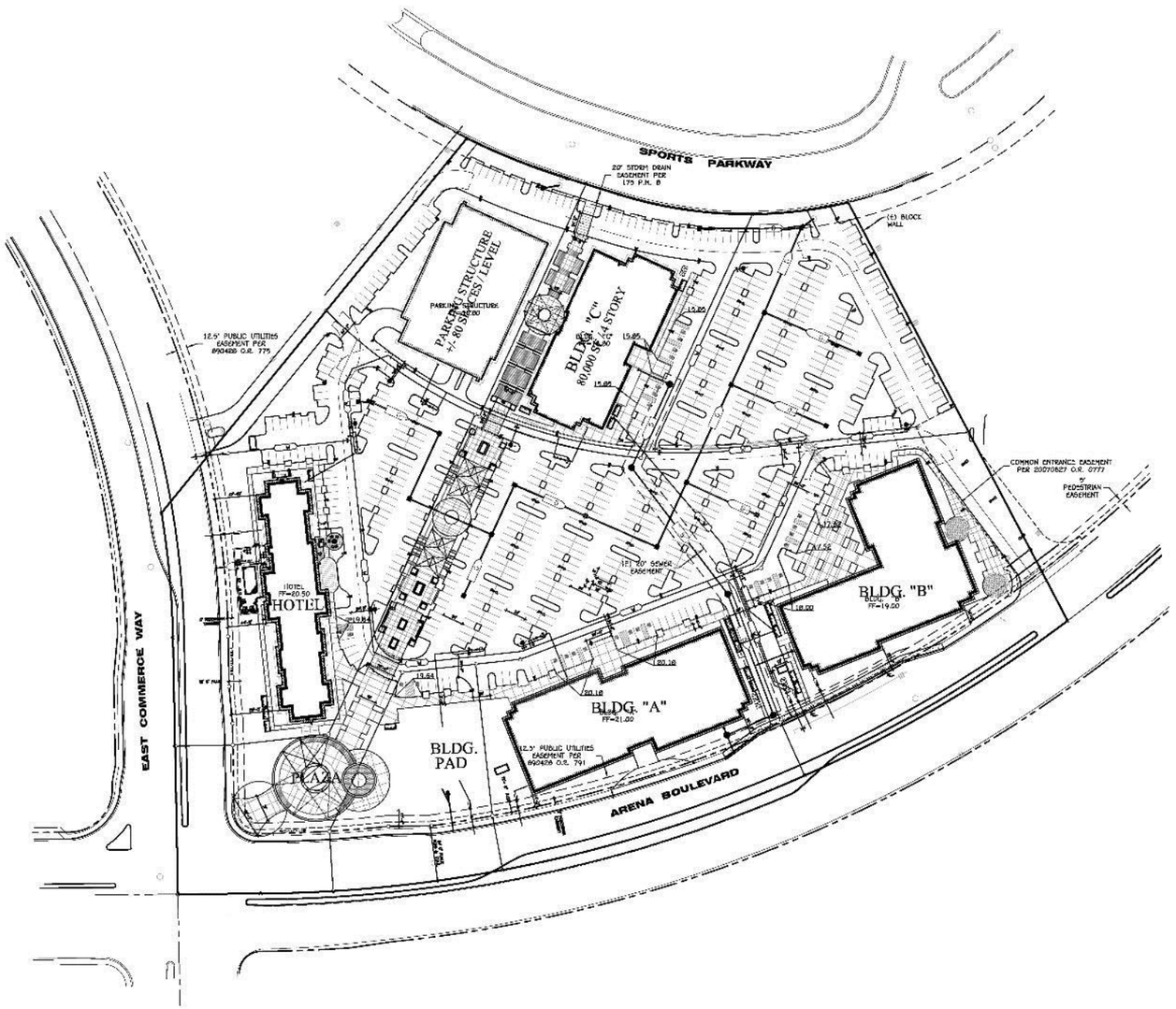
1. THIS PRELIMINARY GRADING PLAN IS SCHEMATIC ONLY, AND IS INTENDED TO DEPICT THE PROPOSED GENERAL DRAINAGE CONCEPTS AND THE MAGNITUDE OF CUTS AND FILLS. THE FINISHED DESIGN MAY INCORPORATE MINOR REVISIONS DUE TO FINAL DESIGN CONSIDERATIONS.
2. ALL GRADES SHOWN HEREON ARE FINISHED SURFACE GRADES.
3. A RECIPROCAL PARKING AND ACCESS AGREEMENT WILL BE PROVIDED BETWEEN THE PARCELS.
4. ALL IMPROVEMENTS ARE TO CONFORM TO THE CITY OF SACRAMENTO STANDARDS AND NO DEVIATIONS FROM THOSE STANDARDS ARE PROPOSED.
5. EXISTING UTILITIES TO BE REMOVED AS NECESSARY TO ACCOMMODATE LOCATIONS OF PROPOSED BUILDINGS.

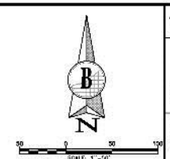
PRELIMINARY GRADING AND UTILITY PLAN FOR:

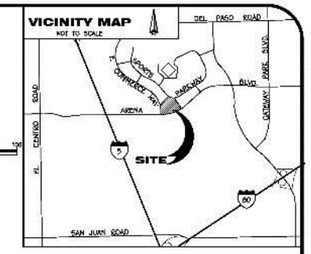
INNOVATE CORPORATE CENTER

ARENA BLVD. & E. COMMERCE WAY

CITY OF SACRAMENTO CALIFORNIA







LEGEND

DESCRIPTIONS	(P) PROPOSED	(E) EXISTING
STORM DRAIN	12" D	
SANITARY SEWER	8" S	
WATER MAIN	8" W	
FIRE SERVICE	8" FS	
CENTERLINE		
RIGHT OF WAY LINE		
BOUNDARY LINE		
ELECTRICAL LINE		
GAS LINE		
TELEPHONE LINE		
JOINT TRENCH		
SIDEWALK WITH CURB AND GUTTER		
MANHOLE		
DRAIN INLET		
SEWER CLEANOUT		
METERED WATER SERVICE		
FIRE HYDRANT		
FIRE DEPT. CONNECTION		
BLOWOFF VALVE		
GATE VALVE		
BUTTERFLY VALVE		
REDUCED PRESSURE BACKFLOW PREVENTOR		
DOUBLE DETECTOR CHECK VALVE		
TYPE "A" STREET LIGHT		
TYPE "B" STREET LIGHT		
TRAFFIC LIGHT		
TRANSFORMER		
PULLBOX		
PEDESTAL & SERVICE CAN		
UTILITY SERVICE PEDESTAL		
UTILITY POLE		
GUY WIRE		
DIRECTION OF FLOW		
FLOWLINE		
SWALE		
PAD ELEVATION	000.0	000.0
ELEVATION	123.42	

PRELIMINARY GRADING AND UTILITY PLAN FOR:

INNOVATE CORPORATE CENTER

ARENA BLVD. & E. COMMERCE WAY

AUGUST 2, 2016

BURRELL CONSULTING GROUP, INC.

1001 Enterprise Way, Suite 100 Roseville, CA 95678 (916) 783-8898

ATTACHMENT C
RESOLUTION NO. R95-496

AMENDED

RESOLUTION NO. 95-496

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF AUG 2 9 1995

MITIGATION MONITORING PLAN FOR ARENA CORPORATE CENTER PUD P94-089, PUD DESIGNATION AND ESTABLISHMENT OF PUD GUIDELINES; REZONE OF 112.5 GROSS ACRES FROM MRD-50-PUD, MRD-20-PUD and R-1-PUD TO EC-40-PUD AND C-1-PUD; TENTATIVE MASTER PARCEL MAP TO SUBDIVIDE SIX LOTS INTO 24 LOTS LOCATED AT THE NORTHWEST CORNER OF ARENA BOULEVARD (NORTH MARKET BOULEVARD) AND TRUXEL ROAD IN THE NORTH NATOMAS COMMUNITY PLAN AREA.

(APN: 225-0700-057, 058, 061, 062, 064, 070) (P94-089)

WHEREAS, the Environmental Coordinator has prepared a Negative Declaration for the above identified project;

WHEREAS, the proposed Negative Declaration finds that the proposed project will not have a significant effect on the environment provided that mitigation measures are added to the above identified project;

WHEREAS, the Environmental Coordinator has prepared a Mitigation Monitoring Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the above identified project; and

WHEREAS, in accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Monitoring Plan be developed for implementing mitigation measures as identified in the Initial Study for the project;

NOW THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The Mitigation Monitoring Plan for the Arena Corporate Center (P94-089) project be approved and adopted as shown in the attached Mitigation Monitoring Plan dated July 1, 1995.

MAYOR

ATTEST:

City Clerk

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 95-496

DATE ADOPTED: AUG 2 9 1995

Exhibit C-1

Recording
Not
Required

-
-
-
-
-

MITIGATION MONITORING PLAN

FOR

Arena Corporate Center / P94-089

Type of Environmental Document:
Negative Declaration

Prepared By:
City of Sacramento Environmental Services Division

Date:
July 1, 1995

Adopted By:
City of Sacramento City Council

Date:
August 29, 1995

Attest:
Valerie G. Burrows
City Clerk

RESOLUTION 95-486

AUG 2 9 1995

CITY OF SACRAMENTO

MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Suite 301, Sacramento, CA 95814, (916) 264-7600, pursuant to CEQA Guidelines Section 21081.

SECTION 1: PROJECT IDENTIFICATION

Project Name and/or File Number: Arena Corporate Center / P94-089
Applicant - Name: Vail Engineering Corporation (Kyle Masters)
Address: 2033 Howe Avenue, Suite 220
Sacramento, CA 95825

Project Location / Legal description of Property (if recorded):

Assessor's Parcel Numbers: 225-0070-057, 058, 061, 062, 064, and 070

SECTION 2: GENERAL INFORMATION

The project as approved includes eight mitigation measures. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within Attachment A of the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the above-mentioned applicant.

SECTION 3: PLAN CONTENTS

1. AIR

Mitigation Measure #1:

Comply with the 1994 North Natomas Community Plan's requirement to prepare an Air Quality Mitigation Strategy that reduces reactive organic gases (ROG) emissions by 50 percent project-wide.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Planning and Development Department, working together with Sacramento Metropolitan Air Quality Management District

RESOLUTION 95-496

AUG 2 9 1995

Monitoring Program:

Prior to issuance of a building permit, the applicant shall comply with the aforementioned mitigation measure related to emission reduction.

2. WATER

Mitigation:

Mitigation Measure #2:

A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Utilities Department

Monitoring Program:

The aforementioned mitigation measure is intended to ensure that adequate stormwater drainage to the satisfaction of the Utilities Director is provided prior to occupancy of buildings on the subject site.

3. PLANT AND ANIMAL LIFE - HABITAT CONSERVATION PLAN

Mitigation:

Mitigation Measure #3:

The applicant shall participate in the Natomas Basin Habitat Conservation Plan~~, once adopted~~.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Planning & Development Department

Monitoring Program:

The applicant shall participate in the Natomas Basin Habitat Conservation Plan~~, once adopted~~. At the time of building permit, the applicant shall pay the estimated (interim) HCP fee, based on the Ordinance anticipated to be adopted by the City Council in September or October, 1995. If the HCP program is never implemented, or if the estimated (interim) fee exceeds the actual

fee, then the applicant shall be refunded the difference, with interest. If the estimated (interim) fee is less than the actual fee, the applicant shall pay the difference.

4. PLANT AND ANIMAL LIFE - PLANT AND ANIMAL SURVEY

Mitigation:

Mitigation Measure #4:

The applicant shall submit a plant/ animal survey conducted by a qualified biologist/ botanist with the Special Permit application prior to any future development. The applicant shall comply with any applicable mitigation measures that result from the survey.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Planning and Development Department

Monitoring Program:

Prior to any future development, the applicant shall submit a plant/ animal survey with the Special Permit application.

5. PLANT AND ANIMAL LIFE - EROSION CONTROL

Mitigation:

Mitigation Measure #5:

The applicant shall comply with the following short term construction mitigation:

1. All sites shall be graded such that the new topography makes a smooth transition to existing adjacent topography.

2. Dust and soil erosion control measures shall be implemented during the construction phases of all projects. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:

    a. watering exposed soils;
    b. covering exposed soils with straw or other materials;
    c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
    d. covering trucks containing loose and dry soil; and
    e. providing interim drainage measures during the construction period.

3. In non-pavement areas, any vegetation covered or removed during grading or construction (including slope protection) should be replanted following the construction activities.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Planning and Development Department

Monitoring Program:

During construction of any building or other infrastructure improvement on the site, the applicant shall comply with the aforementioned mitigation measure related to erosion control.

6. TRANSPORTATION AND CIRCULATION

Mitigation:

Mitigation Measure #6:

The applicant shall comply with the City's Transportation Systems Management Ordinance and prepare a Transportation Management Plan.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Public Works, Transportation and Engineering Planning
The City of Sacramento, Planning and Development

Monitoring Program:

Prior to issuance of any building permit, the applicant shall comply with the City's Transportation Systems Management Ordinance and prepare a Transportation Management Plan.

7. HUMAN HEALTH - MOSQUITO ABATEMENT

Mitigation:

Mitigation Measure #7:

The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, Planning and Development Department

Monitoring Program:

The applicant shall participate in the Mosquito Control Assessment District, once adopted.

8. CULTURAL RESOURCES

Mitigation:

Mitigation Measure #8:

If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues. A City contact person in Permit Services shall be notified in case of an archeological discovery.

Entities Responsible for Ensuring Compliance:

Department of Planning and Development, City of Sacramento
Department of Public Works, City of Sacramento

Monitoring Program:

The aforementioned mitigation measure shall be complied with during any construction on the subject site.

ATTACHMENT D
CALEEMOD OUTPUTS

Innovate Corporate Center

Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	314.65	1000sqft	7.22	314,650.00	0
Enclosed Parking Structure	121.50	1000sqft	2.79	121,500.00	0
High Turnover (Sit Down Restaurant)	6.20	1000sqft	0.14	6,200.00	0
Hotel	120.00	Room	4.00	63,345.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2018
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	479.09	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Calculated in accordance with SMAQMD's recommendation

Land Use - Applicant Info

Construction Phase - Applicant Information

Grading - Applicant Information

Construction Off-road Equipment Mitigation - SMAQMD BMP

Mobile Land Use Mitigation - Information from Applicant

Energy Mitigation -

Vehicle Trips - City Provided Traffic Information

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblLandUse	LandUseSquareFeet	174,240.00	63,345.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	479.09
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	ST_TR	2.37	9.97
tblVehicleTrips	ST_TR	158.37	47.26
tblVehicleTrips	ST_TR	8.19	5.84
tblVehicleTrips	SU_TR	0.98	9.97
tblVehicleTrips	SU_TR	131.84	47.26
tblVehicleTrips	SU_TR	5.95	5.84
tblVehicleTrips	WD_TR	11.01	9.97
tblVehicleTrips	WD_TR	127.15	47.26

tblVehicleTrips	WD_TR	8.17	5.84

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6207	4.8712	5.0148	7.8500e-003	0.3396	0.2664	0.6060	0.1108	0.2490	0.3598	0.0000	671.3280	671.3280	0.1022	0.0000	673.4741
2018	3.6741	1.2239	1.4020	2.3900e-003	0.0668	0.0665	0.1334	0.0181	0.0624	0.0805	0.0000	200.1554	200.1554	0.0293	0.0000	200.7702
Total	**4.2948**	**6.0951**	**6.4168**	**0.0102**	**0.4065**	**0.3329**	**0.7394**	**0.1289**	**0.3114**	**0.4403**	**0.0000**	**871.4834**	**871.4834**	**0.1315**	**0.0000**	**874.2443**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.3248	4.2529	4.8458	7.8500e-003	0.2681	0.1362	0.4042	0.0811	0.1352	0.2163	0.0000	671.3276	671.3276	0.1022	0.0000	673.4737
2018	3.6096	1.2598	1.4360	2.3900e-003	0.0668	0.0424	0.1092	0.0181	0.0421	0.0602	0.0000	200.1553	200.1553	0.0293	0.0000	200.7701
Total	**3.9344**	**5.5127**	**6.2818**	**0.0102**	**0.3349**	**0.1785**	**0.5135**	**0.0992**	**0.1773**	**0.2765**	**0.0000**	**871.4828**	**871.4828**	**0.1315**	**0.0000**	**874.2437**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**8.39**	**9.56**	**2.10**	**0.00**	**17.61**	**46.37**	**30.56**	**23.02**	**43.06**	**37.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3273	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148
Energy	0.0431	0.3922	0.3294	2.3500e-003		0.0298	0.0298		0.0298	0.0298	0.0000	1,908.2004	1,908.2004	0.0979	0.0264	1,918.4324
Mobile	2.2960	5.0811	23.8164	0.0540	3.7684	0.0698	3.8382	1.0095	0.0643	1.0738	0.0000	3,984.4373	3,984.4373	0.1617	0.0000	3,987.8334
Waste						0.0000	0.0000		0.0000	0.0000	87.7124	0.0000	87.7124	5.1837	0.0000	196.5691
Water						0.0000	0.0000		0.0000	0.0000	21.5288	92.3054	113.8341	0.0797	0.0480	130.3795
Total	**4.6665**	**5.4734**	**24.1531**	**0.0564**	**3.7684**	**0.0996**	**3.8680**	**1.0095**	**0.0941**	**1.1037**	**109.2412**	**5,984.9570**	**6,094.1982**	**5.5230**	**0.0744**	**6,233.2293**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3273	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148
Energy	0.0323	0.2936	0.2466	1.7600e-003		0.0223	0.0223		0.0223	0.0223	0.0000	1,622.6261	1,622.6261	0.0850	0.0222	1,631.2863
Mobile	2.2200	4.5934	21.9294	0.0479	3.3237	0.0623	3.3861	0.8904	0.0574	0.9478	0.0000	3,530.5373	3,530.5373	0.1449	0.0000	3,533.5800
Waste						0.0000	0.0000		0.0000	0.0000	87.7124	0.0000	87.7124	5.1837	0.0000	196.5691
Water						0.0000	0.0000		0.0000	0.0000	21.5288	92.3054	113.8341	0.0800	0.0480	130.4036
Total	**4.5795**	**4.8871**	**22.1833**	**0.0496**	**3.3237**	**0.0847**	**3.4084**	**0.8904**	**0.0798**	**0.9702**	**109.2412**	**5,245.4826**	**5,354.7238**	**5.4936**	**0.0702**	**5,491.8537**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.86**	**10.71**	**8.16**	**11.94**	**11.80**	**15.01**	**11.88**	**11.80**	**15.26**	**12.10**	**0.00**	**12.36**	**12.13**	**0.53**	**5.57**	**11.89**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	2/10/2017	5	30	
2	Building Construction	Building Construction	2/11/2017	4/6/2018	5	300	
3	Paving	Paving	4/7/2018	5/4/2018	5	20	
4	Architectural Coating	Architectural Coating	5/5/2018	6/1/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 758,543; Non-Residential Outdoor: 252,848 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	181.00	83.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0915	1.0439	0.7021	9.3000e-004		0.0498	0.0498		0.0458	0.0458	0.0000	85.9109	85.9109	0.0263	0.0000	86.4637
Total	**0.0915**	**1.0439**	**0.7021**	**9.3000e-004**	**0.1301**	**0.0498**	**0.1799**	**0.0540**	**0.0458**	**0.0997**	**0.0000**	**85.9109**	**85.9109**	**0.0263**	**0.0000**	**86.4637**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	1.0700e-003	0.0112	3.0000e-005	2.2000e-003	2.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8886	1.8886	1.0000e-004	0.0000	1.8906
Total	**8.9000e-004**	**1.0700e-003**	**0.0112**	**3.0000e-005**	**2.2000e-003**	**2.0000e-005**	**2.2200e-003**	**5.9000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.8886**	**1.8886**	**1.0000e-004**	**0.0000**	**1.8906**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0586	0.0000	0.0586	0.0243	0.0000	0.0243	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.7642	0.5692	9.3000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	85.9108	85.9108	0.0263	0.0000	86.4636
Total	**0.0284**	**0.7642**	**0.5692**	**9.3000e-004**	**0.0586**	**0.0207**	**0.0792**	**0.0243**	**0.0207**	**0.0450**	**0.0000**	**85.9108**	**85.9108**	**0.0263**	**0.0000**	**86.4636**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	1.0700e-003	0.0112	3.0000e-005	2.2000e-003	2.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8886	1.8886	1.0000e-004	0.0000	1.8906
Total	**8.9000e-004**	**1.0700e-003**	**0.0112**	**3.0000e-005**	**2.2000e-003**	**2.0000e-005**	**2.2200e-003**	**5.9000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.8886**	**1.8886**	**1.0000e-004**	**0.0000**	**1.8906**

3.3 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3568	3.0367	2.0849	3.0800e-003		0.2048	0.2048		0.1924	0.1924	0.0000	275.4010	275.4010	0.0678	0.0000	276.8244
Total	**0.3568**	**3.0367**	**2.0849**	**3.0800e-003**		**0.2048**	**0.2048**		**0.1924**	**0.1924**	**0.0000**	**275.4010**	**275.4010**	**0.0678**	**0.0000**	**276.8244**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1097	0.7153	1.4381	1.9900e-003	0.0545	0.0107	0.0651	0.0156	9.7900e-003	0.0254	0.0000	177.0918	177.0918	1.3400e-003	0.0000	177.1200
Worker	0.0619	0.0744	0.7785	1.8300e-003	0.1529	1.1200e-003	0.1540	0.0407	1.0400e-003	0.0417	0.0000	131.0358	131.0358	6.6500e-003	0.0000	131.1755
Total	**0.1716**	**0.7896**	**2.2167**	**3.8200e-003**	**0.2073**	**0.0118**	**0.2191**	**0.0562**	**0.0108**	**0.0671**	**0.0000**	**308.1275**	**308.1275**	**7.9900e-003**	**0.0000**	**308.2955**

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1240	2.6981	2.0488	3.0800e-003		0.1037	0.1037		0.1037	0.1037	0.0000	275.4007	275.4007	0.0678	0.0000	276.8240
Total	**0.1240**	**2.6981**	**2.0488**	**3.0800e-003**		**0.1037**	**0.1037**		**0.1037**	**0.1037**	**0.0000**	**275.4007**	**275.4007**	**0.0678**	**0.0000**	**276.8240**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1097	0.7153	1.4381	1.9900e-003	0.0545	0.0107	0.0651	0.0156	9.7900e-003	0.0254	0.0000	177.0918	177.0918	1.3400e-003	0.0000	177.1200
Worker	0.0619	0.0744	0.7785	1.8300e-003	0.1529	1.1200e-003	0.1540	0.0407	1.0400e-003	0.0417	0.0000	131.0358	131.0358	6.6500e-003	0.0000	131.1755
Total	**0.1716**	**0.7896**	**2.2167**	**3.8200e-003**	**0.2073**	**0.0118**	**0.2191**	**0.0562**	**0.0108**	**0.0671**	**0.0000**	**308.1275**	**308.1275**	**7.9900e-003**	**0.0000**	**308.2955**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0934	0.8141	0.6136	9.4000e-004		0.0523	0.0523		0.0492	0.0492	0.0000	82.8694	82.8694	0.0203	0.0000	83.2953
Total	**0.0934**	**0.8141**	**0.6136**	**9.4000e-004**		**0.0523**	**0.0523**		**0.0492**	**0.0492**	**0.0000**	**82.8694**	**82.8694**	**0.0203**	**0.0000**	**83.2953**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0276	0.1961	0.3948	6.0000e-004	0.0166	2.9800e-003	0.0196	4.7400e-003	2.7400e-003	7.4800e-003	0.0000	52.9019	52.9019	4.0000e-004	0.0000	52.9103
Worker	0.0168	0.0204	0.2129	5.6000e-004	0.0465	3.4000e-004	0.0469	0.0124	3.1000e-004	0.0127	0.0000	38.3729	38.3729	1.8600e-003	0.0000	38.4120
Total	**0.0444**	**0.2165**	**0.6077**	**1.1600e-003**	**0.0631**	**3.3200e-003**	**0.0664**	**0.0171**	**3.0500e-003**	**0.0202**	**0.0000**	**91.2748**	**91.2748**	**2.2600e-003**	**0.0000**	**91.3223**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0377	0.8212	0.6236	9.4000e-004		0.0316	0.0316		0.0316	0.0316	0.0000	82.8693	82.8693	0.0203	0.0000	83.2952
Total	**0.0377**	**0.8212**	**0.6236**	**9.4000e-004**		**0.0316**	**0.0316**		**0.0316**	**0.0316**	**0.0000**	**82.8693**	**82.8693**	**0.0203**	**0.0000**	**83.2952**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0276	0.1961	0.3948	6.0000e-004	0.0166	2.9800e-003	0.0196	4.7400e-003	2.7400e-003	7.4800e-003	0.0000	52.9019	52.9019	4.0000e-004	0.0000	52.9103
Worker	0.0168	0.0204	0.2129	5.6000e-004	0.0465	3.4000e-004	0.0469	0.0124	3.1000e-004	0.0127	0.0000	38.3729	38.3729	1.8600e-003	0.0000	38.4120
Total	**0.0444**	**0.2165**	**0.6077**	**1.1600e-003**	**0.0631**	**3.3200e-003**	**0.0664**	**0.0171**	**3.0500e-003**	**0.0202**	**0.0000**	**91.2748**	**91.2748**	**2.2600e-003**	**0.0000**	**91.3223**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	4.8000e-004	5.0400e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9086	0.9086	4.0000e-005	0.0000	0.9095
Total	**4.0000e-004**	**4.8000e-004**	**5.0400e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9086**	**0.9086**	**4.0000e-005**	**0.0000**	**0.9095**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1200e-003	0.1970	0.1693	2.2000e-004		6.5400e-003	6.5400e-003		6.5400e-003	6.5400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1200e-003**	**0.1970**	**0.1693**	**2.2000e-004**		**6.5400e-003**	**6.5400e-003**		**6.5400e-003**	**6.5400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	4.8000e-004	5.0400e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9086	0.9086	4.0000e-005	0.0000	0.9095
Total	**4.0000e-004**	**4.8000e-004**	**5.0400e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9086**	**0.9086**	**4.0000e-005**	**0.0000**	**0.9095**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.5159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**3.5188**	**0.0201**	**0.0185**	**3.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	1.1600e-003	0.0121	3.0000e-005	2.6400e-003	2.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.1806	2.1806	1.1000e-004	0.0000	2.1829
Total	**9.6000e-004**	**1.1600e-003**	**0.0121**	**3.0000e-005**	**2.6400e-003**	**2.0000e-005**	**2.6600e-003**	**7.0000e-004**	**2.0000e-005**	**7.2000e-004**	**0.0000**	**2.1806**	**2.1806**	**1.1000e-004**	**0.0000**	**2.1829**

3.5 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.5159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1400e-003	0.0235	0.0183	3.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**3.5170**	**0.0235**	**0.0183**	**3.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	1.1600e-003	0.0121	3.0000e-005	2.6400e-003	2.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.1806	2.1806	1.1000e-004	0.0000	2.1829
Total	**9.6000e-004**	**1.1600e-003**	**0.0121**	**3.0000e-005**	**2.6400e-003**	**2.0000e-005**	**2.6600e-003**	**7.0000e-004**	**2.0000e-005**	**7.2000e-004**	**0.0000**	**2.1806**	**2.1806**	**1.1000e-004**	**0.0000**	**2.1829**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2200	4.5934	21.9294	0.0479	3.3237	0.0623	3.3861	0.8904	0.0574	0.9478	0.0000	3,530.5373	3,530.5373	0.1449	0.0000	3,533.5800
Unmitigated	2.2960	5.0811	23.8164	0.0540	3.7684	0.0698	3.8382	1.0095	0.0643	1.0738	0.0000	3,984.4373	3,984.4373	0.1617	0.0000	3,987.8334

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	3,137.06	3,137.06	3137.06	7,919,007	6,984,564
High Turnover (Sit Down Restaurant)	293.01	293.01	293.01	609,008	537,145
Hotel	700.80	700.80	700.80	1,595,595	1,407,315
Total	4,130.87	4,130.87	4,130.87	10,123,611	8,929,025

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	100	0	0
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,303.0247	1,303.0247	0.0789	0.0163	1,309.7399
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,481.2693	1,481.2693	0.0897	0.0186	1,488.9031
NaturalGas Mitigated	0.0323	0.2936	0.2466	1.7600e-003		0.0223	0.0223		0.0223	0.0223	0.0000	319.6014	319.6014	6.1300e-003	5.8600e-003	321.5464
NaturalGas Unmitigated	0.0431	0.3922	0.3294	2.3500e-003		0.0298	0.0298		0.0298	0.0298	0.0000	426.9311	426.9311	8.1800e-003	7.8300e-003	429.5294

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4.32644e+006	0.0233	0.2121	0.1782	1.2700e-003		0.0161	0.0161		0.0161	0.0161	0.0000	230.8752	230.8752	4.4300e-003	4.2300e-003	232.2803
High Turnover (Sit Down Restaurant)	1.12115e+006	6.0500e-003	0.0550	0.0462	3.3000e-004		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003	0.0000	59.8286	59.8286	1.1500e-003	1.1000e-003	60.1927
Hotel	2.5528e+006	0.0138	0.1251	0.1051	7.5000e-004		9.5100e-003	9.5100e-003		9.5100e-003	9.5100e-003	0.0000	136.2273	136.2273	2.6100e-003	2.5000e-003	137.0564
Total		**0.0432**	**0.3922**	**0.3294**	**2.3500e-003**		**0.0298**	**0.0298**		**0.0298**	**0.0298**	**0.0000**	**426.9311**	**426.9311**	**8.1900e-003**	**7.8300e-003**	**429.5294**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3.09269e+006	0.0167	0.1516	0.1274	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	165.0380	165.0380	3.1600e-003	3.0300e-003	166.0424
High Turnover (Sit Down Restaurant)	1.00436e+006	5.4200e-003	0.0492	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.5963	53.5963	1.0300e-003	9.8000e-004	53.9225
Hotel	1.89205e+006	0.0102	0.0928	0.0779	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	100.9671	100.9671	1.9400e-003	1.8500e-003	101.5816
Total		**0.0323**	**0.2936**	**0.2466**	**1.7700e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**	**0.0000**	**319.6014**	**319.6014**	**6.1300e-003**	**5.8600e-003**	**321.5464**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	795825	172.9420	0.0105	2.1700e-003	173.8332
General Office Building	5.04699e+006	1,096.7684	0.0664	0.0137	1,102.4207
High Turnover (Sit Down Restaurant)	275466	59.8620	3.6200e-003	7.5000e-004	60.1705
Hotel	698062	151.6969	9.1800e-003	1.9000e-003	152.4787
Total		**1,481.2693**	**0.0897**	**0.0186**	**1,488.9031**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	652941	141.8916	8.5900e-003	1.7800e-003	142.6229
General Office Building	4.47306e+006	972.0486	0.0588	0.0122	977.0581
High Turnover (Sit Down Restaurant)	255471	55.5168	3.3600e-003	7.0000e-004	55.8029
Hotel	614637	133.5676	8.0900e-003	1.6700e-003	134.2560
Total		**1,303.0247**	**0.0789**	**0.0163**	**1,309.7399**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.3273	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148
Unmitigated	2.3273	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9750					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-004	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148
Total	**2.3273**	**7.0000e-005**	**7.2800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0140**	**0.0140**	**4.0000e-005**	**0.0000**	**0.0148**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9750					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-004	7.0000e-005	7.2800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0140	0.0140	4.0000e-005	0.0000	0.0148
Total	**2.3273**	**7.0000e-005**	**7.2800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0140**	**0.0140**	**4.0000e-005**	**0.0000**	**0.0148**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	113.8341	0.0800	0.0480	130.4036
Unmitigated	113.8341	0.0797	0.0480	130.3795

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	55.9239 / 34.276	106.4091	0.0733	0.0441	121.6243
High Turnover (Sit Down Restaurant)	1.88191 / 0.120122	2.7949	2.4200e-003	1.4700e-003	3.3028
Hotel	3.04401 / 0.338224	4.6302	3.9200e-003	2.3900e-003	5.4524
Total		**113.8341**	**0.0797**	**0.0480**	**130.3795**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	55.9239 / 34.276	106.4091	0.0736	0.0442	121.6464
High Turnover (Sit Down Restaurant)	1.88191 / 0.120122	2.7949	2.4300e-003	1.4800e-003	3.3036
Hotel	3.04401 / 0.338224	4.6302	3.9400e-003	2.3900e-003	5.4536
Total		**113.8341**	**0.0800**	**0.0480**	**130.4036**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	87.7124	5.1837	0.0000	196.5691
Unmitigated	87.7124	5.1837	0.0000	196.5691

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	292.62	59.3992	3.5104	0.0000	133.1175
High Turnover (Sit Down Restaurant)	73.78	14.9767	0.8851	0.0000	33.5637
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Total		**87.7124**	**5.1837**	**0.0000**	**196.5691**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	292.62	59.3992	3.5104	0.0000	133.1175
High Turnover (Sit Down Restaurant)	73.78	14.9767	0.8851	0.0000	33.5637
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Total		**87.7124**	**5.1837**	**0.0000**	**196.5691**

9.0 Operational Offroad

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

10.0 Vegetation

Innovate Corporate Center

Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	314.65	1000sqft	7.22	314,650.00	0
Enclosed Parking Structure	121.50	1000sqft	2.79	121,500.00	0
High Turnover (Sit Down Restaurant)	6.20	1000sqft	0.14	6,200.00	0
Hotel	120.00	Room	4.00	63,345.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2018
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	479.09	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Calculated in accordance with SMAQMD's recommendation

Land Use - Applicant Info

Construction Phase - Applicant Information

Grading - Applicant Information

Construction Off-road Equipment Mitigation - SMAQMD BMP

Mobile Land Use Mitigation - Information from Applicant

Energy Mitigation -

Vehicle Trips - City Provided Traffic Information

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblLandUse	LandUseSquareFeet	174,240.00	63,345.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	479.09
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	ST_TR	2.37	9.97
tblVehicleTrips	ST_TR	158.37	47.26
tblVehicleTrips	ST_TR	8.19	5.84
tblVehicleTrips	SU_TR	0.98	9.97
tblVehicleTrips	SU_TR	131.84	47.26
tblVehicleTrips	SU_TR	5.95	5.84
tblVehicleTrips	WD_TR	11.01	9.97
tblVehicleTrips	WD_TR	127.15	47.26

tblVehicleTrips	WD_TR	8.17	5.84

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1706	69.6564	47.6691	0.0637	8.8255	3.3183	12.1438	3.6369	3.0528	6.6897	0.0000	6,466.9488	6,466.9488	1.9415	0.0000	6,507.7193
2018	351.9988	29.1081	33.7255	0.0617	1.8644	1.5885	3.4529	0.5040	1.4914	1.9955	0.0000	5,619.6869	5,619.6869	0.7098	0.0000	5,634.5921
Total	**358.1694**	**98.7646**	**81.3945**	**0.1253**	**10.6899**	**4.9068**	**15.5967**	**4.1409**	**4.5442**	**8.6851**	**0.0000**	**12,086.6358**	**12,086.6358**	**2.6512**	**0.0000**	**12,142.3114**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.5897	51.0109	38.8072	0.0637	4.0551	1.3793	5.4345	1.6588	1.3793	3.0380	0.0000	6,466.9488	6,466.9488	1.9415	0.0000	6,507.7193
2018	351.8141	29.3088	34.0084	0.0617	1.8644	0.9958	2.8602	0.5040	0.9882	1.4923	0.0000	5,619.6869	5,619.6869	0.7098	0.0000	5,634.5921
Total	**354.4038**	**80.3197**	**72.8156**	**0.1253**	**5.9196**	**2.3751**	**8.2947**	**2.1628**	**2.3675**	**4.5303**	**0.0000**	**12,086.6358**	**12,086.6358**	**2.6512**	**0.0000**	**12,142.3114**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.05	18.68	10.54	0.00	44.62	51.59	46.82	47.77	47.90	47.84	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Energy	0.2364	2.1489	1.8051	0.0129		0.1633	0.1633		0.1633	0.1633		2,578.6904	2,578.6904	0.0494	0.0473	2,594.3839
Mobile	14.3143	25.9153	138.2192	0.3221	21.4359	0.3827	21.8186	5.7262	0.3527	6.0788		26,089.0622	26,089.0622	0.9803		26,109.6491
Total	**27.3047**	**28.0647**	**140.0825**	**0.3350**	**21.4359**	**0.5463**	**21.9822**	**5.7262**	**0.5162**	**6.2424**		**28,667.8757**	**28,667.8757**	**1.0301**	**0.0473**	**28,704.1631**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Energy	0.1770	1.6087	1.3513	9.6500e-003		0.1223	0.1223		0.1223	0.1223		1,930.4120	1,930.4120	0.0370	0.0354	1,942.1602
Mobile	13.8694	23.4506	125.6857	0.2853	18.9064	0.3418	19.2482	5.0505	0.3149	5.3654		23,110.6391	23,110.6391	0.8783		23,129.0828
Total	**26.8003**	**25.0598**	**127.0952**	**0.2950**	**18.9064**	**0.4642**	**19.3707**	**5.0505**	**0.4374**	**5.4879**		**25,041.1741**	**25,041.1741**	**0.9156**	**0.0354**	**25,071.3731**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.85**	**10.71**	**9.27**	**11.94**	**11.80**	**15.02**	**11.88**	**11.80**	**15.27**	**12.09**	**0.00**	**12.65**	**12.65**	**11.11**	**25.15**	**12.66**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	2/10/2017	5	30	
2	Building Construction	Building Construction	2/11/2017	4/6/2018	5	300	
3	Paving	Paving	4/7/2018	5/4/2018	5	20	
4	Architectural Coating	Architectural Coating	5/5/2018	6/1/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 758,543; Non-Residential Outdoor: 252,848 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	181.00	83.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0645	0.8640	1.9500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		153.5798	153.5798	7.0500e-003		153.7278
Total	**0.0715**	**0.0645**	**0.8640**	**1.9500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**153.5798**	**153.5798**	**7.0500e-003**		**153.7278**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9030	0.0000	3.9030	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	1.8922	50.9465	37.9432	0.0617		1.3783	1.3783		1.3783	1.3783	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.8922**	**50.9465**	**37.9432**	**0.0617**	**3.9030**	**1.3783**	**5.2813**	**1.6184**	**1.3783**	**2.9967**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0645	0.8640	1.9500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		153.5798	153.5798	7.0500e-003		153.7278
Total	**0.0715**	**0.0645**	**0.8640**	**1.9500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**153.5798**	**153.5798**	**7.0500e-003**		**153.7278**

3.3 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8647	5.9039	10.4740	0.0173	0.4877	0.0921	0.5798	0.1389	0.0846	0.2234		1,703.7398	1,703.7398	0.0127		1,704.0066
Worker	0.6468	0.5833	7.8194	0.0176	1.3769	9.7800e-003	1.3866	0.3652	9.0200e-003	0.3742		1,389.8974	1,389.8974	0.0638		1,391.2365
Total	**1.5115**	**6.4872**	**18.2934**	**0.0349**	**1.8645**	**0.1019**	**1.9664**	**0.5041**	**0.0936**	**0.5977**		**3,093.6372**	**3,093.6372**	**0.0765**		**3,095.2432**

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8647	5.9039	10.4740	0.0173	0.4877	0.0921	0.5798	0.1389	0.0846	0.2234		1,703.7398	1,703.7398	0.0127		1,704.0066
Worker	0.6468	0.5833	7.8194	0.0176	1.3769	9.7800e-003	1.3866	0.3652	9.0200e-003	0.3742		1,389.8974	1,389.8974	0.0638		1,391.2365
Total	**1.5115**	**6.4872**	**18.2934**	**0.0349**	**1.8645**	**0.1019**	**1.9664**	**0.5041**	**0.0936**	**0.5977**		**3,093.6372**	**3,093.6372**	**0.0765**		**3,095.2432**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7187	5.3218	9.1399	0.0173	0.4876	0.0846	0.5722	0.1388	0.0778	0.2166		1,672.2940	1,672.2940	0.0124		1,672.5541
Worker	0.5802	0.5255	7.0528	0.0176	1.3769	9.5800e-003	1.3865	0.3652	8.8700e-003	0.3741		1,337.4540	1,337.4540	0.0587		1,338.6863
Total	**1.2989**	**5.8473**	**16.1928**	**0.0349**	**1.8644**	**0.0942**	**1.9586**	**0.5040**	**0.0867**	**0.5907**		**3,009.7480**	**3,009.7480**	**0.0711**		**3,011.2404**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7187	5.3218	9.1399	0.0173	0.4876	0.0846	0.5722	0.1388	0.0778	0.2166		1,672.2940	1,672.2940	0.0124		1,672.5541
Worker	0.5802	0.5255	7.0528	0.0176	1.3769	9.5800e-003	1.3865	0.3652	8.8700e-003	0.3741		1,337.4540	1,337.4540	0.0587		1,338.6863
Total	**1.2989**	**5.8473**	**16.1928**	**0.0349**	**1.8644**	**0.0942**	**1.9586**	**0.5040**	**0.0867**	**0.5907**		**3,009.7480**	**3,009.7480**	**0.0711**		**3,011.2404**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0436	0.5845	1.4600e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		110.8387	110.8387	4.8600e-003		110.9409
Total	**0.0481**	**0.0436**	**0.5845**	**1.4600e-003**	**0.1141**	**7.9000e-004**	**0.1149**	**0.0303**	**7.3000e-004**	**0.0310**		**110.8387**	**110.8387**	**4.8600e-003**		**110.9409**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9122	19.6998	16.9276	0.0223		0.6542	0.6542		0.6542	0.6542	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9122**	**19.6998**	**16.9276**	**0.0223**		**0.6542**	**0.6542**		**0.6542**	**0.6542**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0436	0.5845	1.4600e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		110.8387	110.8387	4.8600e-003		110.9409
Total	**0.0481**	**0.0436**	**0.5845**	**1.4600e-003**	**0.1141**	**7.9000e-004**	**0.1149**	**0.0303**	**7.3000e-004**	**0.0310**		**110.8387**	**110.8387**	**4.8600e-003**		**110.9409**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	351.5848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**351.8834**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.1045	1.4028	3.5000e-003	0.2739	1.9100e-003	0.2758	0.0726	1.7600e-003	0.0744		266.0130	266.0130	0.0117		266.2580
Total	**0.1154**	**0.1045**	**1.4028**	**3.5000e-003**	**0.2739**	**1.9100e-003**	**0.2758**	**0.0726**	**1.7600e-003**	**0.0744**		**266.0130**	**266.0130**	**0.0117**		**266.2580**

3.5 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	351.5848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**351.6987**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1154	0.1045	1.4028	3.5000e-003	0.2739	1.9100e-003	0.2758	0.0726	1.7600e-003	0.0744		266.0130	266.0130	0.0117		266.2580
Total	**0.1154**	**0.1045**	**1.4028**	**3.5000e-003**	**0.2739**	**1.9100e-003**	**0.2758**	**0.0726**	**1.7600e-003**	**0.0744**		**266.0130**	**266.0130**	**0.0117**		**266.2580**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.8694	23.4506	125.6857	0.2853	18.9064	0.3418	19.2482	5.0505	0.3149	5.3654		23,110.6391	23,110.6391	0.8783		23,129.0828
Unmitigated	14.3143	25.9153	138.2192	0.3221	21.4359	0.3827	21.8186	5.7262	0.3527	6.0788		26,089.0622	26,089.0622	0.9803		26,109.6491

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	3,137.06	3,137.06	3137.06	7,919,007	6,984,564
High Turnover (Sit Down Restaurant)	293.01	293.01	293.01	609,008	537,145
Hotel	700.80	700.80	700.80	1,595,595	1,407,315
Total	4,130.87	4,130.87	4,130.87	10,123,611	8,929,025

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	100	0	0
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1770	1.6087	1.3513	9.6500e-003		0.1223	0.1223		0.1223	0.1223		1,930.4120	1,930.4120	0.0370	0.0354	1,942.1602
NaturalGas Unmitigated	0.2364	2.1489	1.8051	0.0129		0.1633	0.1633		0.1633	0.1633		2,578.6904	2,578.6904	0.0494	0.0473	2,594.3839

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	11853.3	0.1278	1.1621	0.9762	6.9700e-003		0.0883	0.0883		0.0883	0.0883		1,394.5004	1,394.5004	0.0267	0.0256	1,402.9871
High Turnover (Sit Down Restaurant)	3071.63	0.0331	0.3011	0.2530	1.8100e-003		0.0229	0.0229		0.0229	0.0229		361.3686	361.3686	6.9300e-003	6.6300e-003	363.5678
Hotel	6993.98	0.0754	0.6857	0.5760	4.1100e-003		0.0521	0.0521		0.0521	0.0521		822.8214	822.8214	0.0158	0.0151	827.8290
Total		**0.2364**	**2.1489**	**1.8051**	**0.0129**		**0.1633**	**0.1633**		**0.1633**	**0.1633**		**2,578.6904**	**2,578.6904**	**0.0494**	**0.0473**	**2,594.3839**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	8.47314	0.0914	0.8307	0.6978	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.8396	996.8396	0.0191	0.0183	1,002.9062
High Turnover (Sit Down Restaurant)	2.75166	0.0297	0.2698	0.2266	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.7249	323.7249	6.2000e-003	5.9300e-003	325.6951
Hotel	5.1837	0.0559	0.5082	0.4269	3.0500e-003		0.0386	0.0386		0.0386	0.0386		609.8475	609.8475	0.0117	0.0112	613.5589
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1770**	**1.6087**	**1.3513**	**9.6500e-003**		**0.1223**	**0.1223**		**0.1223**	**0.1223**		**1,930.4120**	**1,930.4120**	**0.0370**	**0.0354**	**1,942.1602**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Unmitigated	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5600e-003	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Total	**12.7539**	**5.4000e-004**	**0.0582**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1231**	**0.1231**	**3.4000e-004**		**0.1302**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5600e-003	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Total	**12.7539**	**5.4000e-004**	**0.0582**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1231**	**0.1231**	**3.4000e-004**		**0.1302**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

Innovate Corporate Center

Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	314.65	1000sqft	7.22	314,650.00	0
Enclosed Parking Structure	121.50	1000sqft	2.79	121,500.00	0
High Turnover (Sit Down Restaurant)	6.20	1000sqft	0.14	6,200.00	0
Hotel	120.00	Room	4.00	63,345.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2018
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	479.09	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Calculated in accordance with SMAQMD's recommendation

Land Use - Applicant Info

Construction Phase - Applicant Information

Grading - Applicant Information

Construction Off-road Equipment Mitigation - SMAQMD BMP

Mobile Land Use Mitigation - Information from Applicant

Energy Mitigation -

Vehicle Trips - City Provided Traffic Information

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblLandUse	LandUseSquareFeet	174,240.00	63,345.00
tblProjectCharacteristics	CO2IntensityFactor	590.31	479.09
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	ST_TR	2.37	9.97
tblVehicleTrips	ST_TR	158.37	47.26
tblVehicleTrips	ST_TR	8.19	5.84
tblVehicleTrips	SU_TR	0.98	9.97
tblVehicleTrips	SU_TR	131.84	47.26
tblVehicleTrips	SU_TR	5.95	5.84
tblVehicleTrips	WD_TR	11.01	9.97
tblVehicleTrips	WD_TR	127.15	47.26

tblVehicleTrips	WD_TR	8.17	5.84

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1609	69.6719	47.5789	0.0634	8.8255	3.3183	12.1438	3.6369	3.0528	6.6897	0.0000	6,448.1886	6,448.1886	1.9415	0.0000	6,488.9591
2018	351.9822	29.6094	38.3794	0.0594	1.8644	1.5897	3.4541	0.5040	1.4926	1.9966	0.0000	5,441.5145	5,441.5145	0.7102	0.0000	5,456.4285
Total	**358.1430**	**99.2812**	**85.9583**	**0.1228**	**10.6899**	**4.9080**	**15.5979**	**4.1409**	**4.5454**	**8.6863**	**0.0000**	**11,889.7031**	**11,889.7031**	**2.6516**	**0.0000**	**11,945.3876**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.7646	51.0264	40.6499	0.0634	4.0551	1.3793	5.4345	1.6588	1.3793	3.0380	0.0000	6,448.1886	6,448.1886	1.9415	0.0000	6,488.9591
2018	351.7974	29.8100	38.6623	0.0594	1.8644	0.9970	2.8614	0.5040	0.9894	1.4934	0.0000	5,441.5145	5,441.5145	0.7102	0.0000	5,456.4285
Total	**354.5620**	**80.8364**	**79.3123**	**0.1228**	**5.9196**	**2.3764**	**8.2959**	**2.1628**	**2.3686**	**4.5314**	**0.0000**	**11,889.7031**	**11,889.7031**	**2.6516**	**0.0000**	**11,945.3876**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.00	18.58	7.73	0.00	44.62	51.58	46.81	47.77	47.89	47.83	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Energy	0.2364	2.1489	1.8051	0.0129		0.1633	0.1633		0.1633	0.1633		2,578.6904	2,578.6904	0.0494	0.0473	2,594.3839
Mobile	13.2592	29.5116	144.1845	0.2905	21.4359	0.3852	21.8211	5.7262	0.3549	6.0811		23,630.2655	23,630.2655	0.9811		23,650.8691
Total	**26.2495**	**31.6611**	**146.0478**	**0.3033**	**21.4359**	**0.5488**	**21.9846**	**5.7262**	**0.5185**	**6.2447**		**26,209.0790**	**26,209.0790**	**1.0309**	**0.0473**	**26,245.3831**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Energy	0.1770	1.6087	1.3513	9.6500e-003		0.1223	0.1223		0.1223	0.1223		1,930.4120	1,930.4120	0.0370	0.0354	1,942.1602
Mobile	12.8419	26.6723	134.0651	0.2574	18.9064	0.3443	19.2507	5.0505	0.3172	5.3677		20,938.4898	20,938.4898	0.8791		20,956.9502
Total	**25.7727**	**28.2815**	**135.4746**	**0.2671**	**18.9064**	**0.4667**	**19.3732**	**5.0505**	**0.4396**	**5.4901**		**22,869.0249**	**22,869.0249**	**0.9164**	**0.0354**	**22,899.2405**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.82**	**10.67**	**7.24**	**11.95**	**11.80**	**14.95**	**11.88**	**11.80**	**15.20**	**12.08**	**0.00**	**12.74**	**12.74**	**11.10**	**25.15**	**12.75**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	2/10/2017	5	30	
2	Building Construction	Building Construction	2/11/2017	4/6/2018	5	300	
3	Paving	Paving	4/7/2018	5/4/2018	5	20	
4	Architectural Coating	Architectural Coating	5/5/2018	6/1/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 758,543; Non-Residential Outdoor: 252,848 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	181.00	83.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	36.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0617	0.0799	0.7739	1.7100e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		134.8196	134.8196	7.0500e-003		134.9676
Total	**0.0617**	**0.0799**	**0.7739**	**1.7100e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**134.8196**	**134.8196**	**7.0500e-003**		**134.9676**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9030	0.0000	3.9030	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	1.8922	50.9465	37.9432	0.0617		1.3783	1.3783		1.3783	1.3783	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.8922**	**50.9465**	**37.9432**	**0.0617**	**3.9030**	**1.3783**	**5.2813**	**1.6184**	**1.3783**	**2.9967**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0617	0.0799	0.7739	1.7100e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		134.8196	134.8196	7.0500e-003		134.9676
Total	**0.0617**	**0.0799**	**0.7739**	**1.7100e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**134.8196**	**134.8196**	**7.0500e-003**		**134.9676**

3.3 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1277	6.3250	15.8307	0.0173	0.4877	0.0934	0.5811	0.1389	0.0858	0.2247		1,688.8370	1,688.8370	0.0131		1,689.1125
Worker	0.5587	0.7230	7.0036	0.0154	1.3769	9.7800e-003	1.3866	0.3652	9.0200e-003	0.3742		1,220.1174	1,220.1174	0.0638		1,221.4565
Total	**1.6864**	**7.0480**	**22.8343**	**0.0327**	**1.8645**	**0.1032**	**1.9677**	**0.5041**	**0.0949**	**0.5989**		**2,908.9544**	**2,908.9544**	**0.0769**		**2,910.5690**

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1277	6.3250	15.8307	0.0173	0.4877	0.0934	0.5811	0.1389	0.0858	0.2247		1,688.8370	1,688.8370	0.0131		1,689.1125
Worker	0.5587	0.7230	7.0036	0.0154	1.3769	9.7800e-003	1.3866	0.3652	9.0200e-003	0.3742		1,220.1174	1,220.1174	0.0638		1,221.4565
Total	**1.6864**	**7.0480**	**22.8343**	**0.0327**	**1.8645**	**0.1032**	**1.9677**	**0.5041**	**0.0949**	**0.5989**		**2,908.9544**	**2,908.9544**	**0.0769**		**2,910.5690**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9187	5.6978	14.5806	0.0172	0.4876	0.0859	0.5734	0.1388	0.0789	0.2177		1,657.6073	1,657.6073	0.0128		1,657.8763
Worker	0.4964	0.6507	6.2661	0.0154	1.3769	9.5800e-003	1.3865	0.3652	8.8700e-003	0.3741		1,173.9682	1,173.9682	0.0587		1,175.2005
Total	**1.4151**	**6.3485**	**20.8467**	**0.0326**	**1.8644**	**0.0954**	**1.9599**	**0.5040**	**0.0878**	**0.5918**		**2,831.5755**	**2,831.5755**	**0.0715**		**2,833.0768**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9187	5.6978	14.5806	0.0172	0.4876	0.0859	0.5734	0.1388	0.0789	0.2177		1,657.6073	1,657.6073	0.0128		1,657.8763
Worker	0.4964	0.6507	6.2661	0.0154	1.3769	9.5800e-003	1.3865	0.3652	8.8700e-003	0.3741		1,173.9682	1,173.9682	0.0587		1,175.2005
Total	**1.4151**	**6.3485**	**20.8467**	**0.0326**	**1.8644**	**0.0954**	**1.9599**	**0.5040**	**0.0878**	**0.5918**		**2,831.5755**	**2,831.5755**	**0.0715**		**2,833.0768**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0539	0.5193	1.2800e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		97.2902	97.2902	4.8600e-003		97.3923
Total	**0.0411**	**0.0539**	**0.5193**	**1.2800e-003**	**0.1141**	**7.9000e-004**	**0.1149**	**0.0303**	**7.3000e-004**	**0.0310**		**97.2902**	**97.2902**	**4.8600e-003**		**97.3923**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9122	19.6998	16.9276	0.0223		0.6542	0.6542		0.6542	0.6542	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9122**	**19.6998**	**16.9276**	**0.0223**		**0.6542**	**0.6542**		**0.6542**	**0.6542**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0539	0.5193	1.2800e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		97.2902	97.2902	4.8600e-003		97.3923
Total	**0.0411**	**0.0539**	**0.5193**	**1.2800e-003**	**0.1141**	**7.9000e-004**	**0.1149**	**0.0303**	**7.3000e-004**	**0.0310**		**97.2902**	**97.2902**	**4.8600e-003**		**97.3923**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	351.5848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**351.8834**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.1294	1.2463	3.0700e-003	0.2739	1.9100e-003	0.2758	0.0726	1.7600e-003	0.0744		233.4964	233.4964	0.0117		233.7415
Total	**0.0987**	**0.1294**	**1.2463**	**3.0700e-003**	**0.2739**	**1.9100e-003**	**0.2758**	**0.0726**	**1.7600e-003**	**0.0744**		**233.4964**	**233.4964**	**0.0117**		**233.7415**

3.5 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	351.5848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**351.6987**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.1294	1.2463	3.0700e-003	0.2739	1.9100e-003	0.2758	0.0726	1.7600e-003	0.0744		233.4964	233.4964	0.0117		233.7415
Total	**0.0987**	**0.1294**	**1.2463**	**3.0700e-003**	**0.2739**	**1.9100e-003**	**0.2758**	**0.0726**	**1.7600e-003**	**0.0744**		**233.4964**	**233.4964**	**0.0117**		**233.7415**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.8419	26.6723	134.0651	0.2574	18.9064	0.3443	19.2507	5.0505	0.3172	5.3677		20,938.4898	20,938.4898	0.8791		20,956.9502
Unmitigated	13.2592	29.5116	144.1845	0.2905	21.4359	0.3852	21.8211	5.7262	0.3549	6.0811		23,630.2655	23,630.2655	0.9811		23,650.8691

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	3,137.06	3,137.06	3137.06	7,919,007	6,984,564
High Turnover (Sit Down Restaurant)	293.01	293.01	293.01	609,008	537,145
Hotel	700.80	700.80	700.80	1,595,595	1,407,315
Total	4,130.87	4,130.87	4,130.87	10,123,611	8,929,025

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down	10.00	5.00	6.50	8.50	72.50	19.00	100	0	0
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1770	1.6087	1.3513	9.6500e-003		0.1223	0.1223		0.1223	0.1223		1,930.4120	1,930.4120	0.0370	0.0354	1,942.1602
NaturalGas Unmitigated	0.2364	2.1489	1.8051	0.0129		0.1633	0.1633		0.1633	0.1633		2,578.6904	2,578.6904	0.0494	0.0473	2,594.3839

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	11853.3	0.1278	1.1621	0.9762	6.9700e-003		0.0883	0.0883		0.0883	0.0883		1,394.5004	1,394.5004	0.0267	0.0256	1,402.9871
High Turnover (Sit Down Restaurant)	3071.63	0.0331	0.3011	0.2530	1.8100e-003		0.0229	0.0229		0.0229	0.0229		361.3686	361.3686	6.9300e-003	6.6300e-003	363.5678
Hotel	6993.98	0.0754	0.6857	0.5760	4.1100e-003		0.0521	0.0521		0.0521	0.0521		822.8214	822.8214	0.0158	0.0151	827.8290
Total		**0.2364**	**2.1489**	**1.8051**	**0.0129**		**0.1633**	**0.1633**		**0.1633**	**0.1633**		**2,578.6904**	**2,578.6904**	**0.0494**	**0.0473**	**2,594.3839**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	8.47314	0.0914	0.8307	0.6978	4.9800e-003		0.0631	0.0631		0.0631	0.0631		996.8396	996.8396	0.0191	0.0183	1,002.9062
High Turnover (Sit Down Restaurant)	2.75166	0.0297	0.2698	0.2266	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.7249	323.7249	6.2000e-003	5.9300e-003	325.6951
Hotel	5.1837	0.0559	0.5082	0.4269	3.0500e-003		0.0386	0.0386		0.0386	0.0386		609.8475	609.8475	0.0117	0.0112	613.5589
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1770**	**1.6087**	**1.3513**	**9.6500e-003**		**0.1223**	**0.1223**		**0.1223**	**0.1223**		**1,930.4120**	**1,930.4120**	**0.0370**	**0.0354**	**1,942.1602**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Unmitigated	12.7539	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5600e-003	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Total	**12.7539**	**5.4000e-004**	**0.0582**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1231**	**0.1231**	**3.4000e-004**		**0.1302**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5600e-003	5.4000e-004	0.0582	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1231	0.1231	3.4000e-004		0.1302
Total	**12.7539**	**5.4000e-004**	**0.0582**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1231**	**0.1231**	**3.4000e-004**		**0.1302**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

Innovate Corporate Center

Sacramento County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.16	0.01	0.00	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.43	0.07	0.00	0.00	0.45	0.42	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.68	0.27	0.19	0.00	0.58	0.55	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.42	-0.15	-0.16	0.00	0.30	0.24	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	No Change	0.00
Cranes	Diesel	Tier 2	1	1	No Change	0.00
Excavators	Diesel	Tier 2	2	2	No Change	0.00
Forklifts	Diesel	Tier 2	3	3	No Change	0.00
Generator Sets	Diesel	Tier 2	1	1	No Change	0.00
Graders	Diesel	Tier 2	1	1	No Change	0.00
Pavers	Diesel	Tier 2	2	2	No Change	0.00
Paving Equipment	Diesel	Tier 2	2	2	No Change	0.00
Rollers	Diesel	Tier 2	2	2	No Change	0.00
Rubber Tired Dozers	Diesel	Tier 2	1	1	No Change	0.00
Scrapers	Diesel	Tier 2	2	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	5	5	No Change	0.00
Welders	Diesel	Tier 2	1	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.99000E-003	2.00600E-002	1.85400E-002	3.00000E-005	1.51000E-003	1.51000E-003	0.00000E+000	2.55326E+000	2.55326E+000	2.40000E-004	0.00000E+000	2.55835E+000
Cranes	8.23000E-002	9.78470E-001	3.52920E-001	7.40000E-004	4.33600E-002	3.98900E-002	0.00000E+000	6.84748E+001	6.84748E+001	2.10600E-002	0.00000E+000	6.89170E+001
Excavators	1.08700E-002	1.20510E-001	1.02630E-001	1.60000E-004	5.93000E-003	5.45000E-003	0.00000E+000	1.47307E+001	1.47307E+001	4.51000E-003	0.00000E+000	1.48255E+001
Forklifts	9.14800E-002	7.95430E-001	5.58120E-001	6.90000E-004	6.51800E-002	5.99600E-002	0.00000E+000	6.35534E+001	6.35534E+001	1.95400E-002	0.00000E+000	6.39638E+001
Generator Sets	8.32500E-002	6.57350E-001	5.65110E-001	9.90000E-004	4.37200E-002	4.37200E-002	0.00000E+000	8.47811E+001	8.47811E+001	6.69000E-003	0.00000E+000	8.49216E+001
Graders	1.42900E-002	1.44620E-001	7.25700E-002	9.00000E-005	8.12000E-003	7.47000E-003	0.00000E+000	8.67633E+000	8.67633E+000	2.66000E-003	0.00000E+000	8.73216E+000
Pavers	6.27000E-003	6.93900E-002	5.62800E-002	9.00000E-005	3.39000E-003	3.12000E-003	0.00000E+000	8.25421E+000	8.25421E+000	2.57000E-003	0.00000E+000	8.30817E+000
Paving Equipment	4.68000E-003	5.23700E-002	4.99500E-002	8.00000E-005	2.56000E-003	2.36000E-003	0.00000E+000	7.32630E+000	7.32630E+000	2.28000E-003	0.00000E+000	7.37419E+000
Rollers	5.16000E-003	4.98700E-002	3.87100E-002	5.00000E-005	3.43000E-003	3.16000E-003	0.00000E+000	4.78824E+000	4.78824E+000	1.49000E-003	0.00000E+000	4.81954E+000
Rubber Tired Dozers	1.78600E-002	1.97890E-001	1.49110E-001	1.30000E-004	9.19000E-003	8.46000E-003	0.00000E+000	1.23832E+001	1.23832E+001	3.79000E-003	0.00000E+000	1.24629E+001
Scrapers	3.89700E-002	4.89550E-001	3.05950E-001	4.50000E-004	1.96500E-002	1.80700E-002	0.00000E+000	4.14589E+001	4.14589E+001	1.27000E-002	0.00000E+000	4.17256E+001
Tractors/Loaders/ Backhoes	1.29580E-001	1.25179E+000	1.00914E+000	1.32000E-003	9.30900E-002	8.56400E-002	0.00000E+000	1.21890E+002	1.21890E+002	3.74700E-002	0.00000E+000	1.22677E+002
Welders	7.30600E-002	2.59050E-001	2.85020E-001	3.80000E-004	1.86700E-002	1.86700E-002	0.00000E+000	2.82331E+001	2.82331E+001	5.95000E-003	0.00000E+000	2.83580E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	1.14000E-003	2.35200E-002	1.83200E-002	3.00000E-005	9.50000E-004	9.50000E-004	0.00000E+000	2.55326E+000	2.55326E+000	2.40000E-004	0.00000E+000	2.55835E+000
Cranes	1.82100E-002	6.29620E-001	3.94460E-001	7.40000E-004	1.33500E-002	1.33500E-002	0.00000E+000	6.84747E+001	6.84747E+001	2.10600E-002	0.00000E+000	6.89169E+001
Excavators	6.19000E-003	1.35820E-001	1.20520E-001	1.60000E-004	4.17000E-003	4.17000E-003	0.00000E+000	1.47307E+001	1.47307E+001	4.51000E-003	0.00000E+000	1.48255E+001
Forklifts	3.24900E-002	6.71040E-001	5.22710E-001	6.90000E-004	2.71200E-002	2.71200E-002	0.00000E+000	6.35533E+001	6.35533E+001	1.95400E-002	0.00000E+000	6.39637E+001
Generator Sets	3.78200E-002	7.81120E-001	6.08450E-001	9.90000E-004	3.15700E-002	3.15700E-002	0.00000E+000	8.47810E+001	8.47810E+001	6.69000E-003	0.00000E+000	8.49215E+001
Graders	3.59000E-003	7.87000E-002	6.98300E-002	9.00000E-005	2.42000E-003	2.42000E-003	0.00000E+000	8.67632E+000	8.67632E+000	2.66000E-003	0.00000E+000	8.73215E+000
Pavers	3.52000E-003	7.72200E-002	6.85200E-002	9.00000E-005	2.37000E-003	2.37000E-003	0.00000E+000	8.25420E+000	8.25420E+000	2.57000E-003	0.00000E+000	8.30816E+000
Paving Equipment	3.14000E-003	6.88400E-002	6.10800E-002	8.00000E-005	2.11000E-003	2.11000E-003	0.00000E+000	7.32629E+000	7.32629E+000	2.28000E-003	0.00000E+000	7.37418E+000
Rollers	2.47000E-003	5.09400E-002	3.96800E-002	5.00000E-005	2.06000E-003	2.06000E-003	0.00000E+000	4.78823E+000	4.78823E+000	1.49000E-003	0.00000E+000	4.81953E+000
Rubber Tired Dozers	3.24000E-003	1.11990E-001	7.01600E-002	1.30000E-004	2.37000E-003	2.37000E-003	0.00000E+000	1.23832E+001	1.23832E+001	3.79000E-003	0.00000E+000	1.24629E+001
Scrapers	1.10000E-002	3.47480E-001	2.38380E-001	4.50000E-004	8.07000E-003	8.07000E-003	0.00000E+000	4.14588E+001	4.14588E+001	1.27000E-002	0.00000E+000	4.17256E+001
Tractors/Loaders/Backhoes	6.16900E-002	1.27409E+000	9.92450E-001	1.32000E-003	5.15000E-002	5.15000E-002	0.00000E+000	1.21890E+002	1.21890E+002	3.74700E-002	0.00000E+000	1.22677E+002
Welders	1.58800E-002	2.53550E-001	2.24530E-001	3.80000E-004	1.53300E-002	1.53300E-002	0.00000E+000	2.82331E+001	2.82331E+001	5.95000E-003	0.00000E+000	2.83580E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	6.18729E-001	-1.72483E-001	1.18662E-002	0.00000E+000	3.70861E-001	3.70861E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	7.78736E-001	3.56526E-001	-1.17704E-001	0.00000E+000	6.92113E-001	6.65330E-001	0.00000E+000	1.31435E-006	1.31435E-006	0.00000E+000	0.00000E+000	1.30592E-006
Excavators	4.30543E-001	-1.27043E-001	-1.74316E-001	0.00000E+000	2.96796E-001	2.34862E-001	0.00000E+000	1.35771E-006	1.35771E-006	0.00000E+000	0.00000E+000	1.34903E-006
Forklifts	6.44840E-001	1.56381E-001	6.34451E-002	0.00000E+000	5.83921E-001	5.47698E-001	0.00000E+000	1.10144E-006	1.10144E-006	0.00000E+000	0.00000E+000	1.25071E-006
Generator Sets	5.45706E-001	-1.88286E-001	-7.66930E-002	0.00000E+000	2.77905E-001	2.77905E-001	0.00000E+000	1.17951E-006	1.17951E-006	0.00000E+000	0.00000E+000	1.17756E-006
Graders	7.48775E-001	4.55815E-001	3.77566E-002	0.00000E+000	7.01970E-001	6.76037E-001	0.00000E+000	1.15256E-006	1.15256E-006	0.00000E+000	0.00000E+000	1.14519E-006
Pavers	4.38596E-001	-1.12840E-001	-2.17484E-001	0.00000E+000	3.00885E-001	2.40385E-001	0.00000E+000	1.21150E-006	1.21150E-006	0.00000E+000	0.00000E+000	1.20363E-006
Paving Equipment	3.29060E-001	-3.14493E-001	-2.22823E-001	0.00000E+000	1.75781E-001	1.05932E-001	0.00000E+000	1.36495E-006	1.36495E-006	0.00000E+000	0.00000E+000	1.35608E-006
Rollers	5.21318E-001	-2.14558E-002	-2.50581E-002	0.00000E+000	3.99417E-001	3.48101E-001	0.00000E+000	2.08845E-006	2.08845E-006	0.00000E+000	0.00000E+000	2.07489E-006
Rubber Tired Dozers	8.18589E-001	4.34080E-001	5.29475E-001	0.00000E+000	7.42111E-001	7.19858E-001	0.00000E+000	8.07546E-007	8.07546E-007	0.00000E+000	0.00000E+000	1.60477E-006
Scrapers	7.17732E-001	2.90205E-001	2.20853E-001	0.00000E+000	5.89313E-001	5.53403E-001	0.00000E+000	1.20601E-006	1.20601E-006	0.00000E+000	0.00000E+000	1.19830E-006
Tractors/Loaders/Backhoes	5.23923E-001	-1.78145E-002	1.65388E-002	0.00000E+000	4.46772E-001	3.98645E-001	0.00000E+000	1.23062E-006	1.23062E-006	0.00000E+000	0.00000E+000	1.22273E-006
Welders	7.82644E-001	2.12314E-002	2.12231E-001	0.00000E+000	1.78897E-001	1.78897E-001	0.00000E+000	1.06258E-006	1.06258E-006	0.00000E+000	0.00000E+000	1.05790E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
Yes	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.27	0.07	0.27	0.07	0.00	0.00
Grading	Fugitive Dust	0.13	0.05	0.06	0.02	0.55	0.55
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.03	12.03	12.02	12.07	12.03
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.31	9.60	7.92	11.37	10.68	10.67	0.00	11.39	11.39	10.41	0.00	11.39
Natural Gas	25.14	25.14	25.14	24.68	25.16	25.16	0.00	25.14	25.14	25.15	25.16	25.14
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.36	-0.15	-0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00	0.00	0.00	
No	Land Use	Increase Diversity	0.16	0.42		
No	Land Use	Improve Walkability Design	0.00	0.00		
No	Land Use	Improve Destination Accessibility	0.00	0.00		
Yes	Land Use	Increase Transit Accessibility	0.21	0.10		
No	Land Use	Integrate Below Market Rate Housing	0.00	0.00		
	Land Use	Land Use SubTotal	0.10			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures	0.00			
No	Neighborhood Enhancements	Implement NEV Network	0.01			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00	0.00		
No	Transit Improvements	Expand Transit Network	0.00	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		0.00	
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.12			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	4.50			
No	Commute	Workplace Parking Charge		0.00		
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	10.00			
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.12			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	150.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	
Percent Reduction in Waste Disposed	

ATTACHMENT E
BIOLOGICAL RESOURCES LETTER REPORT

SYCAMORE ENVIRONMENTAL CONSULTANTS, INC.
6355 Riverside Blvd., Suite C, Sacramento, CA 95831
916/ 427-0703 www.sycamoreenv.com

13 June 2016

Mr. Rod Stinson
Project Manager
Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834

Office: (916) 372-6100

SUBJECT: Biological Resource Letter Report for the Innovate Corporate Center Project, East Commerce Way & Arena Blvd, City of Sacramento, CA.

Dear Rod:

Sycamore Environmental Consultants, Inc. conducted a biological resources evaluation for the Innovate Corporate Center Project located on Sacramento Assessor's Parcel Number (APN) 225-0070-120 on the northeast corner of the East Commerce Way and Arena Blvd intersection in the City of Sacramento, CA.

The intent of this letter is to evaluate the potential for occurrence of natural resources regulated by the Federal or State Endangered Species Acts, the California Native Plant Protection Act, the California Department of Fish and Wildlife (CDFW, formerly Department of Fish and Game) as a state species of special concern or fully protected species, or the California Native Plant Society as List 1 or 2 plants. This letter also evaluates the potential for special-status natural communities, including waters of the U.S. or State.

METHODS

A list (Attachment A) was obtained from the U.S. Fish and Wildlife Service (USFWS), Sacramento Field Office, of federal-listed species that could potentially be affected by projects on the Taylor Monument quad. The California Natural Diversity Database (CNDDB) was queried for the Tayor Monument and eight adjacent quads. The California Native Plant Society Inventory of Rare and Endangered Plants was queried for the Taylor Monument and eight adjacent quads. Species from these three sources were reviewed for their potential to be affected by projects on the PSA.

A general biological survey of the entire Project Study Area (PSA) occurred on 7 June 2016. Attachment B includes a project location map and an aerial photograph of the PSA. A formal wetland delineation was not conducted. Aerial photos (Google, Inc. 2016) were reviewed to identify any areas that may qualify as wetlands that are Waters of the U.S. or State. Based on the aerial photo review and the field survey, there were no areas with potential to be Waters of the U.S. or State.

RESULTS

Environmental Setting

The PSA is a vacant lot located northeast of the intersection of East Commerce Way and Arena Blvd in the community of Natomas. The PSA is borders Sports Parkway to the north, corporate offices to the northwest, apartments to the east and Arena Blvd. to the south. The PSA elevation ranges between approximately 18-24 feet above sea level. The overall topography of the PSA is mostly level and gently slopes upward to the southwest. There are no mature trees within the PSA. Mature trees occur in the adjacent apartments to the east; some large branches overhang into the PSA.

The PSA appears to be disked annually. Tall grasses were dry and vegetation was scarce. The north and northwest perimeter of the PSA, was not subject to disking and tall weedy species were present. The PSA contains 11.97 acre of California Annual Grassland and 2.55 acre of Pavement/ Developed area (Attachment B, Figure 3).

The PSA is dominated by bindweed (*Convolvulus arvensis*), milkthistle (*Silybum marianum*), black mustard (*Brassica nigra*) and wild oat (*Avena fatua*), common ruderal species of disturbed areas. There are several planted coastal redwood trees across Sports Parkway, north of the PSA. One native Fremont cottonwood tree occurs outside the northern corner of the PSA, bordering the parking lot and Sports Parkway. The tree is approximately 20 feet tall and some branches may hang over the BSA.

The soil mapping units are Jacktone clay, drained, 0-2 percent slopes, and Capay clay loam, 0-2 percent slopes, occasionally flooded (NRCS 2016). Capay clay loam is not a hydric soil but may contain hydric inclusions in flood plains and basin floors (USDA 2015). Jacktone clay contains hydric inclusions across 91 percent of the mapping unit (in basin floors and flood plain splays) and may be considered a hydric soil (USDA 2015). The PSA is not designated critical habitat for any federal listed species (USFWS 2016b).

Wetlands and Waters

No waters (presence of an ordinary high water mark) were observed in the PSA. The National Wetlands Inventory map of Taylor Monument did not indicate any wetlands in the PSA (USFWS 2016a). The USGS 7.5-minute quad map for Taylor Monument maps an agricultural irrigation or drainage ditch northwest of the PSA adjacent to East Commerce Way flowing south to north. The ditch turned 90 degrees west towards El Centro Road and then south into West Drainage Canal approximately 0.5 miles east of Fisherman's Lake (USFWS 2016a). The ditch no longer occurs near the PSA likely due to development around East Commerce Way. The ditch can be seen in aerial photos until 1998, but appeared to be inactive since 1993.

Wetlands are determined by meeting three criteria: the presence of hydrophytic vegetation, hydric soil, and wetland hydrology (Corps 1987). No areas of hydrophytic vegetation or wetland hydrology occur in the PSA. No wetlands occurred on the PSA.

Nesting Birds

Several bird species, common to urban areas, were observed foraging in the PSA (American crow, house finch, and mourning dove). There are no mature trees within the PSA. No nests were observed in trees adjacent to the PSA. The PSA could support ground nesting birds such as burrowing owl,

mourning dove and killdeer. No active nests were observed in the PSA, but a nest could become established in the future. CA Fish and Game Code §3503 protects most birds and their nests. The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) also protects most birds and their nests, including most non-migratory birds in California. Many large branches overhang the PSA from the apartments to the east. If removal or pruning of trees becomes necessary, it should be conducted during the non-breeding season to avoid 'take,' of nesting birds (1 September-31 January).

Special-status Species with Potential to Occur

Burrowing owl (Athene cunicularia): There 10 CNDDB records for burrowing owl within Taylor Monument quad and 47 CNDDB records within the 9 quads surrounding the PSA. The closest record is approximately 0.35 mile north of the PSA. On 29 June 2007, approximately 16 adults and 4 juveniles were observed on grassy knoll adjacent to the Sleep Train Arena parking lot (formerly Arco Arena) and on vegetation within parking lot.

A review of eBird observations indicated there are numerous sightings of burrowing owl in the adjacent Sleep Train Arena parking lot dating from 2010-2014. The location suggests this record could be associated with above mentioned CNDDB record north of the PSA. During fieldwork south portion of the Sleep Train Arena parking lot, adjacent to the PSA, was surveyed using binoculars and no burrowing owls were observed.

Burrowing owl usually nest in old burrow of ground squirrel, or other small mammals (CWHR 2016). No small mammal burrows were observed in the PSA. The PSA provides potential nesting and foraging habitat for burrowing owl, but none were observed. Burrows may become established in the future. Burrowing owl is a state species of concern, and CDFW has guidelines for their protection (CDFW 2012). Occupied burrows must not be disturbed during the nesting season (1 February-31 August). If burrowing owls are present, they should be passively excluded from burrows during the non-breeding season (1 September through 31 January).

Swainson's hawk (Buteo swainsoni): There are hundreds CNDDB occurrences of Swainson's hawk within the nine quads that surround the PSA. The closest nesting record is approximately 0.85 mile northwest of the PSA from 2000. A pair of courting Swainson's hawk were observed building a nest in a 30-foot willow tree. This record pre-dates the development around Del Paso Road and likely has been extirpated.

Swainson's hawk generally nest in large trees adjacent to abundant grasslands or agricultural areas (CWHR 2016). There are no trees large enough to support a Swainson's hawk nest within or adjacent to the PSA. The PSA does not provide nesting habitat for Swainson's hawk.

The PSA is marginal state-threatened Swainson's hawk foraging habitat due to surrounding urbanization, and high levels of human activity in the corporate offices to the northwest and residential areas to the east and south. Several rabbits were observed in the PSA. The PSA is a large vacant lot. Other vacant lots are to the west, adjacent to Interstate 5, from Interstate 80 to Del Paso Road.

White-tailed kite (Elanus leucurus): The PSA is marginal foraging habitat, due to disturbance from disking, surrounding urbanization, and high levels of human activity in the corporate offices to the northwest and residential areas to the east and south. There are 14 CNDDB occurrences of white-tailed kite within the 9 quads surrounding the PSA. The closest nesting record is approximately 2.3 miles northeast of the PSA. Nest building was observed in 2002, but no fledglings were observed and the nest was presumed to have failed. The PSA does not provide nesting habitat for white-tailed kite due to a lack of mature trees. White-tailed kite is a state fully protected species.

Special-status plants: Most of the 18 special status plants identified by the database queries occur in vernal pools, wetlands and other mesic habitats. The PSA is unlikely to support any special-status plants due to the disturbance from past development, annual disking, the lack of wetlands and the dominance by a nonnative invasive weeds with limited to moderate ecological impacts (black mustard, wildoat and milkthistle; Cal-IPC 2006).

Summary

The PSA provides potential nesting and foraging habitat for burrowing owl. We recommend burrowing owl preconstruction surveys. It is late in the 2016 nesting season; we would expect owls to have already begun nesting. If construction is scheduled for late spring/summer of 2016, a preconstruction survey should be conducted at least one week prior to the proposed start date. If construction does not commence until spring of 2017, we recommend following CDFW's guidelines for burrowing owl surveys.

The PSA provides potential nesting habitat for birds protected by CA Fish and Game Code §3503 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). If construction is scheduled to begin during the nesting season (1 February through 31 August) we recommend a preconstruction nesting bird survey. In order to comply with the North Natomas Community Plan preconstruction surveys must be conducted a minimum of 30 days and a maximum of 6 months prior to grading.

The PSA provides marginal foraging habitat for Swainson's hawk. Loss of potential foraging habitat is mitigated through the payment of Natomas Basin Habitat Conservation Plan fees as required by the North Natomas Community Plan.

The PSA does not provide habitat for any Federal or State listed species. There are no areas that meet wetland criteria within the PSA. There are no potential waters of the U.S. or waters of the State.

Please contact me if you have any questions.

Cordially,

Jeffery Little
Vice President

Attachment A. USFWS List
CNDDB Summary List
CNPS List
Attachment B. Project Location Map
Aerial Photograph
Biological Resource Map
Attachment C. Photographs

Literature Cited

California Department of Fish and Game (DFG). 7 March 2012. Staff report on burrowing owl mitigation. California Department of Fish and Game, Sacramento, CA.

California Invasive Plant Council (Cal-IPC). 2006. Invasive plant inventory. California Invasive Plant Council, Berkeley, CA. <www.cal-ipc.org>

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Natural Resources Conservation Service. Accessed June 2016. Web Soil Survey. USDA National Resources Conservation Service. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

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U.S. Fish and Wildlife Service (USFWS). Accessed May 2016 (2016a). National Wetlands Inventory, Wetlands Mapper. http://www.fws.gov/wetlands/Data/Mapper.html

U.S. Fish and Wildlife Service (USFWS). Accessed May 2016 (2016b). Critical Habitat Portal. USFWS Ecological Conservation Online System. <http://criticalhabitat.fws.gov/crithab/>

U.S. Department of Agriculture (USDA). December 2015. National hydric soil list.

Attachment A

USFWS List
CNDDB Summary List
CNPS List

Innovate Corporate Center
City of Sacramento, CA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
FEDERAL BUILDING, 2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
PHONE: (916)414-6600 FAX: (916)414-6713

Consultation Code: 08ESMF00-2016-SLI-1420 May 04, 2016
Event Code: 08ESMF00-2016-E-03061
Project Name: DelPaso Marketplace

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2)

of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: DelPaso Marketplace

Official Species List

Provided by:

Sacramento Fish and Wildlife Office
FEDERAL BUILDING
2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
(916) 414-6600

Expect additional Species list documents from the following office(s):

San Francisco Bay-Delta Fish and Wildlife
650 CAPITOL MALL
SUITE 8-300
SACRAMENTO, CA 95814
(916) 930-5603
http://kim_squires@fws.gov

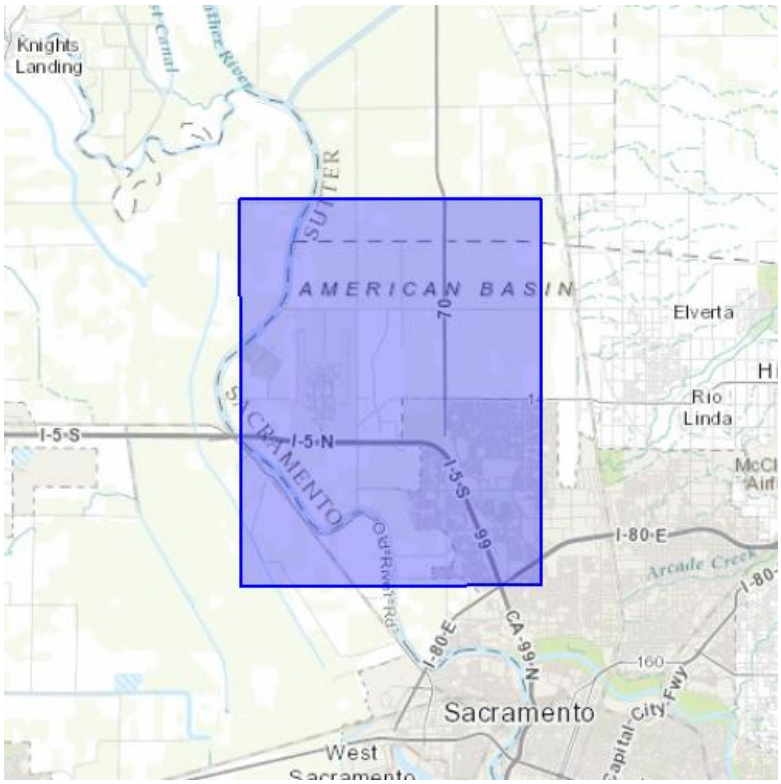
Consultation Code: 08ESMF00-2016-SLI-1420
Event Code: 08ESMF00-2016-E-03061

Project Type: ** OTHER **

Project Name: DelPaso Marketplace
Project Description: Parking lot expansion

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-121.62517547607422 38.749799358878526, -121.62483215332031 38.624917532927675, -121.49986267089844 38.62545397209084, -121.49986267089844 38.7500671112174, -121.62517547607422 38.749799358878526)))

Project Counties: Sacramento, CA | Sutter, CA | Yolo, CA

Endangered Species Act Species List

There are a total of 10 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	**Status**	**Has Critical Habitat**	**Condition(s)**
California red-legged frog *(Rana draytonii)* Population: Entire	Threatened	Final designated	
California tiger Salamander *(Ambystoma californiense)* Population: U.S.A. (Central CA DPS)	Threatened	Final designated	
Birds			
Yellow-Billed Cuckoo *(Coccyzus americanus)* Population: Western U.S. DPS	Threatened	Proposed	
Crustaceans			
Conservancy fairy shrimp *(Branchinecta conservatio)* Population: Entire	Endangered	Final designated	
Vernal Pool fairy shrimp *(Branchinecta lynchi)* Population: Entire	Threatened	Final designated	
Vernal Pool tadpole shrimp	Endangered	Final designated	

(Lepidurus packardi) Population: Entire			
Fishes			
Delta smelt *(Hypomesus transpacificus)* Population: Entire	Threatened	Final designated	
steelhead *(Oncorhynchus (=salmo) mykiss)* Population: Northern California DPS	Threatened	Final designated	
Insects			
Valley Elderberry Longhorn beetle *(Desmocerus californicus dimorphus)* Population: Entire	Threatened	Final designated	
Reptiles			
Giant Garter snake *(Thamnophis gigas)* Population: Entire	Threatened		

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Davis (3812156) OR Grays Bend (3812166) OR Knights Landing (3812176) OR Pleasant Grove (3812174) OR Rio Linda (3812164) OR Sacramento East (3812154) OR Sacramento West (3812155) OR Taylor Monument (3812165) OR Verona (3812175))

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
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	None	G2G3	S1S2	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Archoplites interruptus Sacramento perch	AFCQB07010	None	None	G2G3	S1	SSC
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Astragalus tener var. ferrisiae Ferris' milk-vetch	PDFAB0F8R3	None	None	G2T1	S1	1B.1
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T2	S2	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. cordulata heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
Atriplex depressa brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
Bombus occidentalis western bumble bee	IIHYM24250	None	None	G2G3	S1	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
Charadrius montanus mountain plover	ABNNB03100	None	None	G3	S2S3	SSC
Chloropyron palmatum palmate-bracted salty bird's-beak	PDSCR0J0J0	Endangered	Endangered	G1	S1	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Cicindela hirticollis abrupta Sacramento Valley tiger beetle	IICOL02106	None	None	G5TH	SH	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Egretta thula snowy egret	ABNGA06030	None	None	G5	S4	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Elderberry Savanna Elderberry Savanna	CTT63440CA	None	None	G2	S2.1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Fritillaria agrestis stinkbells	PMLIL0V010	None	None	G3	S3	4.2
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Great Valley Cottonwood Riparian Forest Great Valley Cottonwood Riparian Forest	CTT61410CA	None	None	G2	S2.1	
Great Valley Mixed Riparian Forest Great Valley Mixed Riparian Forest	CTT61420CA	None	None	G2	S2.2	
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T2	S2	1B.2
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus blossevillii western red bat	AMACC05060	None	None	G5	S3	SSC
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidium latipes var. heckardii Heckard's pepper-grass	PDBRA1M0K1	None	None	G4T2	S2	1B.2
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	

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 song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
Myrmosula pacifica Antioch multilid wasp	IIHYM15010	None	None	GH	SH	
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
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 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Oncorhynchus tshawytscha chinook salmon - Central Valley spring-run ESU	AFCHA0205A	Threatened	Threatened	G5	S1	
Oncorhynchus tshawytscha chinook salmon - Sacramento River winter-run ESU	AFCHA0205B	Endangered	Endangered	G5	S1	
Plegadis chihi white-faced ibis	ABNGE02020	None	None	G5	S3S4	WL
Pogonichthys macrolepidotus Sacramento splittail	AFCJB34020	None	None	GNR	S3	SSC
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	SSC
Symphyotrichum lentum Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thaleichthys pacificus eulachon	AFCHB04010	Threatened	None	G5	S3	
Thamnophis gigas giant garter snake	ARADB36150	Threatened	Threatened	G2	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	

Record Count: 62

CNPS California Native Plant Society Rare and Endangered Plant Inventory

Plant List

18 matches found. *Click on scientific name for details*

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 4], Found in 9 Quads around 38121F5

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Astragalus pauperculus	depauperate milk-vetch	Fabaceae	annual herb	4.3	S4	G4
Astragalus tener var. ferrisiae	Ferris' milk-vetch	Fabaceae	annual herb	1B.1	S1	G2T1
Astragalus tener var. tener	alkali milk-vetch	Fabaceae	annual herb	1B.2	S2	G2T2
Atriplex cordulata var. cordulata	heartscale	Chenopodiaceae	annual herb	1B.2	S2	G3T2
Atriplex depressa	brittlescale	Chenopodiaceae	annual herb	1B.2	S2	G2
Centromadia parryi ssp. rudis	Parry's rough tarplant	Asteraceae	annual herb	4.2	S3	G3T3
Chloropyron palmatum	palmate-bracted bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.1	S1	G1
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
Extriplex joaquinana	San Joaquin spearscale	Chenopodiaceae	annual herb	1B.2	S2	G2
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	4.2	S3	G3
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
Hibiscus lasiocarpos var. occidentalis	woolly rose-mallow	Malvaceae	perennial rhizomatous herb	1B.2	S2	G5T2
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2
Lepidium latipes var. heckardii	Heckard's pepper-grass	Brassicaceae	annual herb	1B.2	S2	G4T2
Puccinellia simplex	California alkali grass	Poaceae	annual herb	1B.2	S2	G3
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3
Symphyotrichum lentum	Suisun Marsh aster	Asteraceae	perennial rhizomatous herb	1B.2	S2	G2
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	1B.2	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2016. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 05 May 2016].

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About the Rare Plant Program
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Contributors
The Calflora Database
The California Lichen Society

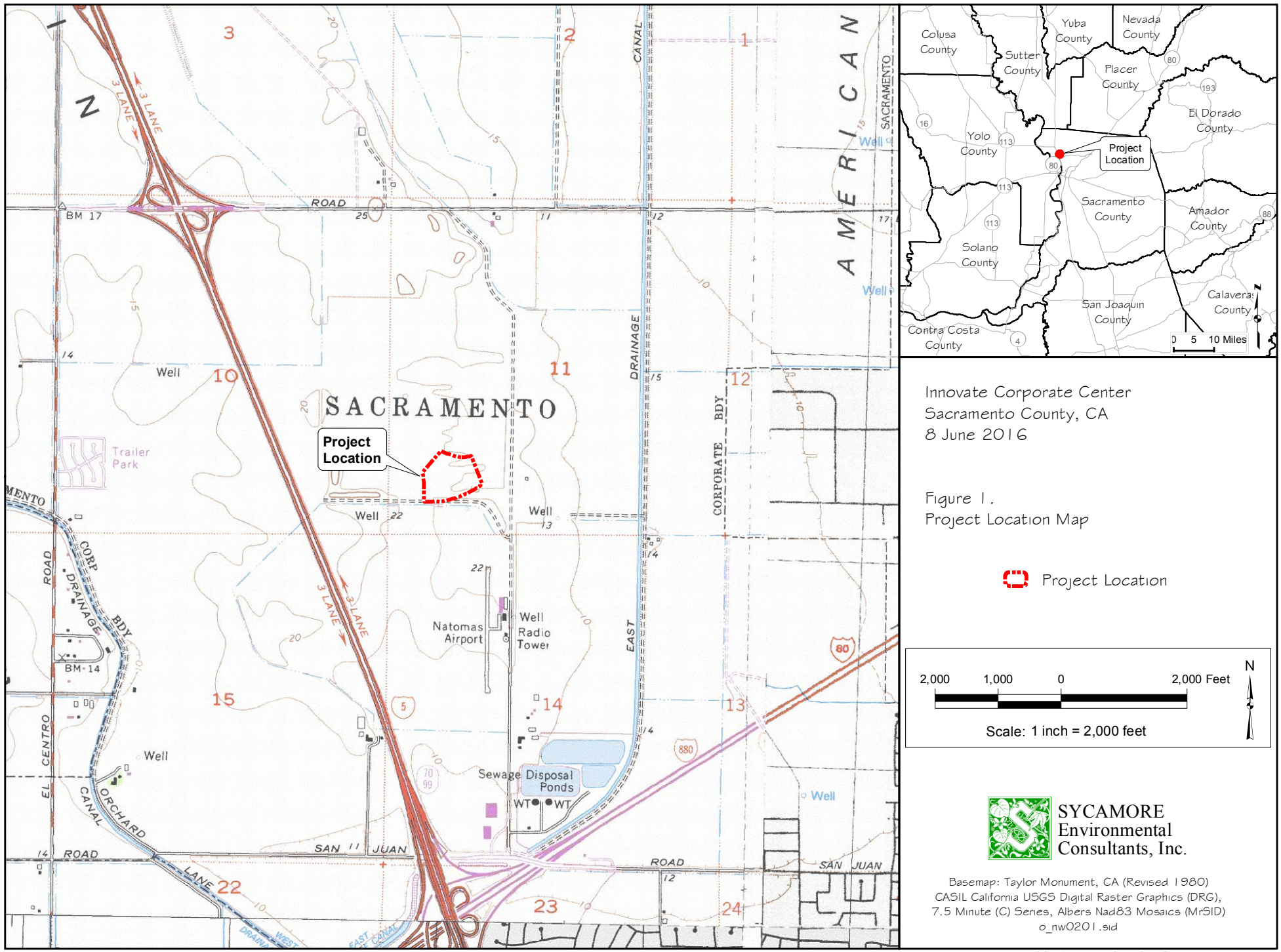
Attachment B

Figure 1. Project Location Map

Figure 2. Aerial Photograph

Figure 3. Biological Resource Map

Innovate Corporate Center
City of Sacramento, CA


SACRAMENTO
Project Location
Natomas Airport
Well
Radio Tower
Sewage Disposal Ponds
Trailer Park
BM 17
BM 14
ROAD
SAN JUAN
3 LANE
DRAINAGE
CANAL
CORPORATE BDY
EAST
EL CENTRO
ORCHARD
LANE
AMERICAN
SACRAMENTO
Colusa County
Yuba County
Nevada County
Sutter County
Placer County
El Dorado County
Yolo County
Sacramento County
Amador County
Solano County
San Joaquin County
Calaveras County
Contra Costa County
0 5 10 Miles
Innovate Corporate Center
Sacramento County, CA
8 June 2016
Figure 1.
Project Location Map
Project Location
2,000 1,000 0 2,000 Feet
N
Scale: 1 inch = 2,000 feet
SYCAMORE Environmental Consultants, Inc.
Basemap: Taylor Monument, CA (Revised 1980)
CASIL California USGS Digital Raster Graphics (DRG),
7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
o_nw0201.sid
16054InnovateCorpCtr_Fig1LocationMap.mxd

Innovate Corporate Center
Sacramento County, CA
8 June 2016

Project Location

SYCAMORE Environmental Consultants, Inc.

Figure 2. Aerial Photograph

Aerial Photograph:
6 June 2014
2014NAIP USDA FSA Imagery
Arcmap Basemap Service Layer
Sac County GIS Parcels

16054InnovateCorpCtr_Fig2AerialPhoto.mxd

Natural Community	Acreage
CA Annual Grassland	11.97
Other Feature	
Developed / Pavement	2.55
Total	**14.52**

Innovate Corporate Center
Sacramento County, CA
9 June 2016

Biological Study Area (BSA)

Disturbed / Pavement

SYCAMORE Environmental Consultants, Inc.

Aerial Photograph:
6 June 2014
2014NAIP USDA FSA Imagery
Arcmap Basemap Service Layer
Sac County GIS Parcels

Figure 3.
Biological Resources Map

16054InnovateCorpCtr_Fig3BioresMap.mxd

Attachment C

Photographs

Innovate Corporate Center
City of Sacramento, CA

Photo 1. View northeast across the PSA from the southwest corner (7 June 2016).

Photo 2. View northwest across the PSA from the southeast corner (7 June 2016).

Photo 3. View west from the northeast corner of the PSA. The white flowered bindweed is dominant across a majority of the PSA (7 June 2016).

Photo 4. View west of the norther edge of the PSA. Dominant weedy species black mustard (*Brassica nigra*) and milthistle (*Silybum marianum*) on the left. (7 June 2016).

Photo 5. View southeast of the overhanging trees adjacent to the PSA (7 June 2016).

Photo 6. View northeast of the northwest edge of the PSA. Dominant weedy species black mustard (*Brassica nigra*) wildoat (*Avena fatua*) and milthistle (*Silybum marianum*) on the left (7 June 2016).

Attachment D.

Plant and Wildlife Species Observed

Innovate Corporate Center
City of Sacramento, CA

Plant Species Observed [3].

Family	Scientific Name	Common Name	N/I[1]	CAL-IPC[2]
EUDICOTS				
Asteraceae	*Helminthotheca echioides*	Bristly ox-tongue	I	Limited
	Lactuca serriola	Prickly lettuce	I	
	Senecio vulgaris	Common groundsel	I	
	Sonchus oleraceus	Common sow thistle	I	
Brassicaceae	*Brassica nigra*	Black mustard	I	Moderate
Chenopodiaceae	*Salsola tragus*	Russian thistle, tumbleweed	I	Limited
Convolvulaceae	*Convolvulus arvensis*	Bindweed, orchard	I	
Fabaceae	*Trifolium hirtum*	Rose clover	I	Moderate
	Medicago polymorpha	California burclover	I	Limited
Geraniaceae	*Erodium moschatum*	Greenstem filaree	I	
Malvaceae	*Malva parviflora*	Cheeseweed, little mallow	I	
Plantaginaceae	*Plantago lanceolata*	English plantain	I	Limited
Polygonaceae	*Polygonum aviculare*	Knotweed, knotgrass	I	
	Rumex crispus	Curly dock	I	Limited
Salicaceae	*Populus fremontii ssp. fremontii*	Fremont cottonwood	N	
MONOCOTS				
Poaceae	*Avena barbata*	Slender wild oat	I	Moderate
	Bromus diandrus	Ripgut grass	I	Moderate
	Bromus madritensis ssp. rubens	Red brome	I	High
	Festuca perennis	Rye grass	I	Moderate
	Hordeum murinum	Wall barley	I	Moderate
	Sorghum halepense	Johnson grass	I	

[1] N = Native to CA; I = Introduced.
[2] Negative ecological impact according to the California Invasive Plant Council (Cal-IPC 2006).

Wildlife Species Observed

COMMON NAME	SCIENTIFIC NAME
BIRDS	
American crow	*Corvus brachyrhynchos*
House finch	*Carpodacus mexicanus*
Mourning dove	*Zenaida macroura*
MAMMALS	
Jackrabbit	*Lepus californicus*

ATTACHMENT F
CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

City of SACRAMENTO
Community Development

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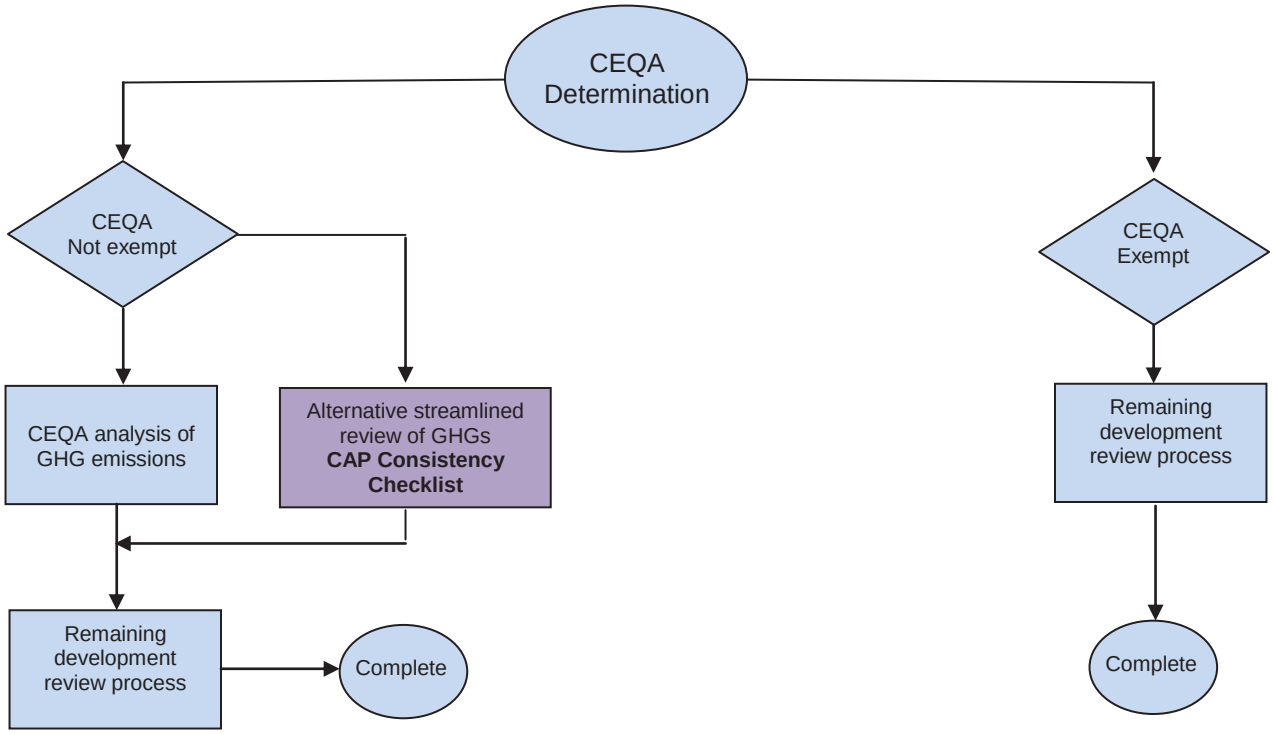
CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

The purpose of the Climate Action Plan Consistency Review Checklist (CAP Consistency Review Checklist) is to provide a streamlined review process for proposed new development projects which are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA)..

CEQA Guidelines require the analysis of greenhouse gas (GHG) emissions and potential climate change impacts from new development. The Sacramento Climate Action Plan qualifies under section 15183.5 of the CEQA Guidelines as a plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This allows projects that demonstrate consistency with the CAP to be eligible for this streamlining procedure. Projects that demonstrate consistency with the CAP and the Sacramento 2030 General Plan may be able to answer "No additional significant environmental effect" in the City's initial study checklist. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements. (See FAQ about the CAP Consistency Review Checklist for more details.)

The diagram below shows the context for the CAP Consistency Review Checklist within the planning review process framework.

Streamlined Review of GHG Emissions in Development Projects



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CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: P16-017

Address of Property: Northeast corner of Arena Boulevard and East Commerce Way

Was a special consultant retained to complete this checklist? ☒ Yes ☐ No. If yes, complete following

Consultant Name*: Rod Stinson, Division Manager / Air Quality Specialist

Company: Raney Planning and Management, Inc.

Phone: 916-372-6100 E-Mail: rods@raneymanagement.com

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CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*
1. Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan, as it currently exists?	X	

Please explain how proposed project compares to 2035 General Plan with respect to density standards, FAR, land use and urban form. (See directions for filling out CAP Checklist)

The proposed project includes the construction of office space, a hotel, a parking garage, and a 6,200 sf non-residential structure. The General Plan Land Use designation for the project site is Urban Center High and the site is zoned Employment Center - 40 (EC-40), Planned Unit Development. The site's current land use designation allows for build out of the site with a floor to area ratio (FAR) of 0.5 - 8.0. The proposed project would result in a build out of the site with a FAR of approximately 0.8, which is within the acceptable range. Both the general plan and zoning designations allow for a variety of commercial, retail, and office land uses. However, because the proposed project includes a hotel land use, a rezone of a portion of the site to General Commercial would be required. Surrounding land uses include the Sleep Train Arena to the north, residential developments to the east and south, and commercial development to the southwest and northwest. With the redesignation and rezone of the project site, the proposed project would be consistent with the City's overall goals for land use and urban form.

	Yes	NA
2. Would the project incorporate traffic calming measures? *(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)*		X

Please explain how the proposed project meets this requirement (list traffic calming measures). If "not applicable" (NA), explain why traffic calming measures were not required.

The proposed project would include one vehicle access point along Arena Boulevard and a second access point along East Commerce Way. Other than the aforementioned improvements to provide access points, the existing and planned infrastructure in the area is sufficient to accommodate the proposed project without any on-street or transportation facility improvements. Therefore, the need for traffic calming measures does not apply to the proposed project.

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	NA
3. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

The proposed project is bordered by sidewalks on Arena Boulevard and East Commerce Way, and all nearby intersections are signalized with pedestrian crossing signals. The project site is approximately 0.1-mile away the nearest existing bus station, and a proposed light rail line is planned along Truxel Road, 0.5-mile east of the project site. Additionally, a new bus stop is proposed for Arena Boulevard adjacent to the project site. The proposed project would not impede any of the nearby transportation measures. Additionally, the project would include a dedicated pedestrian entrance at the intersection of East Commerce Way, and Arena Boulevard. As such, the proposed project would not conflict with the City's Pedestrian Master Plan.

4. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?	Yes	NA
	X	

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

Bicycle lanes currently exist adjacent to the project site on East Commerce Way and Arena Boulevard. The proposed project does not include significant modifications or alterations to the existing bicycle infrastructure on the surrounding roadways. The Zoning Code requires 488 total bicycle parking spaces for the proposed office land use, six for the hotel, and five for the restaurant. Compliance with the City Zoning Code is mandatory, and therefore, the proposed project would be consistent with the City's Bikeway Master Plan and with applicable bicycle facility requirements, and would be required to meet the City's Zoning Code requirements for bicycle parking.

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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	Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*	NA
5.	For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)	X		

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.

The proposed project does not include the installation of renewable energy systems on-site. However, in projects that do not include renewable energy systems, the City considers exceeding the 2013 Title 24 standards by 5% as an acceptable substitution. Because the proposed project is not currently anticipated to include renewable energy systems, exceedance of Title 24 standards by 5% shall be incorporated as a condition of approval, and a specific mitigation measure has been added to the project's addendum. As such, the proposed project would exceed the Title 24 standards by 5%, and would therefore be in compliance with this portion of the City's CAP.

Attach a copy of the CalEEMod input and output. Record the model and version here _____.
Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.

		Yes	NA
6.	Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?		X

Please explain how the proposed project meets this requirement. If "not applicable" (NA), explain why this was not required.

At the time of environmental analysis, insufficient information existed to assess the proposed project's compliance with CALGreen Tier 1 water efficiency standards. However, planning approval would include the condition that the proposed project meet CALGreen Tier 1 standards. By conditioning the approval of the project on compliance with the CALGreen Tier 1 standard, the proposed project would be required to comply with the minimum CALGreen Tier 1 water efficiency standards.

*If "No", equivalent or better GHG reduction must be demonstrated as part and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

City of SACRAMENTO
Community Development

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Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: _____ Date: _____

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DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST

General Plan Consistency & Sustainable Land Use

1. **Is the proposed project substantially consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan?**

   Consistency with the General Plan land use and urban form designation, FAR and/or density standards is a key determining factor in whether or not the CAP Consistency Review procedure can be used. This is because future growth and development consistent with the General Plan was used to estimate business as usual emission forecasts, as well as emission reductions from actions that would be applicable to new development.

   Refer to the 2035 General Plan, Land Use and Urban Form Designations and Development Standards starting on page 2-29. If a project is not fully consistent with the General Plan, the project still may qualify for consistency with the CAP, but this determination will need to be closely coordinated with the City. The City will determine whether the proposed land uses under consideration could be found consistent with the growth projections and assumptions used to develop the GHG emissions inventory and projections in the CAP.

Mobility

2. **Would the project incorporate traffic calming measures? (Applicable CAP Action: 2.1.1)**

   List the traffic calming measures that have been incorporated into the project. These may include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.

   The project proponent and City staff should consult with staff in the Department of Public Works-Transportation Division to verify that traffic calming measures are adequate and in compliance with the City's Street Design Standards.

   If the proposed project does not include any roadway or facility improvements, traffic calming measures may not apply. For example, certain infill projects may not result in on-street or transportation facility improvements because sufficient infrastructure already exists.

3. **Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Applicable CAP Action: 2.2.1)**

   List the pedestrian facilities and connections to public transportation that have been included in the proposed project on the Checklist. These may include, but are not limited to: sidewalks on both sides of streets, marked crosswalks, count-down signal timers, curb extensions, median islands, transit shelters, street lighting.

   The project proponent and City staff should consult with Department of Public Works-Transportation Division staff to verify that pedestrian facilities are consistent with the Pedestrian Master Plan. As in the previous example, if "not applicable", an explanation shall be documented in the Checklist. For example, certain infill projects may not require on-street or transportation facility improvements because sufficient infrastructure already exists.

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The "Pedestrian Review Process Guide" (Appendix A to the Master Plan) will be used to determine consistency, as follows:

- For typical infill development projects where existing streets will serve the site (no new streets are proposed): the level of pedestrian improvements necessary to determine Pedestrian Master Plan consistency will be measured according to the "Basic, Upgrade or Premium" categories defined in Appendix A to the Pedestrian Master Plan, which are based on project location, surrounding land uses, proximity to transit, etc. If the proposed project does not include the minimum level of improvements per the assigned category for the project's location, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.

- For new "greenfield" projects and/or larger infill development projects where new streets are proposed as part of the project, the following will apply:
    - "Basic, Upgrade or Premium" levels of improvement will be required based on the proposed project's location and context, where applicable, consistent with the criteria defined in the Master Plan. If the proposed project does not include the minimum level of improvements per the assigned category, the

      project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.
    - The "Pedestrian Smart Growth Scorecard" (Appendix A to the Master Plan) will be required to be completed for the project, and a minimum score of 3 or better will need to be achieved. If the proposed project cannot achieve the minimum score, changes to the proposed project may be required, and/or the project may be required as a condition of approval to include certain improvements such that the average score will meet 3 or better. (Note: an Excel version of the Pedestrian Smart Growth Scorecard is available, to assist in automating the rating & scoring process)

4. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Applicable CAP Action: 2.3.1)

List the bicycle facilities that are incorporated into the proposed project on the Checklist. These include, but are not limited to: Class I bike trails and Class II bike lanes connecting the project site to an existing bike network and transit stations, bike parking [bike racks, indoor secure bike parking, bike lockers], end-of-trip facilities at non-residential land uses [showers, lockers]).

The project proponent and City staff should consult with staff in the Transportation Division of the Department of Public Works to verify that such facilities are consistent with the Bikeway Master Plan and meet or exceed Zoning Code and CALGreen standards. Generally, the following guidelines will be used:

- If existing on-street and off-street bikeways are already present and determined to be consistent with the Bikeway Master Plan, no additional on-street bikeways will be required. Check the "not applicable" box if appropriate. However, on-site facilities shall still be required to meet or exceed minimum Zoning and CALGreen requirements.
- If not applicable, fully document the reasons why using the Checklist.

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- If on-street bicycle facilities are not present or are only partially consistent with the Master Plan, the project will be required as a condition of approval to construct or pay for its fair-share of on-street and/or off-street bikeways described in the Master Plan, in addition to meeting or exceeding minimum on-site facilities.
- In some cases, a combination of new or upgraded on-street and off-street bikeways may be used to determine consistency with the Master Plan, at the discretion of the Department of Public Works-Transportation Division staff.

Energy Efficiency and Renewable Energy

5. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., solar photovoltaic, solar water heating etc.) that would generate at least 15% of the project's total energy demand? (CAP Actions: 3.4.1 and 3.4.2)

For projects of the minimum size specified in this measure, a commitment in the project description or in a mitigation measure that the project shall generate a minimum of 15% of the project's energy demand on-site is sufficient to demonstrate consistency with this measure. However, the project conditions of approval or mitigation measures should specify the intended renewable energy technology to be used (e.g. solar photovoltaic, solar water heating, wind, etc.) and estimated size of the systems to meet project demand based on the project description.

"Total energy demand" refers to the energy (electricity and natural gas) consumed by the built environment (including HVAC systems, water heating systems, and lighting systems) as well as uses that are independent of the construction of buildings, such as office equipment and other plug-ins.

Applicants may estimate the total energy demand of their projects using California Emissions Estimator Model (CalEEMod 2013.2), the same software used to estimate greenhouse gas emissions. ***For CalEEMod estimates of energy demand to meet this specific requirement, the user should NOT select the "use historical" box, otherwise they will be "double-counting" emissions reductions that have already been counted***. CalEEMod outputs for electricity demand are provided in annual kWh, and natural gas demand is provided in annual kBTU.

The energy demand estimate by CalEEMod is based on two datasets:

- The California Commercial End Use Survey (CEUS);
- The Residential Appliance Saturation Survey (RASS

CalEEMod takes energy use intensity data (above) and forecasts energy demand based on climate zone, land use subtype (such as "hospital", "arena", or "apartments, mid rise"), building area, and the number of buildings or units. This is an appropriate level of analysis for use at the planning submittal stage, but it may not provide an accurate picture of actual project energy demand because it does not factor project specifics such as building design.

Therefore, the applicant is advised (but not required) to run a more comprehensive energy simulation once project-specific details are known: basic building design, square-footage, building envelope, lighting design (at least rudimentary), and the mechanical system (at least minimally zoned). Some of the energy simulation programs that are appropriate for this level of analysis include: DOE 2.2, Trace 700, and Energy Pro.

The U.S. DOE maintains a list of energy simulation programs that are available.
http://apps1.eere.energy.gov/buildings/tools_directory/subjects.cfm/pagename=subjects/pagename_menu=whole_building_analysis/pagename_submenu=energy_simulation

The applicant may then revise the estimate and make a final determination regarding the size of the PV system that is required.

Substitutions: Projects may substitute a quantity of energy efficiency for renewable energy, as long as the substituted GHG reduction does not "double count" GHG reductions already taken by the CAP. In other words, substitutions must reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

- Additional mitigation may include equivalent or better GHG reduction from individual measures or a combination of:
- In lieu of installing PV systems that would generate 15% of the projects total energy, the project may exceed energy efficiency standards of Title 24, part 6 of the California Building Code, such as building to CALGreen Tier 1 energy standards. (Residential projects shall exceed the 2013 Title 24 energy efficiency by a minimum of 10% and commercial projects shall exceed 2013 Title 24 energy efficiency by a minimum of 5%).

6. Would the project comply with minimum CALGreen Tier I water efficiency standards? (CAP Action: 5.1.1)

The California Green Building Standards Code (CALGreen) includes mandatory green building measures, as well as voluntary measures that local jurisdictions may choose to adopt to achieve higher performance tiers, at either Tier 1 or Tier 2 compliance levels. Sacramento has adopted Tier 1 Water Efficiency Standards to be required on or after January 1, 2014 Currently, in order to meet the Tier 1 Water Efficiency Standards, buildings are required to implement all mandatory water efficiency and conservation measures as well as certain Tier 1 specific measures that exceed minimum mandatory measures (e.g. 30% increase in indoor water efficiency). Specific Tier 1 provisions can be found in the CALGreen Code at http://www.bsc.ca.gov/Home/CALGreen.aspx.

The City recognizes that project construction details are often not known at the environmental review stage, and it may be premature for a project proponent to identify compliance with precise requirements of CALGreen. A condition of approval requiring the project to comply with minimum CALGreen Tier 1 water efficiency and conservation standards is sufficient to demonstrate consistency with this criterion.

Planning approval of your project will include the following condition:
Project must meet CALGreen Tier 1 water efficiency and conservation standards. Copies of the appropriate CalGreen checklist (see FAQ) shall be included on the full-size sheets for building plan check submittals.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

ATTACHMENT G
TRAFFIC INFORMATION

INNOVATE CORPORATE CENTER (P16-017)
TRAFFIC INFORMATION

CITY OF SACRAMENTO
TRANSPORTATION DIVISION
DEPARTMENT OF PUBLIC WORKS

JULY 2016

Table 1 shows the gross trip generation estimates for the previously approved project (P06-078).

TABLE 1
APPROVED PROJECT TRIP GENERATION (P06-078)

Land Use	Quantity	ITE Land Use Code	Trips						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Office	306.0 ksf	710	3,072	412	56	468	72	350	421

Notes:
[1] Trip estimates from *Trip Generation, 9th Edition* (ITE, 2012).
[2] ksf = thousand square feet.

Table 2 shows the trip generation of the proposed project based on trip rates published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). After accounting for pass-by trips for a potential restaurant land use and internal trips for the project, the proposed project is expected to generate approximately 4,131 new daily vehicle trips with 524 trips during the AM peak hour and 507 trips during the PM peak hour.

TABLE 2
PROPOSED PROJECT TRIP GENERATION (P16-017)

Land Use	Quantity	ITE Land Use Code	Trips[1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Office	314.65 ksf	710	3,137	421	57	478	73	358	431
Hotel	120 rooms	310	701	38	26	64	37	35	72
Restaurant	6.2 ksf	931	558	3	2	5	31	15	46
Total Gross Trips			**4,396**	**462**	**85**	**547**	**141**	**408**	**549**
Restaurant Pass-by Trips (-44% PM trips)[2]			*-89*	*-1*	*0*	*-1*	*-13*	*-7*	*-20*
Internal Trips (-4%)			*-176*	*-18*	*-4*	*-22*	*-6*	*-16*	*-22*
New Trips			**4,131**	**443**	**81**	**524**	**122**	**385**	**507**

Notes:
[1] Trip rates from *Trip Generation* (ITE, 2012).
[2] Pass-by data based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 16%.
ksf = thousand square feet

Trip Generation Comparison

Table 3 compares the number of vehicle trips the previously approved project would generate, and the vehicle trips for the proposed land uses.

TABLE 3
TRIP GENERATION COMPARISON

Scenario	Daily	AM Peak Hour	PM Peak Hour
Approved Project	3,072	468	421
Proposed Land Uses	4,131	524	507
Difference	*+1,059*	*+56*	*+86*

Notes: These values include both inbound and outbound trips.