



Community Development
DEPARTMENT

PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
916-808-8419
FAX 916-808-1077

MITIGATED NEGATIVE DECLARATION

May 8, 2009

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

Provence (P09-006) The proposed project consists of development entitlements to construct 237 condominium units on the project site. The 2030 General Plan land use designation for the project site is Employment Center Mid Rise.

The proposed project seeks a modification to the previous approval for 187 units of townhouse development (P06-194) of which five homes have been constructed. The proposed project requires a PUD Schematic Plan Amendment to re-designate the use and allowable density of the site, a Tentative Map, a Special Permit to develop 237 condominium units and a Special Permit Modification to amend the previous approval on the site (P06-194).

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. The City prepared the attached Initial Study that identifies potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the 2030 General Plan Master EIR. The City will incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR, and adopt project-specific mitigation measures in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Sections 15177(d), 15178(b)(2)). This Mitigated Negative Declaration reflects the Lead Agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration was prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811. The public counter is open from 8:00 am to 4:00 pm; Monday through Friday.

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

By: LE Buford

Date: 5/8/09

PROVENCE (P09-006)

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: This section reviews the project to determine whether it would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: Identifies the determination of whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: Provence (P09-006)

Project Location: The proposed project site is located southwest of the intersection of East Commerce Way and Benefit Way. The proposed project is located within the North Natomas Community Plan area of the City of Sacramento. The project site includes Assessor's Parcel Number 225-2330-002 thru-076, 225-2680-002 thru -083 and 225-2690-002 thru -069.

Project Applicant: Jen Brioschi
WRG Design, Inc.
201 Creekside Ridge Court, Suite 100
Roseville, CA 95678

Project Planner: David Hung, Associate Planner
300 Richards Boulevard
(916) 808-5530

Environmental Planner: Kristin Ford, Assistant Planner
300 Richards Boulevard
(916) 808-8419

Date Initial Study Completed: May 8, 2009

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. The proposed project is an anticipated subsequent project in the Master EIR prepared for the 2030 General Plan and was adequately described as included in the Master EIR. See CEQA Guidelines Section 15176(d).

The City has also determined that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR are adequate for the project. See CEQA Guidelines Section 15178 (a).

The City has prepared the attached Initial Study to identify any potential new or additional significant environmental effects (project-specific effects) that were not analyzed in the Master EIR for the 2030 General Plan. The Initial Study identifies any mitigation measures that will be incorporated to revise the project before the environmental document is released for public

review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)).

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending May 28, 2009.

Please send written responses to:

Kristin Ford
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8419
FAX (916) 808-1077
kford@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Section II – Project Description

Introduction

The project site comprises approximately 13.9 acres in North Natomas in the City of Sacramento. The project site is located on the southwest intersection of East Commerce Way and Benefit Way. The subject property is identified by the Sacramento County Assessor's Office as parcel numbers 225-2330-002 thru-076, 225-2680-002 thru -083 and 225-2690-002 thru -069. The proposed site is bounded by commercial property to the east and north, and vacant land to the west and south.

Project Background

Natomas Crossing PUD is divided into three areas: Area 1 is located at the southeast corner of Truxel Road and Del Paso Road, Area 2 is generally located south of Arena Boulevard, east of Airport Road, west of Natomas East Main Drainage Canal and north of Fong Ranch area; and Area 3 is located east of Interstate 5, between Del Paso Road and San Juan Road. Total acreage for the Natomas Crossing PUD is 563 gross acres. The proposed project comprises a portion of Area 3.

The Natomas Crossing PUD has been the subject of prior environmental review. The City Council ratified a Negative Declaration (P01-028), adopted the Mitigation Monitoring Plan (MMP) and approved the necessary entitlements to reconfigure the land use designations and zoning for the 298 acre Natomas Crossing – Area 3 in 2002.

In 2005, the Planning Commission approved the Carriage Lane III Addendum (P05-079) to an adopted Negative Declaration and adopted a Mitigation Monitoring Plan. The proposed project site consisted of 38 buildings totaling 188 condominium units on 13.9 acres in the EC-50-PUD in the Natomas Crossing – Area 3.

In 2006, the City Council approved a PUD Schematic Plan Amendment (P05-079) to re-designate the proposed site for multi-family development. The Planning Commission later approved a Tentative Subdivision Map to create one condominium parcel and a PUD Special Permit to develop a 187-unit townhouse complex.

In 2007, the Planning Commission adopted the Provence (Carriage Lane III) Addendum and MMP, approved a Subdivision Modification and a request to revoke a PUD Special Permit to develop a 187-unit townhouse complex in the Employment Center Planned Unit Development (EC-50-PUD) zone (P05-079). The Planning Commission approved the request to revoke a PUD Special Permit in order to allow a new PUD Special Permit to develop a 187 unit alternative housing development (townhouses) on 10.9 acres in the EC-50-PUD zone.

The current application was submitted to develop 237 condominium units on the project site. The request is a modification to the previous approval for 187 units of townhouse development (P06-194) of which five homes are already constructed. The proposed project requires a PUD Schematic Plan Amendment to re-designate the use and allowable density of the site, a Tentative Map, a Special Permit to develop 237 condominium units and a Special Permit Modification to amend the previous approval on the site (P06-194).

Project Description

The proposed project has been improved with five homes. The remainder of the project site is vacant, and infrastructure improvements (including underground utilities, streets, curbs and gutters) associated with the previously approved project (P06-164) have been installed and completed. The Final Master Parcel Map was approved and recorded in Book 317, page 11 on August 12, 2003. The proposed project would modify the previous approval of 187 units of townhouses to permit the development of 237 condominium units.

Prior environmental review evaluated the impacts of the previous projects. Mitigation measures related to site development and installation of subdivision improvements were implemented during construction.

Attachments

Attachment A - Vicinity Map

Attachment B - Land Use and Zoning

Attachment C - Site Plan

Attachment D - Summer and Winter Emission Reports

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

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

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

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

This section of the initial study identifies the applicable land use plans and policies, and discusses any inconsistencies between these plans and the proposed project.

Discussion

The proposed project site is currently developed with five unoccupied residences and subdivision and utility infrastructure. The project site is currently zoned for Employment Center-50-PUD uses. The EC-50-PUD zone is a flexible zone for primarily employment generating uses in a pedestrian friendly setting with ample private and/or public open space. The EC zone also provides the opportunity for a variety and mix of supporting uses, including support retail, residential, and light industrial.

The 2030 General Plan land use designation for the project site is Employment Center Mid Rise. This designation provides for large mixed-use office/employment centers that include mid-rise office complexes, retail and service uses such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels and office services, landscaped gathering places that include support uses, residential uses as a supportive mixed use or adjacent to large employment center and compatible public, quasi-public, and special uses. The project is consistent with the land use designation.

The proposed project would construct 237 condominium units on 13.9 acres. The development standards for Employment Center Mid Rise are: minimum density is 18.0 units per net acre; maximum density is 60 units per net acre. The proposed project and the existing 5 homes would total in 17.6 units per acre, which is below the minimum density. The proposed project is consistent with the 2030 General Plan Employment Center Mid Rise designation.

The proposed project site is not in agricultural production. No commercial agricultural operations exist in the project vicinity. The proposed project is located in an urbanized portion of the community, and currently includes connections to municipal water, sewer and storm drains. Extensions of utilities to the project site would not extend service to an area not previously served. The project would not directly or induce substantial growth in the project area. No housing units would be displaced or impacted by the proposed project.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS, LIGHT AND GLARE</u>			
Would the proposal:			
A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X	

ENVIRONMENTAL SETTING

The project site is located in North Natomas in the City of Sacramento. The project site is located approximately 400 feet east of Interstate 5 on the east side of East Commerce Way, north of Benefit Way, east of Advantage Way and Interstate 5. The proposed project site is approximately 1000 feet north of Del Paso Boulevard. The project site is not located in an adopted view corridor or a scenic vista.

STANDARDS OF SIGNIFICANCE

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Answers to Checklist Questions

QUESTION A

Because the project site is not located within an identified scenic corridor or viewshed, there would be no additional significant effects associated with the project.

Question B

The proposed project is not located in or nearby any scenic resources including trees, rock outcroppings and historic buildings within a state scenic highway. There would be no additional significant environmental effects that would result from project development and operation.

QUESTION C

The proposed project would develop 237 condominium units on the project site. Five homes currently exist onsite. The project would change the visual character of the project site, but the change would be generally consistent with development characteristics in the surrounding area. The design of the project site would be subject to staff review and review by the Planning Commission.

The project would be required to comply with the City of Sacramento's guidelines for the development of structures, which would ensure that the appearance of the project is compatible with existing development in the project vicinity (Single Family Residential Design Principles, January 1998). No additional effects would result.

QUESTION D

The proposed project includes construction of 237 condominium units on approximately 13.7 acres. Residential development is not typically considered to be a substantial source of glare, due to the limited height and the limited amount of reflective surface area (i.e., glass and metal surfaces). Lighting in the residential development would be subject to the City's zoning code and site review limiting outside lighting to fixtures that direct light downward to avoid spill to adjacent properties. Sacramento Municipal Code Section 15.80.020 requires that all lighting on residential structures shall be engineered so as to not to produce glare or stray light on adjacent properties. Section 17.68.030 requires that lighting shall be directed away from residential areas and public streets. These provisions are enforced by staff during the plan check process.

The project site is located in an urbanized area that includes various types of land uses, including residential, multi-family, and commercial and offices. The proposed project includes residential uses, and notwithstanding the implementation of the provisions of the City Code, could result in light intrusion and glare to the residential use. To ensure that the project lighting is reviewed during the development review, Mitigation Measure Aesthetics 1 will be implemented.

The proposed project would require improvements to the City's rights-of-way. These improvements include the installation of street lighting, as required by the Department of Transportation as a condition of approval. The lighting would be installed and shielded consistent with City standards. With the design and orientation of lighting in compliance with the City standards and Mitigation Measure Aesthetics 1, any additional significant environmental effects associated with light and glare would be less than significant.

MITIGATION MEASURES

Aesthetics 1: Project outdoor lighting shall be oriented away from adjacent properties and shall not produce a glare or reflection on neighboring properties or adjacent streets or property.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY			
<i>Would the proposal:</i>			
A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

ENVIRONMENTAL SETTING

The project area is located in the Sacramento Valley Air Basin, which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straights. The marine breezes diminish during the winter months, and the winds from the north occur more frequently at this time. Air Quality within the project area and surround region is largely influenced by urban emission sources.

PM_{2.5}: On December 22, 2008, the EPA administrator approved PM_{2.5} nonattainment areas, which included Sacramento County and portions of Counties adjacent to Sacramento. The designations will become effective 90 days after publication in the Federal Register, sometime in April 2009. Plans for how areas will meet the health standards are due to EPA in April 2012. Areas must meet the health standards by April 2014, but the deadline can be extended to April 2019. The Sacramento Metropolitan Air Quality Management District will be working with the California Air Resources Board staff to update a technical assessment and modeling of Sacramento's PM_{2.5} problems, update the inventory of PM_{2.5} and precursor emission sources,

and determine whether existing controls are adequate to attain the federal PM_{2.5} standards by 2014 or 2019. [

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM₁₀ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the PM₁₀ threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-6, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

The City ultimately determined that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the Draft MEIR, Final MEIR and Errata 2 are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A, B AND D

Operational Impacts: The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the operation of the proposed project. Based on the estimated emissions from running the URBEMIS model, the proposed project is not likely to exceed the long-term operational emissions threshold of 65 lbs/day for ROG and NO_x. Estimated ROG and NO_x summer emissions for using the URBEMIS 2007 9.2.4 model were calculated to be approximately 30.21 lbs/day and 18.54 lbs/day, respectively, which is below the 65 lbs/day threshold. The estimated ROG and NO_x winter emissions for using the URBEMIS 2007 9.2.4 model were calculated to be approximately 27.54 lbs/day and 27.92 lbs/day, respectively. See Attachment D for the URBEMIS calculations (summer and winter emission reports).

Project-Related Construction Impacts: The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from running the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO_x. Estimated NO_x summer and winter emissions using the URBEMIS 2007 9.2.4 model were calculated to be approximately 52.12 lbs/day, which is below the 85 lbs/day threshold.

As stated above, the URBEMIS 2007 9.2.4 model was utilized to calculate the estimated emissions of the project. Inputs were made to the model using the project unit count and acreage. All other default settings were used, minus wood hearths (Rule 417). Using the default settings provides a conservative estimate of the operational and construction emissions. The proposed project site was previously approved for development for which construction began that included grading, installation of utilities, and paving. Most of this work was completed under the prior project and new grading and paving would not need to occur except as needed for repair.

The SMAQMD 2004 Guide to Air Quality Assessment states on page 3-2 that if the project's NO_x mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommend methodologies for estimated emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), the Lead Agency may assume that exhaust emissions of other pollutants from operation of construction equipment and worker commute vehicles are also not significant. The URBEMIS 2007 model indicated that the project would not exceed the NO_x threshold and, based on the guidance of the air district, the analysis of other criteria pollutant emissions is not included in this discussion.

Construction activities would be subject to the SMAQMD's Rule 403 on Fugitive Dust, which provides that contractors shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

Previous mitigation written in the 2001 Mitigated Negative Declaration for the Natomas Crossing Area - 3 requested the applicant to comply with the North Natomas Community Plan's requirement to prepare an Air Quality mitigation strategy that reduces ROG emissions by 50 percent project wide. The General Plan Master EIR addresses ROG in Policy ER 6.1.2.; stating if ROG operation thresholds are exceeded, design or operational features that reduce emissions equal to 15% shall be required. This proposed project does not exceed the thresholds discussed above. The proposed project does not conflict with or obstruct implementation of an air quality plan. The proposed project would be required to comply with the air quality standards as established by SMAQMD, and would result in a less than significant impact to air quality.

QUESTION C

The proposed project would not result in significant air quality impacts associated with short-term construction and long-term operation emissions of ozone-precursor pollutants (ROG and NO_x) and airborne particulate matter (PM¹⁰ and PM^{2.5}). Ozone impacts are the result of the cumulative emissions from stationary, area, and mobile sources located within the region: as well as, transport from outside the region. Ozone is formed by the chemical reaction of the ozone-precursor pollutants ROG and NO_x in the presences of sunlight, with the highest ozone concentrations occurring during the warmer summer months. The cumulative contributions of ozone-precursor pollutants from multiple sources result in severe ozone problems, which can adversely affect human health. The Sacramento Valley Air Basin (SVAB) is classified non-attainment for ozone and PM¹⁰.

For evaluation of cumulative ozone and PM impacts, the SMAQMD recommends that the project-level significance thresholds be relied upon for determination of cumulative air quality impacts. The proposed project does not generate emissions of either ozone precursor pollutants (i.e., ROG and NO_x) or PM¹⁰ and not would exceed the short-term or long-term thresholds. The project would not be considered to have a cumulatively considerable incremental contribution to a significant cumulative impact.

QUESTION D

The 2030 General Plan and MEIR include provisions to ensure that the City considers exposure to toxic air contaminants when approving new development in the vicinity of freeways and major roadways. In general, these concerns arise for developments within 500 feet of such roadways. The proposed project includes proposals for new residential units no closer than 500 feet to Interstate 5 and almost all residential units are well beyond the 500-foot distance. Development of the project site as proposed would not require a health risk assessment and would not generate any additional significant environmental effects for relating to toxic air contaminants.

QUESTION E & F

The City approved the 2030 General Plan on March 3, 2009 and became effective April 3, 2009. The City certified the Master EIR for the 2030 General Plan project at the same time.

The Master EIR includes extensive discussion of the potential effects of greenhouse gas (GHG) emissions. See for example:

Draft EIR: 6.1 Air Quality (Page 6.1-1)

Final EIR: City Climate Change master Response (Page 4-1)

Errata No. 2: Climate Change (Page 12)

These documents are available online at www.cityofsacramento.org/dsd/planning/environmental-review/eirs/ and at the offices of the Development Services Department at 300 Richards Boulevard, Sacramento, California. The MEIR discussions regarding climate change are incorporated here by reference.

The Master EIR concluded that the greenhouse gas emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12).

Review of project greenhouse gas emissions is set forth below.

Short-term Construction Emissions

During construction of the project, GHG's would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. CO₂ emissions resulting from construction of the project were estimated, using the URBEMIS2007 model, to be approximately 335.75 metric tons per year. These emissions would equate to approximately 0.000069 percent of California's total emissions (construction total period would not exceed two years).

Long-term Operation Emissions

The largest source of GHG's associated with the proposed project would be on- and off-site motor vehicle use. CO₂ emissions, the primary GHG from mobile sources, are directly related to the quantity of fuel consumed. CO₂ emissions during operation of the project at full build out were estimated using URBEMIS2007. Results of the modeling showed the estimated CO₂ emissions generated by the project would be approximately 2830.66 metric tons per year, which equates to 0.00058 percent of California's total emissions.

The project site is located within the City's limits and has ready access to bus service. The North Natomas community includes a variety of retail and restaurant locations, helping to minimize vehicle trips.

Buildings constructed as part of the project would be required to comply with current California building codes that enforce energy efficiency. The project is consistent with the City's goals as set forth in the 2030 General Plan and MEIR relating to reduction of greenhouse gas emissions. The project would not impede the City's efforts to comply with AB32 requirements. As the project is consistent with the 2030 General Plan MEIR, no additional significant environmental effects relating to greenhouse gas emissions or climate change would occur from development of the project.

Findings

The project would have no additional environmental effects relating to air quality.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES			
Would the proposal result in impacts to:			
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?			X
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

ENVIRONMENTAL SETTING

The project site has been graded, subdivision infrastructure improvements (including utilities, streets, curbs and gutters) have been installed and five model homes have been constructed on the site. The entire site has been disturbed. The project site does not support habitat for any sensitive plant or animal species on the site. There are no wetlands present on the site.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH F

The project site has been the subject of previous development applications, entitlements and environmental review. The site is included within the City of Sacramento's Permit Area under the Natomas Basin Habitat Conservation Plan, and the required fees have been paid. The site has been completely disturbed and developed, and the requested project entitlements would allow an increase in the number of residential units, but would not affect biological resources to any greater extent than current site development.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Biological Resources.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
D) Disturb any human remains, including those interred outside of formal cemeteries?			X

ENVIRONMENTAL SETTING

The project site has been graded, subdivision infrastructure improvements (including utilities, streets, curbs and gutters) have been installed and five model homes have been constructed on the site. The entire site has been disturbed.

STANDARDS OF SIGNIFICANCE

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Answers to Checklist Questions

QUESTIONS A THROUGH D

The project site has been the subject of previous development applications, entitlements and environmental review. The project site has been completely disturbed and developed. No additional excavation would occur as part of the project entitlements. The requested project entitlements would allow an increase in the number of residential units, but would not affect cultural resources to any greater extent than current site development.

MITIGATION MEASURES

CR-1: In the event that any prehistoric subsurface archeological features or deposits,

including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

- a. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.
- b. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-3: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

Implementation of these mitigation measures would reduce the impact to a less than significant level.

FINDINGS

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less than significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>ENERGY</u> Would the proposal result in impacts to:			
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

STANDARDS OF SIGNIFICANCE

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH C

The project is located in an urbanized portion of the community, and the land use designation is consistent with the 29030 General Plan. The site has been planned for development, and has been included in planning by the affected utilities. Buildings would be constructed consistent with the requirements of Title 24, with the attendant energy standards, and there would be no use of non-renewable resources in a wasteful or inefficient manner.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Energy.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6. GEOLOGY AND SOILS			
Would the project:			
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides? 			X
B) Result in substantial soil erosion or the loss of topsoil?			X
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X

ENVIRONMENTAL SETTING

Geology and Seismicity. Chapter 6.5 of the Master EIR for the 2030 General Plan discusses the geology and exposure to seismicity of the Sacramento region. While there are no known faults in the greater Sacramento region, faults in other areas of the state could result in seismic events.

STANDARDS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH E

The MEIR discussed the potential for exposure to seismic and geologic events. The proposed project would be located in the North Natomas area of the community, and project review would include appropriate examination of soils on the project site. The project does not expose persons or property to risks that were not examined in the MEIR, and would not have additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Geology and Soils.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS			
Would the project:			
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

ENVIRONMENTAL SETTING

The project site is located in the North Natomas area of the City of Sacramento. The site and vicinity have been designated for urban development, and the area is experiencing continuing construction as sites are built out. The site and the vicinity are served with urban services.

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH H

As a site located in an urban area, the project site is fully served with urban services, including police, fire and stormwater drainage. The exposure to hazards experienced by persons and property on the site would be consistent with the level expected in normal urban development. The MEIR evaluated such exposure, and the project site, with the exception of exposure to flood risk (see Hydrology section below) would not have any additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Hazards.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
8. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:			X
A) Violate any water quality standards or waste or discharge requirements?			
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			X
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X
E) Otherwise substantially degrade water quality?			X
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		X	
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		X	

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. For purposes of this environmental document, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A, B & E

The City is required to enforce water quality protection measures during construction, and these provisions have been fully implemented. The project site includes improvements to ensure that stormwater is adequately retained and treated prior to discharge, and no additional significant effects would result from the project regarding water quality.

QUESTION C & D

The project site has been graded and subdivision and utility improvements have been installed. Grading and site preparation were completed in compliance with the requirements enforced by the City of Sacramento. No net increase in runoff will occur as a result of enforcement of these requirements, and the project would have no additional significant effect.

QUESTION F & H

The proposed project site is located within a potential flood zone. The Sacramento River is located approximately two miles west of the project site, and the American River is approximately four miles south.

In December 2006, FEMA announced a revision to the Flood Insurance Rate Map (FIRM) containing the project site. Based on information provided by SAFCA and the USACE, FEMA found that the area constituted a Special Flood Hazard Area (SFHA). FEMA issued a FIRM revision with an updated AE designation for the Natomas Basin on December 8, 2008. The AE designation requires that all new structures be built above the 100-year flood level, which could be as much as 33 feet in some parts of Natomas.

The Master EIR evaluated the cumulative effects of flood and drainage. The proposed project is located in an area that has less than 100-year flood protection. This is a significant project-specific effect. The effect would be reduced to a less-than-significant level with implementation of Mitigation Measures Hydro 1 and Hydro 2, set forth below.

MITIGATION MEASURES

The following mitigation measures would reduce the above impact to a **less than significant** level.

Hydro 1: Construction and operation of the project shall not commence prior to recertification of the Natomas levees by the USACE and FEMA, and the subsequent removal of Natomas Basin from the 100-year floodplain and associated flood zone redesignation; or until FEMA redesignates the Natomas Basin with a flood zone designation that would permit development of the proposed project. The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.

Hydro 2: The project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the project. Any future homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations. The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.

FINDINGS

All additional significant environmental effects of the project relating to Hydrology and Water Quality would be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project result in:			
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X	
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

ENVIRONMENTAL SETTING

The project site is located in the North Natomas area of the City of Sacramento. The MEIR identified noise levels expected at the site in the range of 70 dB. (MEIR, Figure 6.8-10)

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The primary noise source at the project site is Interstate 5. The majority of the project site is within the 65 dB to 70 dB noise contour for cumulative conditions.

The parcel to the west of the project site is currently proposed for development as a hotel, which would partially shield the project site from traffic noise. The project includes community space and swimming pool that are completely shielded by adjacent three-story residential units. Other open space within the project includes paseos and walkways that are likewise shielded from traffic noise.

Residential units with facades facing west could be exposed to traffic noise from Interstate 5, and interior spaces of such units could be exposed to noise that exceeds the applicable threshold. This is a significant impact.

Typical façade design and construction with prevailing industry practice would result in an exterior-to-interior noise reduction of 28 to 38 dB L_{dn} with windows and doors in the closed position. This would be sufficient to achieve interior noise levels that are less than the applicable threshold. Mitigation Measure Noise 1, below, required installation of windows rated STC 32, which would provide sufficient noise reduction to ensure that appropriate interior noise levels are achieved. Mitigation Measure Noise 2 requires installation of mechanical ventilation in residential units to ensure that residents have the ability to achieve isolation from exterior noise. With the implementation of these mitigation measures the effects would be reduced to a less-than significant level.

QUESTION B THROUGH F

The project site has been completely graded and has been improved with subdivision and utility infrastructure. The project would not require additional grading, and construction noise impacts would be less than significant.

The project would generate noise commonly associated with residential activities, and any such impacts would be less than significant. The primary noise source in the area is Interstate 5, and mitigation measures identified for the project would reduce any such impacts to a less-than-significant level.

MITIGATION MEASURES

- Noise 1:** STC 32 rated window assemblies shall be installed in all second and third floor windows with a direct view of East Commerce Way.
- Noise 2:** Each residential unit shall include a mechanical ventilation system to allow occupants to keep windows and doors closed to achieve isolation from exterior noise sources.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X
A) Fire protection?			
B) Police protection?			X
C) Schools?			X
D) Parks?			X
E) Other public facilities?			X

Environmental Setting

STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH E

The land use designation for the project is consistent with the 2030 General Plan land use designation. Impacts from development, including cumulative impacts, have been analyzed in the 2030 General Plan MEIR. The project does not include features that would generate unusual demands on public services and would not have any additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Public Services.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. <u>RECREATION</u>			
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

STANDARDS OF SIGNIFICANCE

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project would be required to dedicate land for parks consistent with the development practices of the City of Sacramento and the requirements of state law. The project does not include any unusual components that would require additional recreational facilities beyond those included within the City’s normal planning processes. The proposed development is consistent with the General Plan land use designation, and the impacts of the proposed project on recreational facilities have been adequately addressed in the MEIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional significant environmental effects on recreational resources.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION			
Would the project:			
A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			X
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
E) Result in inadequate emergency access?			X
F) Result in inadequate parking capacity?			X
G) Conflict with adopted policies, plans, or programs supporting alternative transportations (e.g., bus turnouts, bicycle racks)?			X

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or

2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

A significant traffic impact occurs for intersections when:

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

Freeway Facilities

Caltrans considers the following to be significant impacts:

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

Transit

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

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

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH G

The project site was approved in 2006 for the development 187 townhouses. The proposed project would construct 237 condominiums instead of the 187 townhouses. The change in trip generation between the two uses would have negligible impacts. The project is consistent 2030 General Plan land use designations and the densities and intensities of uses for the project site, and would pay all fees per the North Natomas Finance Plan.

The trips generated from the additional 50 condominiums would not affect the prior conclusion of no additional significant environmental affects considered in the Master Environmental Impact Report.

The nearest bus service is provided on Truxel Road (in-between Del Paso Boulevard and North Market Boulevard) by Regional Transit Route 11, 13 and 14. Route 11, 13 and 14 connects at the Arden/Del Paso light rail station, Blue Line which provides routes from the Watt/I-80 light rail station to the Meadowview light rail station. The proposed project would not interfere with existing modes of alternative transportation or decrease the level of service provided by Regional Transit or Conflict with adopted policies, plans, or programs supporting alternative transportations.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Transportation and Circulation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS			
Would the project:			
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			X
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			X
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X

ENVIRONMENTAL SETTING

The project site is located in the North Natomas area of the City of Sacramento. The site is fully served with urban services. The proposed development is consistent with the land use designation for the project site in the 2030 General Plan.

STANDARDS OF SIGNIFICANCE

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

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH G

The proposed project is consistent with 2030 General Plan land use designation for the project site. The MEIR prepared for the 2030 General Plan evaluated the impacts of development as proposed under the 2030 General Plan. The proposed project includes no components that would generate environmental effects that were not considered in the MEIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional significant environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Answers to Checklist Questions

QUESTIONS A THROUGH C

The 2030 General Plan Master EIR evaluated the impacts of development as proposed under the 2030 General Plan. As an anticipated subsequent project identified and described in the Master EIR and consistent with the 2030 General Plan land use designation, density, and intensity of use for the project site, the proposed project includes no components that would generate environmental effects that were not considered in the MEIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

I find that the Lead Agency for the 2030 General Plan Master EIR is the same as the Lead Agency for the proposed project, and that the proposed project (a) is within the scope of, and identified and described in, the 2030 general Plan Master EIR as an anticipated subsequent project; (b) is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c), **would not** have any additional significant environmental effects. Mitigation measures from the Master EIR will be applied to the project as appropriate. No new additional mitigation or alternatives are required. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

- X I find that the proposed project is identified and described in the 2030 General Plan Master EIR as an anticipated subsequent project; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; that the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site and that the proposed project **would** have additional significant environmental effects. Mitigation measures from the Master EIR will be applied to the project as appropriate and additional mitigation to avoid or mitigate the identified effects to a level of insignificance is required as set forth in this Initial Study. A Mitigated Negative Declaration will be prepared and circulated for public comment. Feasible mitigation measures to avoid or mitigate the identified effect to a level of insignificance will be incorporated to revise the project before the negative declaration is circulated for public review. (CEQA Guidelines Section 15178(b))

I find that the proposed project was not identified and described in the 2030 General Plan Master EIR as an anticipated subsequent project. All applicable mitigation measures from the Master EIR have been incorporated in the project, and all environmental effects have been reduced to a less-than-significant level. The discussions of cumulative impacts, growth inducing impacts and irreversible significant effects in the Master EIR are adequate for the project. A Mitigated Negative Declaration will be prepared and circulated for public comment. Feasible mitigation measures will be incorporated to revise the project before the negative declaration is circulated for public review. (CEQA Guidelines Section 15178(b)(2))

I find that the proposed project was not identified and described in the 2030 general Plan Master EIR as an anticipated subsequent project.

I find that the proposed project may have a significant effect on the environment, and an environmental impact report is required.

Signature

Date

Printed Name

REFERENCES CITED

Air Resources Board, GHG Emission Inventory Summary (1990-2004)

http://www.arb.ca.gov/app/ghg/ghg_sector_data.php

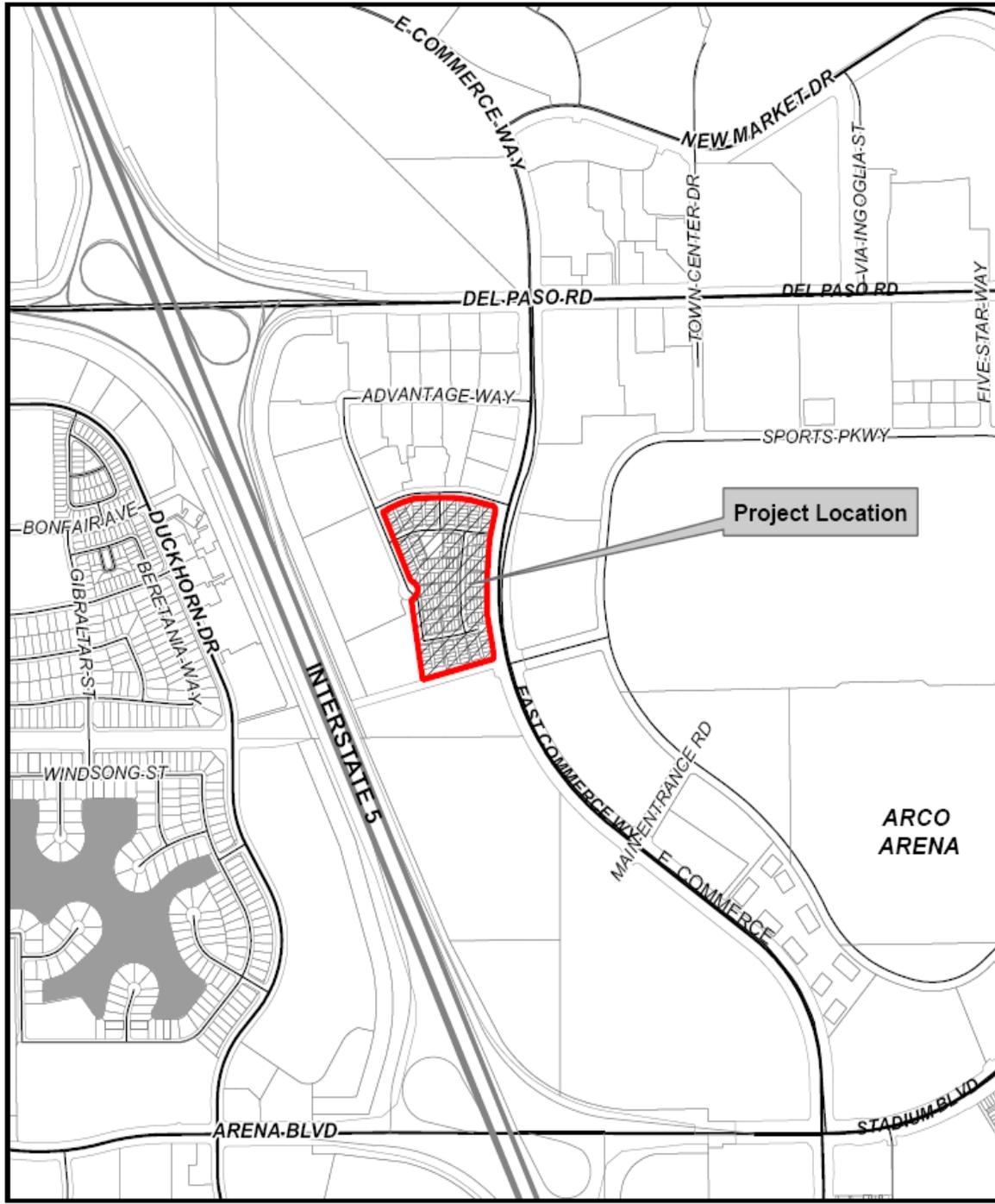
City of Sacramento. 2009 *2030 General Plan*.

City of Sacramento. 2008. *Sacramento 2030 General Plan Master Environmental Impact Report*

City of Sacramento, Department of Utilities. 2007. *Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual*.

Institute for Transportation Engineers, Trip Generation 7th Edition

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County*.



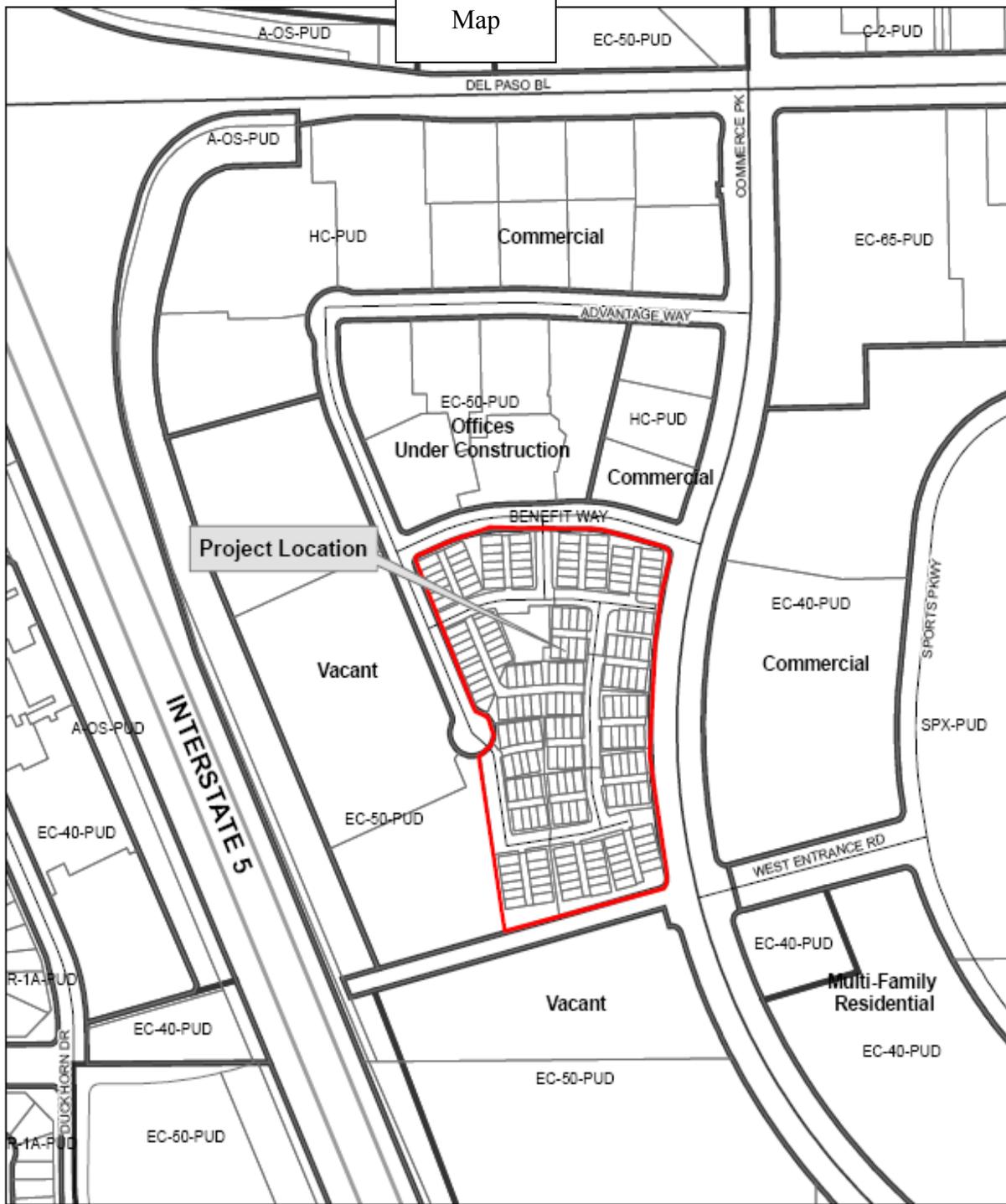
Attachment
A
Vicinity
Map

P09-006 Vicinity Map Provence



D. Hung | March 2009

Attachment
B
Land Use
Map



City of Sacramento, Development Services Department Geographic Information System



P09-006
Land Use & Zoning Map
Provence

0 250 500 Feet



D. Hung | March 2009

Attachment D
Summer and Winter Emission
Reports

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: Provance

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
2007 TOTALS (lbs/day unmitigated)	3.56	29.70	15.53	0.00	74.00	1.49	75.50	15.46	1.37	16.83
2008 TOTALS (lbs/day unmitigated)	282.64	52.12	52.80	0.03	74.12	2.99	77.11	15.50	2.75	18.24

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	12.58	2.28	2.51	0.00	0.01	0.01	2,893.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	17.63	16.26	197.93	0.15	24.12	4.67	15,169.08

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	30.21	18.54	200.44	0.15	24.13	4.68	18,062.10

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
Time Slice 11/30/2007-12/27/2007	<u>3.58</u>	<u>29.70</u>	<u>15.53</u>	<u>0.00</u>	<u>74.00</u>	<u>1.49</u>	<u>75.50</u>	<u>15.46</u>	<u>1.37</u>	<u>16.83</u>
Active Days: 20										
Fine Grading 11/30/2007-01/11/2008	3.58	29.70	15.53	0.00	74.00	1.49	75.50	15.46	1.37	16.83
Fine Grading Dust	0.00	0.00	0.00	0.00	74.00	0.00	74.00	15.45	0.00	15.45
Fine Grading Off Road Diesel	3.52	29.64	14.18	0.00	0.00	1.49	1.49	0.00	1.37	1.37
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.06	1.36	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 12/28/2007-12/31/2007	<u>3.58</u>	<u>29.70</u>	<u>15.53</u>	<u>0.00</u>	<u>74.00</u>	<u>1.49</u>	<u>75.50</u>	<u>15.46</u>	<u>1.37</u>	<u>16.83</u>
Active Days: 2										
Asphalt 12/28/2007-01/11/2008	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading 11/30/2007-01/11/2008	3.58	29.70	15.53	0.00	74.00	1.49	75.50	15.46	1.37	16.83
Fine Grading Dust	0.00	0.00	0.00	0.00	74.00	0.00	74.00	15.45	0.00	15.45
Fine Grading Off Road Diesel	3.52	29.64	14.18	0.00	0.00	1.49	1.49	0.00	1.37	1.37
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.06	1.36	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/1/2008-1/10/2008 Active Days: 8	3.35	28.06	14.83	0.00	74.00	1.41	75.42	15.46	1.30	16.76
Asphalt 12/28/2007-01/11/2008	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading 11/30/2007-01/11/2008	3.35	28.06	14.83	0.00	74.00	1.41	75.42	15.46	1.30	16.76
Fine Grading Dust	0.00	0.00	0.00	0.00	74.00	0.00	74.00	15.45	0.00	15.45
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.06	1.27	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/11/2008-1/11/2008	8.46	<u>52.12</u>	<u>52.80</u>	0.03	<u>74.12</u>	<u>2.99</u>	<u>77.11</u>	<u>15.50</u>	<u>2.75</u>	<u>18.24</u>
Active Days: 1										
Asphalt 12/28/2007-01/11/2008	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 01/11/2008-08/22/2008	5.10	24.06	37.97	0.03	0.12	1.58	1.69	0.04	1.44	1.49
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33	0.00	1.22	1.22
Building Vendor Trips	0.39	4.86	4.43	0.01	0.03	0.20	0.24	0.01	0.19	0.20
Building Worker Trips	0.64	0.98	21.73	0.02	0.09	0.04	0.13	0.03	0.03	0.06
Fine Grading 11/30/2007-01/11/2008	3.35	28.06	14.83	0.00	74.00	1.41	75.42	15.46	1.30	16.76
Fine Grading Dust	0.00	0.00	0.00	0.00	74.00	0.00	74.00	15.45	0.00	15.45
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.06	1.27	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/14/2008-8/7/2008 Active Days: 149	5.10	24.06	37.97	0.03	0.12	1.58	1.69	0.04	1.44	1.49
Building 01/11/2008-08/22/2008	5.10	24.06	37.97	0.03	0.12	1.58	1.69	0.04	1.44	1.49

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Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33	0.00	1.22	1.22
Building Vendor Trips	0.39	4.86	4.43	0.01	0.03	0.20	0.24	0.01	0.19	0.20
Building Worker Trips	0.64	0.98	21.73	0.02	0.09	0.04	0.13	0.03	0.03	0.06
Time Slice 8/8/2008-8/22/2008 Active Days: 11	282.64	24.25	42.09	0.03	0.13	1.58	1.72	0.05	1.45	1.50
Building 01/11/2008-08/22/2008	5.10	24.06	37.97	0.03	0.12	1.58	1.69	0.04	1.44	1.49
Building Off Road Diesel	4.07	18.22	11.80	0.00	0.00	1.33	1.33	0.00	1.22	1.22
Building Vendor Trips	0.39	4.86	4.43	0.01	0.03	0.20	0.24	0.01	0.19	0.20
Building Worker Trips	0.64	0.98	21.73	0.02	0.09	0.04	0.13	0.03	0.03	0.06
Coating 08/08/2008-09/05/2008	277.54	0.19	4.12	0.00	0.02	0.01	0.02	0.01	0.01	0.01
Architectural Coating	277.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.12	0.19	4.12	0.00	0.02	0.01	0.02	0.01	0.01	0.01
Time Slice 8/25/2008-9/5/2008 Active Days: 10	277.54	0.19	4.12	0.00	0.02	0.01	0.02	0.01	0.01	0.01
Coating 08/08/2008-09/05/2008	277.54	0.19	4.12	0.00	0.02	0.01	0.02	0.01	0.01	0.01
Architectural Coating	277.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.12	0.19	4.12	0.00	0.02	0.01	0.02	0.01	0.01	0.01

Phase Assumptions

Phase: Fine Grading 11/30/2007 - 1/11/2008 - Default Fine Site Grading Description

Total Acres Disturbed: 13.07

Maximum Daily Acreage Disturbed: 3.7

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

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1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 12/28/2007 - 1/11/2008 - Default Paving Description

Acres to be Paved: 0

Off-Road Equipment:

Phase: Building Construction 1/11/2008 - 8/22/2008 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 8/8/2008 - 9/5/2008 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.17	2.26	0.96	0.00	0.00	0.00	2,890.21
hearth - No Summer Emissions							
andscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81

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Consumer Products	10.70						
Architectural Coatings	1.59						
TOTALS (lbs/day, unmitigated)	12.58	2.28	2.51	0.00	0.01	0.01	2,893.02

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with natural gas fireplaces changed from 65% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	17.63	16.26	197.93	0.15	24.12	4.67	15,169.08
TOTALS (lbs/day, unmitigated)	17.63	16.26	197.93	0.15	24.12	4.67	15,169.08

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	14.81	6.90	dwelling units	237.00	1,635.30	13,981.32
					1,635.30	13,981.32

Vehicle Fleet Mix

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Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.3	98.3	0.4
Light Truck < 3750 lbs	10.0	3.0	90.0	7.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	65.7	34.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

CO2

2,358.81

6,777.43

CO2

2,358.81

2,358.81

0.00

2,247.32

0.00

111.49

2,358.81

0.00

0.00

0.00

0.00

0.00

2,358.81

0.00

2,247.32

0.00

111.49

2,358.81

0.00

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0.00
0.00
2,358.81
0.00
2,247.32
0.00
111.49
6,777.43
0.00
0.00
0.00
0.00
0.00
4,418.62
1,621.20
894.96
1,902.46
2,358.81
0.00
2,247.32
0.00
111.49
4,418.62
4,418.62

1,621.20
894.96
1,902.46
4,779.58
4,418.62
1,621.20
894.96
1,902.46
360.96
0.00
360.96
360.96
360.96
360.96
0.00
360.96

Urbemis 2007 Version 9.2.4
 Combined Winter Emissions Reports (Pounds/Day)

File Name:
 Project Name: Provance
 Project Location: Sacramento County AQMD
 On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
 Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5</u>	<u>PM2.5</u>
2007 TOTALS (lbs/day unmitigated)	3.56	29.70	15.53	0.00	74.00	1.49	75.50	15.46	1.37	16.83
2008 TOTALS (lbs/day unmitigated)	282.64	52.12	52.80	0.03	74.12	2.99	77.11	15.50	2.75	18.24

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	12.54	3.57	1.52	0.01	0.11	0.10	4,563.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	15.00	24.35	168.98	0.12	24.12	4.67	12,264.68

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	27.54	27.92	170.50	0.13	24.23	4.77	16,827.83

CO2

2,358.81

6,777.43

CO2

2,358.81

6,777.43