



**ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name and Number: **Depot Park Logistics Facility (P20-031)**

The City of Sacramento, Community Development Department, has reviewed the proposed changes to the prior approved project and on the basis of the whole record before it, has determined that there is substantial evidence to support the determination that the attached original Environmental Impact Report (EIR) remains relevant in considering the environmental impacts of the proposed project changes and that there is no substantial evidence to support a fair argument that the changes to the project, as identified in the attached Addendum, may have a significant effect on the environmental beyond that which was evaluated in the referenced certified EIR. A subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Public Resources Code Sections 21000, et seq. California).

This Addendum to the certified EIR has been prepared pursuant to Title 14, Sections 15162-15164 of the California Code of Regulations, and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Third Floor, Sacramento, California 95811 and on the City's web site for environmental documents at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

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

By: \_\_\_\_\_

Date: 09-23-2020  
\_\_\_\_\_



---

**Depot Park Logistics Facility Project (P20-031)**  
**Addendum to a Certified Environmental Impact Report (SCH# 94122038)**

---

**File Number/Project Name:** Depot Park Logistics Facility (P20-031)

**Proposed Project:** The proposed project would include construction and operation of an approximately 477,020-square-foot warehouse building and supporting infrastructure on an approximately 28.4-acre project site in the Depot Park area of Sacramento, southeast of downtown. A detailed description of the proposed project is provided below under *Project Description*.

**Project Location:** The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountains and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by major freeways including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. Two railroads, the Union Pacific (UP) Railroad and the BNSF Railway transect Sacramento. **Figure 1** shows the location of the project site in the Sacramento region.

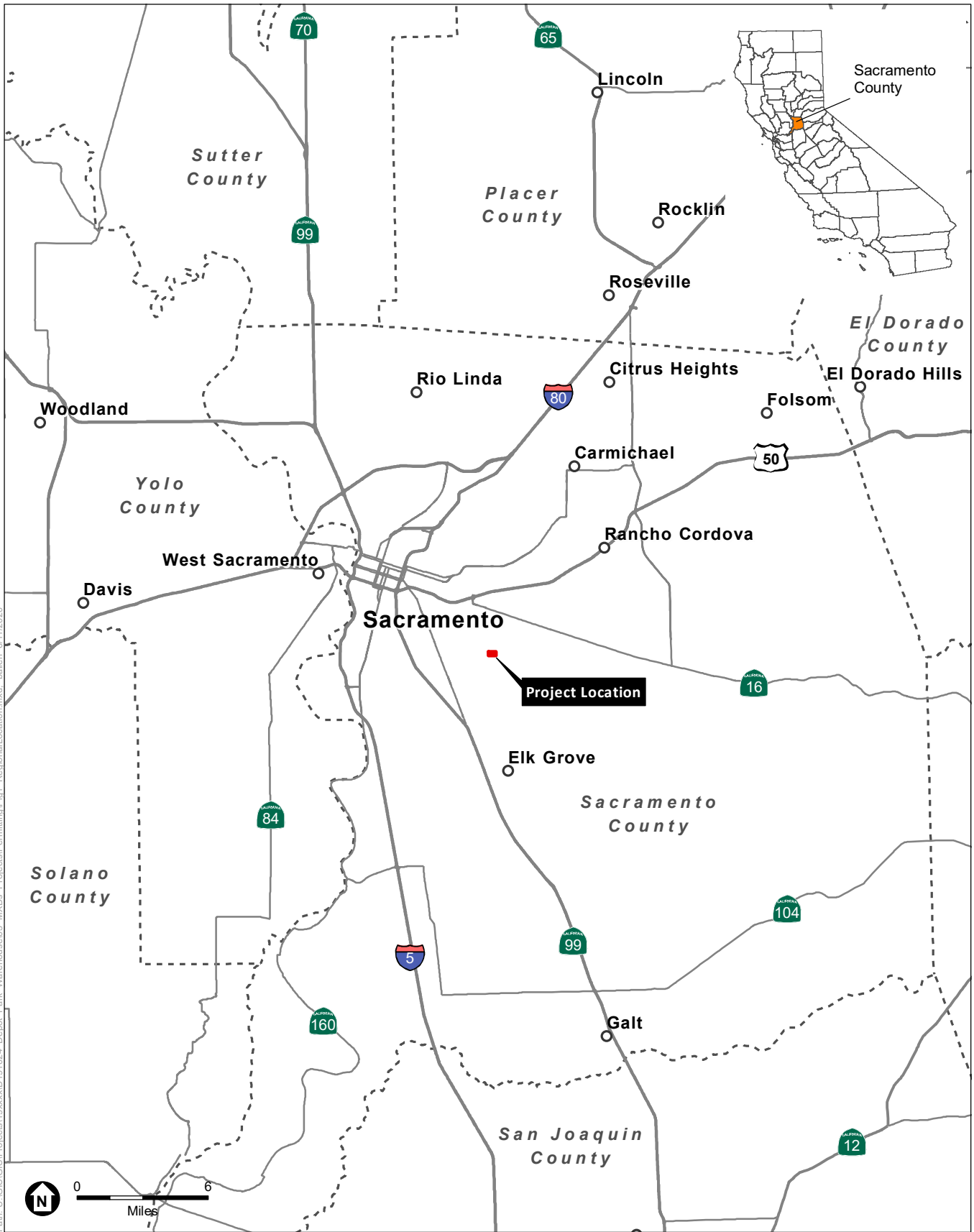
The project site is approximately 28.4 acres of developed and disturbed land in the Depot Park area of Sacramento, southeast of downtown. The project site is bounded by Midway Avenue to the west; industrial uses to the north; Mortono Street and Morrison Creek to the east; and Kwajalein Street to the south. **Figure 2** and **Figure 3** show the location of the project site within the Depot Park area of Sacramento and the project vicinity and site, respectively.

**Existing Plan Designations and Zoning:** The project site is under the Industrial general plan land use designation, which allows for employment-generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck traffic. Such uses are described on page 2-106 of the Sacramento 2035 General Plan to include the following:

- Industrial or manufacturing that may occur within or outside a building;
- Office, retail and service uses that provide support to employees; and
- Compatible public, quasi-public and special uses.<sup>1</sup>

---

<sup>1</sup> City of Sacramento, 2015. *Sacramento 2035 General Plan, Land Use Element*. March 3, 2015. Page 2-106.



SOURCE: NAIP, 2018; Esri, 2015; ESA, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 1**  
Project Location in Sacramento Region







SOURCE: NAIP, 2018; Esri, 2015; ESA, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 2**  
Project Location in Depot Park





SOURCE: NAIP, 2018; Esri, 2015; ESA, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 3**  
Project Site and Project Vicinity

The 2035 General Plan notes that the Industrial general plan land use designation should not be located adjacent to a residential neighborhood or center without substantial buffers, which can include land under the Employment Center Low Rise general plan land use designation, parks, greenways, or open space.<sup>2</sup> The development standard for the Industrial general plan land use designation limits development to a maximum floor area ratio (FAR) of 1.0.<sup>3</sup>

The project site is zoned M-2-SPD (Heavy Industrial – Special Planning District), and is within the Sacramento Army Depot Special Planning District. The M-2 zone is intended to permit the manufacture or treatment of goods and allows for a variety of industrial, agricultural, and commercial uses. The M-2 zone also allows for a variety of conditional or special uses. City policy limits development in M-2 zones to a maximum height of 70 feet, with no limitations on maximum density.

The Sacramento Army Depot Special Planning District (SPD) is intended to guide the establishment of land uses during the development of the Sacramento Army Depot reuse plan. Permitted uses within the SPD include uses permitted by right in the M-2 zone or office use. For office use to qualify under that provision, the total amount of office space in the SPD, with inclusion of proposed development, must not exceed 349,748 square feet. The total number of employees for proposed development within the SPD must not raise the total number of employees in the SPD above 3,000. These standards may be exceeded with the granting of a conditional use permit by the Planning and Design Commission.

## Project Background

The project site is located in the City of Sacramento, within the Depot Park area, the former site of the Sacramento Army Depot. The project site has been included in prior City land use approvals and has been the subject of review pursuant to the California Environmental Quality Act (CEQA).

### Sacramento Army Depot Reuse Plan and Programmatic Environmental Impact Report

The Sacramento Army Depot Reuse Plan (Reuse Plan) and Programmatic EIR (SCH# 94032090) were adopted by the City Council in October 1994. The Reuse Plan was developed to guide development within the former Sacramento Army Depot site, as it transitioned from Department of Army ownership and operations to non-federal ownership and urbanized uses that would be integrated into the surrounding City. The plan was intended to result in the designation for City/private uses of 323 acres of industrial land, 79.1 acres of public/quasi-public land, and 83 acres designated for open-space.

<sup>2</sup> City of Sacramento, 2015. *Sacramento 2035 General Plan, Land Use Element*. March 3, 2015. Page 2-106.

<sup>3</sup> The Sacramento 2035 General Plan (see page 2-33) defines floor area ratio (FAR) as the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, etc.).

The project site was included within the 323 acres designated by the Reuse Plan for industrial use.

At the time the Reuse Plan was developed and adopted, a large portion of the Sacramento Army Depot Site was intended for use or redevelopment by Packard Bell. The Plan was adopted, including designations for areas under Packard Bell's control, to provide guidance in the event that Packard Bell vacated all or portions of the site. The Land Use Plan, included in the Reuse Plan included development standards and guidelines intended to accomplish the following:

- Define districts within the reuse area;
- Specify appropriate land uses within the development;
- Encourage reuse of existing structures for building "recycling";
- Specify design parameters of new structures;
- Define a continuous pedestrian circulation system that encourages walking and alternative modes of transportation;
- Provide a strong tree and landscape concept that creates a pedestrian-scaled and tree-shaded environment; and
- Sensitively integrate natural resource areas as open space within the reuse area.

The Programmatic EIR prepared for the Reuse Plan identified the following significant unavoidable impacts that may occur from implementation of the Reuse Plan:

- Implementation of the [Reuse Plan], in conjunction with cumulative buildout, would result in a significant and unavoidable level of traffic;
- Implementation of the [Reuse Plan] would result in a significant and unavoidable increase in regional ozone levels;
- Implementation of the [Reuse Plan], in conjunction with cumulative development, would result in a significant and unavoidable increase in the level of ozone precursors;
- Implementation of the [Reuse Plan] would result in a significant and unavoidable increase in PM<sub>10</sub> due to an increase in traffic associated with the project;
- Implementation of the [Reuse Plan], in conjunction with cumulative development, would result in a significant and unavoidable increase in PM<sub>10</sub>;
- Implementation of the [Reuse Plan] would result in a significant and unavoidable loss of burrowing owl habitat; and
- Implementation of the [Reuse Plan], in conjunction with the cumulative buildout of the region, would result in a significant and unavoidable loss of wildlife habitat.

## Sacramento Army Depot Redevelopment Plan and Environmental Impact Report

The City of Sacramento approved the Sacramento Army Depot Redevelopment Plan (Redevelopment Plan) and certified an EIR for the Redevelopment Plan (Redevelopment EIR, SCH# 94122038) on June 6, 1995. The Redevelopment Plan was intended to revitalize and upgrade the industrial and commercial properties and public properties/facilities for civilian use. The Redevelopment Plan area included the former Sacramento Army Depot site and additional area to the north of Fruitridge Road and east of Florin Perkins Road. Redevelopment activities incorporated into the Redevelopment Plan included removal or rehabilitation of buildings characterized by age and obsolescence, mixed character or shifting uses, defective design and character of physical construction, and deterioration; elimination of parcels of irregular form, shape, or inadequate size which make development problematic; improvements to the circulation system, streets, sidewalks, curbs, and gutters; upgrading the wastewater system, drainage, and water system facilities; landscape, lighting, and signage improvements; and construction of public facilities. The Sacramento Housing and Redevelopment Agency (SHRA) was responsible for preparation of the Redevelopment Plan and Redevelopment EIR.

The Redevelopment Plan authorized the SHRA to undertake the following activities pursuant to the Redevelopment Plan:

1. The acquisition of real property (by eminent domain if necessary) as may be needed to carry out the Plan throughout the Project Area;
2. The management and operation of such property under the ownership and control of the Agency until it is resold;
3. The relocation and re-housing of displaced occupants and displaced businesses;
4. The demolition or removal of buildings and improvements;
5. The rehabilitation and preservation of buildings and structures;
6. The installation, construction, expansion, addition, extraordinary maintenance or reconstruction of streets, utilities, and other public improvements and public facilities;
7. The execution of agreements with owners and occupants of property desiring to participate in the project in accordance with the Redevelopment Plan;
8. The disposition of land to private developers and public agencies for the construction of new improvements in accordance with the Redevelopment Plan;
9. Redevelopment of land by private enterprise and public agencies for uses in accordance with the Plan;
10. Rehabilitation, development, or construction of low and moderate income housing within the Project Area and City;

11. The establishment and retention of control, restrictions and covenants running with the land so the property will continue to be used in accordance with the Redevelopment Plan.

In addition to the above, the SHRA was required to replace on a one-for-one basis within four years any low and moderate income housing units destroyed or removed from the market by the Redevelopment Plan.

The Redevelopment EIR analyzed the policies and actions implemented by the Redevelopment Plan, including the land use and zoning designations and development assumptions included in the 1994 Reuse Plan and 1994 Reuse Plan EIR. The initial study and Notice of Preparation (NOP) identified the following issues to be evaluated in the EIR:

- Land Use, Plans and Policies
- Transportation and Circulation
- Air Quality
- Noise
- Cultural Resources
- Biological Resources
- Hydrology and Water Quality
- Public Services
- Public Health and Safety

The Redevelopment Plan EIR identified the following significant unavoidable impacts that could result from implementation of the Redevelopment Plan:

- Significant unavoidable cumulative impacts due to increased traffic volumes on roadways in the project study area;
- Significant unavoidable cumulative impacts due to increases in criteria air pollutants; and
- Significant unavoidable construction noise impacts.

### **Sacramento 2030 General Plan and Sacramento 2035 General Plan Update**

The City of Sacramento has updated its General Plan two times since adoption of the Redevelopment Plan and certification of the Redevelopment Plan EIR. The Sacramento 2030 General Plan was adopted and the Sacramento 2030 General Plan EIR (Master EIR) was certified on March 3, 2009. Under the 2030 General Plan, the project site remained under the Industrial general plan land use designation.

In 2015, the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR. The Sacramento 2035 General Plan is the existing General Plan for the City. The 2035 General Plan maintained the Industrial land

use designation for the project site, and the 2035 General Plan Master EIR evaluated the physical effects associated with development of the project site under the Industrial land use designation.

Based on existing entitlements, allowable development on the project site would be guided by the zoning and general plan land use designations for the project site. Development policy under the existing general plan land use designation for the project site limits the ranges of allowable floor area ratios for each land use designation. Development under the existing zoning designations for the project site is limited by the maximum allowable number of employees and office square feet within the Sacramento Army Depot Special Planning District.

### **Existing CEQA Approval**

As described above, the project site has been assumed to be developed for industrial uses since adoption of the Sacramento Army Depot Reuse Plan. This development scenario has remained in place for all subsequent land use plans and CEQA documents.

## **Project Description**

### **Project Design**

#### ***Warehouse Building***

The proposed project would include construction and operation of an approximately 477,020-square-foot warehouse building and supporting infrastructure on an approximately 28.4-acre project site. The proposed warehouse building would include approximately 462,020 square feet of warehouse area and approximately 15,000 square feet of office area and would cover approximately 41 percent of the project site. The single-story building would be an approximately 36-foot-tall concrete tilt-up construction. The structure would have a hybrid steel roof structure, with a wood deck and membrane roof system. The warehouse building would include approximately 114 total dock doors and would be centered on the project site, with a rectangular orientation extending east/west. The site around the proposed warehouse building would be developed to facilitate warehouse and logistical uses and would include driveways, auto parking spaces and trailer parking stalls, a stormwater retention pond, and landscaped planter areas along perimeter roadways as described below. **Figure 4** shows the layout of the proposed facility. **Figure 5** shows conceptual elevations of the proposed warehouse building.

#### ***Parking and Access***

The proposed facility would include approximately 563 auto parking spaces and approximately 192 trailer parking stalls. Vehicle parking lots would be located on the east and west sides of the warehouse building with small lots for approximately 19 vehicles, each, located on the north and south sides of the structure. Loading bays would be located along the north and south sides of the structure. Trailer parking stalls would be located along the north and south edges of the project site, separated from the proposed

structure and loading bays by project driveways. The project site would have four driveway access points: two from Midway Avenue and two from Mortono Street, providing access to driveways that run east/west along the north and south sides of the proposed structure. Project driveways would provide access to the vehicle parking lots on the east and west sides of the proposed structure.

### ***Exterior Lighting***

Onsite security lighting would be provided in the parking lot and on the exterior of the proposed structure (see **Figure 6**, Lighting Plan). Proposed outdoor lighting fixtures would include downward shielding for overhead lighting fixtures and low-intensity exterior lighting to minimize light spillover onto adjacent uses.

### ***Landscaping***

Onsite landscaping would consist of turf areas along the street frontages, interspersed with trees and shrubs (see **Figure 7**, Landscape Plan). Within the project site, parking aisles and building frontages would be lined with planter boxes with trees and shrubs in compliance with City of Sacramento shading requirements throughout the parking areas. The northern, southern, and western boundaries of the project site would have landscape buffering along the sidewalks and external walls and fencing. Landscaping would be designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, and the City's Model Water Efficient Landscape Ordinance.

### ***Signs***

There are no signs proposed as part of the project.

### ***Project Utilities***

The proposed project would utilize existing utility infrastructure around the project site. **Figures 8** and **9** show the preliminary utility plans for the proposed project.

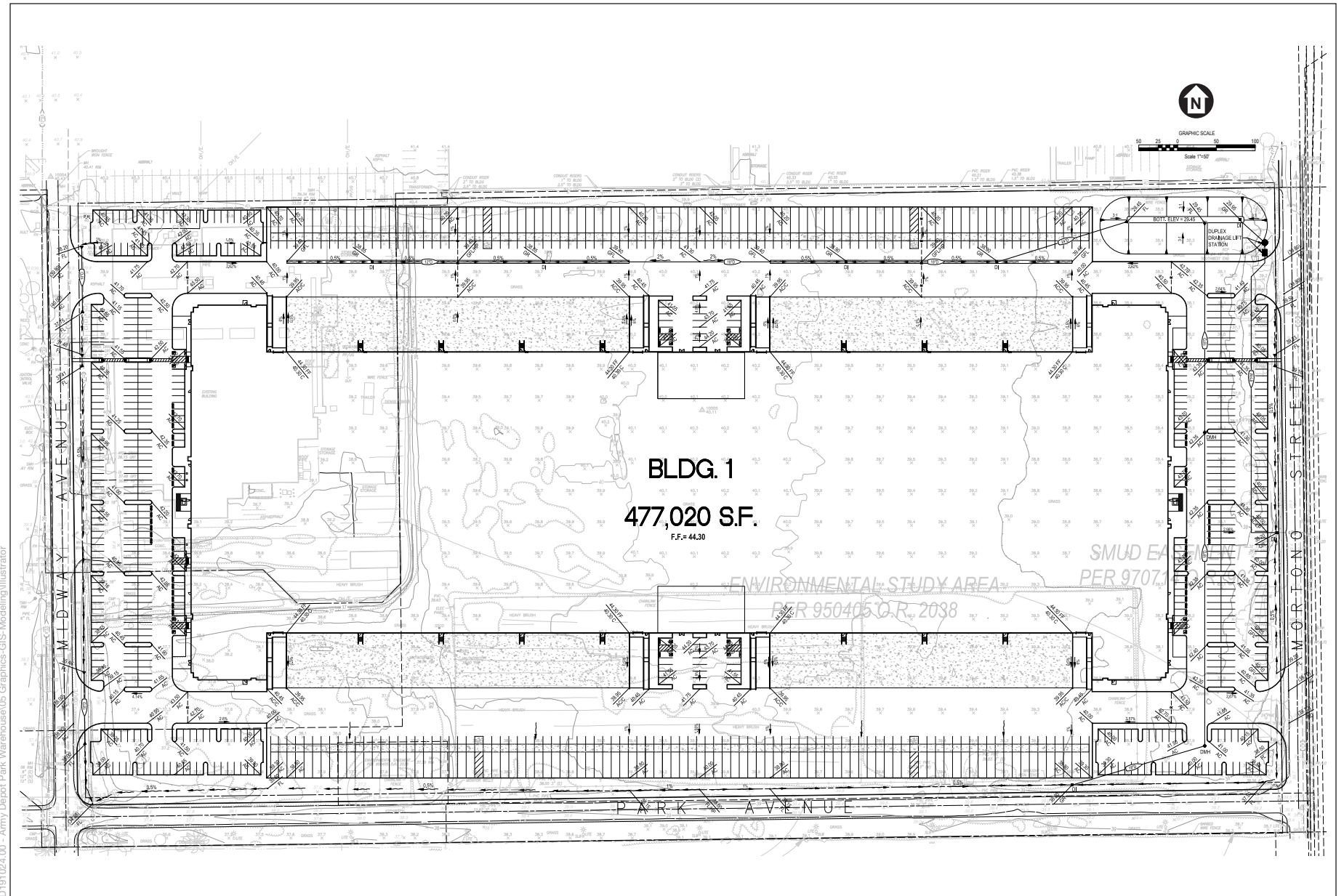
### ***Water Supply***

The proposed project would be served by the City of Sacramento for domestic and fire-suppression water needs. The project site is located in an area of the City that is served by an extensive private system of service mains located within Midway Avenue. The proposed project would establish primary connections to utility infrastructure from the service point that serves the existing structure in the northwest corner of the project site (see Figure 8). Water supply would be provided from a 10-inch private main located in Midway Avenue.

### ***Fire Suppression***

The project includes two potential water supply solutions for fire suppression, identified as Fire Suppression Supply Options 1 and 2, that are described below. Both options are evaluated in this Addendum.





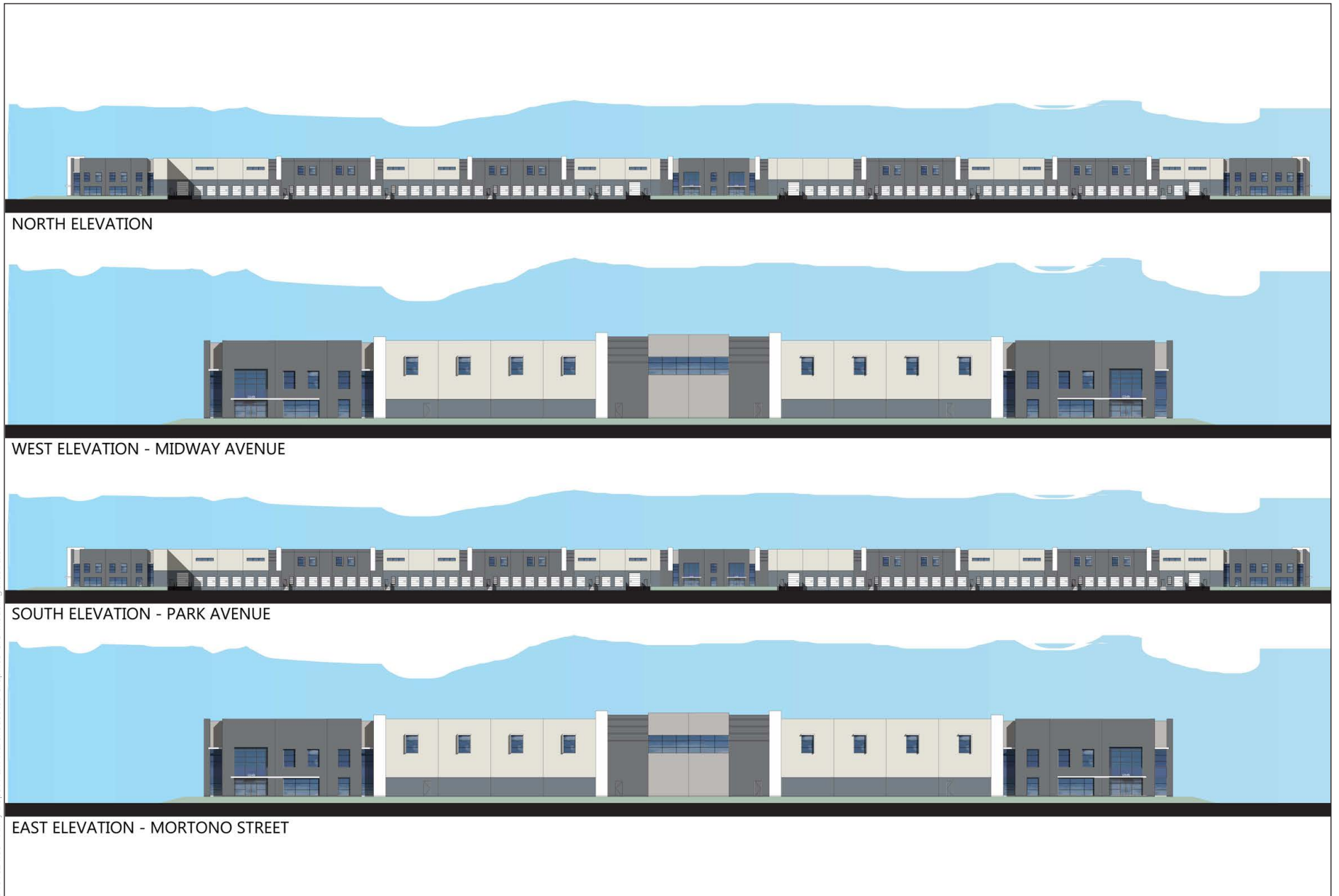
D191024.00 - Army Depot Park Warehouse 05 Graphics-GIS-Modeling Illustrator

SOURCE: Morton & Pilato, Inc., 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 4**  
Proposed Project Layout





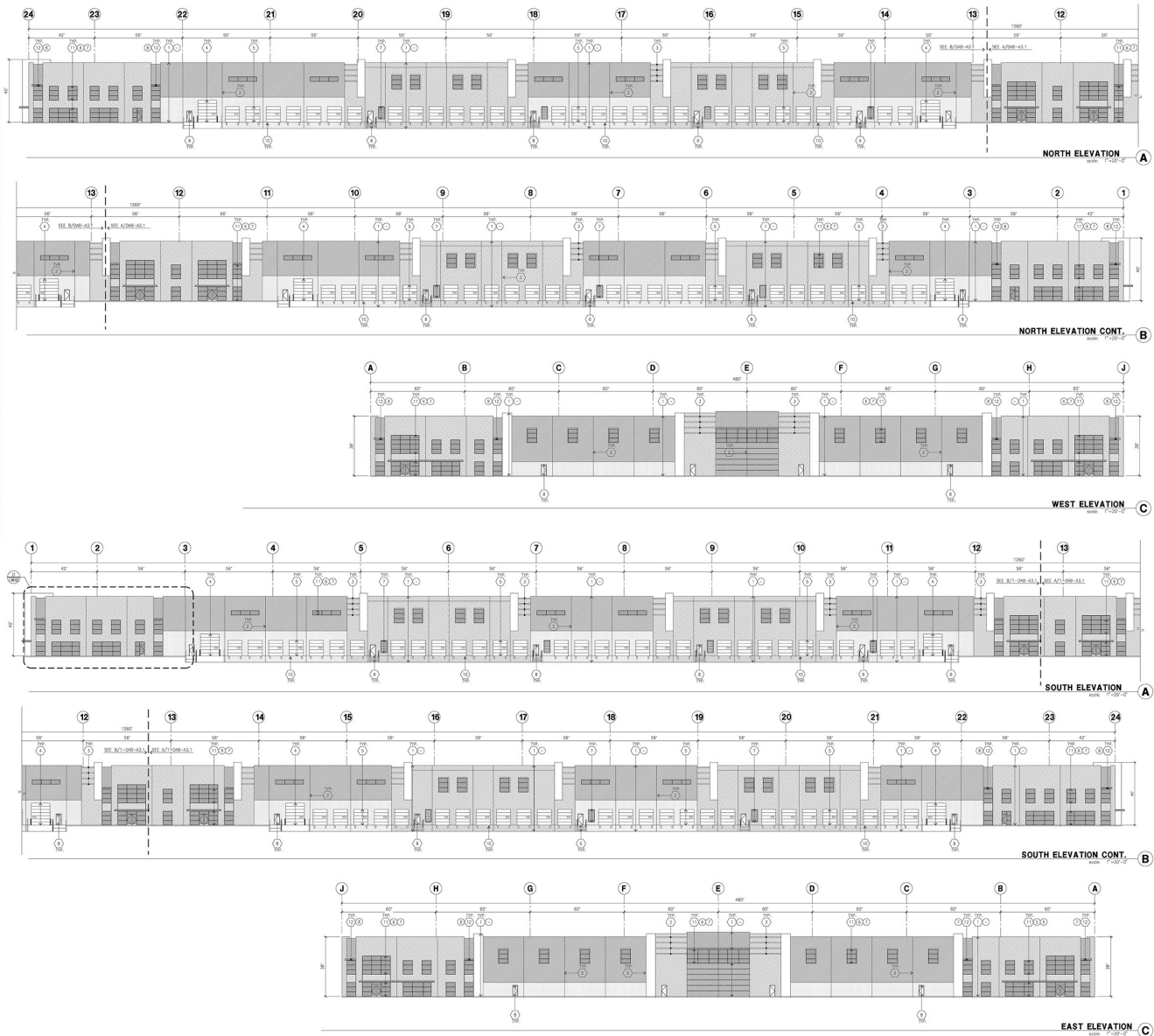
D191024.00 - Army Depot Park Warehouse 05 Graphics-GIS-Modeling-Illustrator

SOURCE: HPA Architecture, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 5a**  
Conceptual Elevations





**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 4" OF GRAVEL PROVIDES TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURBS OR TAKE TO STORM DRAIN.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING COLOR UNLESS NOTED OTHERWISE.
- 4 OVERHEAD DOOR B. DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR B. DOCK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 EXTERIOR CONCRETE STAIR.
- 7 METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN OVERTER ABOVE DOOR.
- 9 EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS.
- 10 DOCK BUMPER.
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
- 12 METAL TUBE STEEL CANOPY

**ELEVATION COLOR LEGEND/SCHED.**

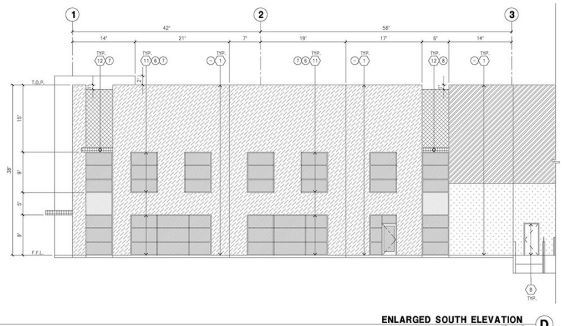
- 1 CONCRETE TILT-UP PANEL. COLOR : SW 7006 EXTRA WHITE
- 2 CONCRETE TILT-UP PANEL. COLOR : SW 6385 DOVER WHITE
- 3 CONCRETE TILT-UP PANEL. COLOR : SW 7015 REPOSE GRAY
- 4 CONCRETE TILT-UP PANEL. COLOR : SW 7017 DORAN GRAY
- 5 GLAZING COLOR : MED. PERFORMANCE BLUE REFLECTIVE GLAZING
- 6 MULLIONS : CLEAR ANODIZED ALUMINUM
- 7 STOREFRONT CANOPY : SHERWIN-WILLIAMS SW 7006 EXTRA WHITE

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LUNETS SHALL BE DESIGNED TO RESIST CITY PROPOSED WIND SPEEDS (CATEGORY IC). THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT SEVERAL CONCRETE PANELS WITH SCHEDULED PAINT AND BRACKER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE. J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
- L. EXTERIOR STAIRS AND RAMPS TO MATCH BUILDING COLOR.
- M. RAILINGS TO MATCH BUILDING COLOR.
- N. ALL DOORS TO BE PAINTED THE SAME COLOR AS THE ADJACENT WALL.

**GLAZING LEGEND**

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.
- INSULATED VISION GLASS
  - SPANDREL GLASS WITH CONCRETE BEHIND
  - SINGLE LITE VISION GLASS
  - INSULATED VISION GLASS 1/4" VISION PANECA + 1/4" SOUTHBAY 60 CLEAR
  - 1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES @ 0.27 SPEC 621 - IGT 2005
  - WINDOW VT TO BE 0.42 PER 2016 CBC TABLE 140.3-B
  - SPANDREL WITH CONCRETE BEHIND 1/4" VISION PANECA WITH WARM GRAY DRACOFF PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.
  - VISION GLASS 1/4" VISION PANECA
  - MULLIONS - ANODIZED CLEAR.



**ENLARGED SOUTH ELEVATION**

D191024.00 - Army Depot Park Warehouse 05 Graphics-GIS-Modeling Illustrator

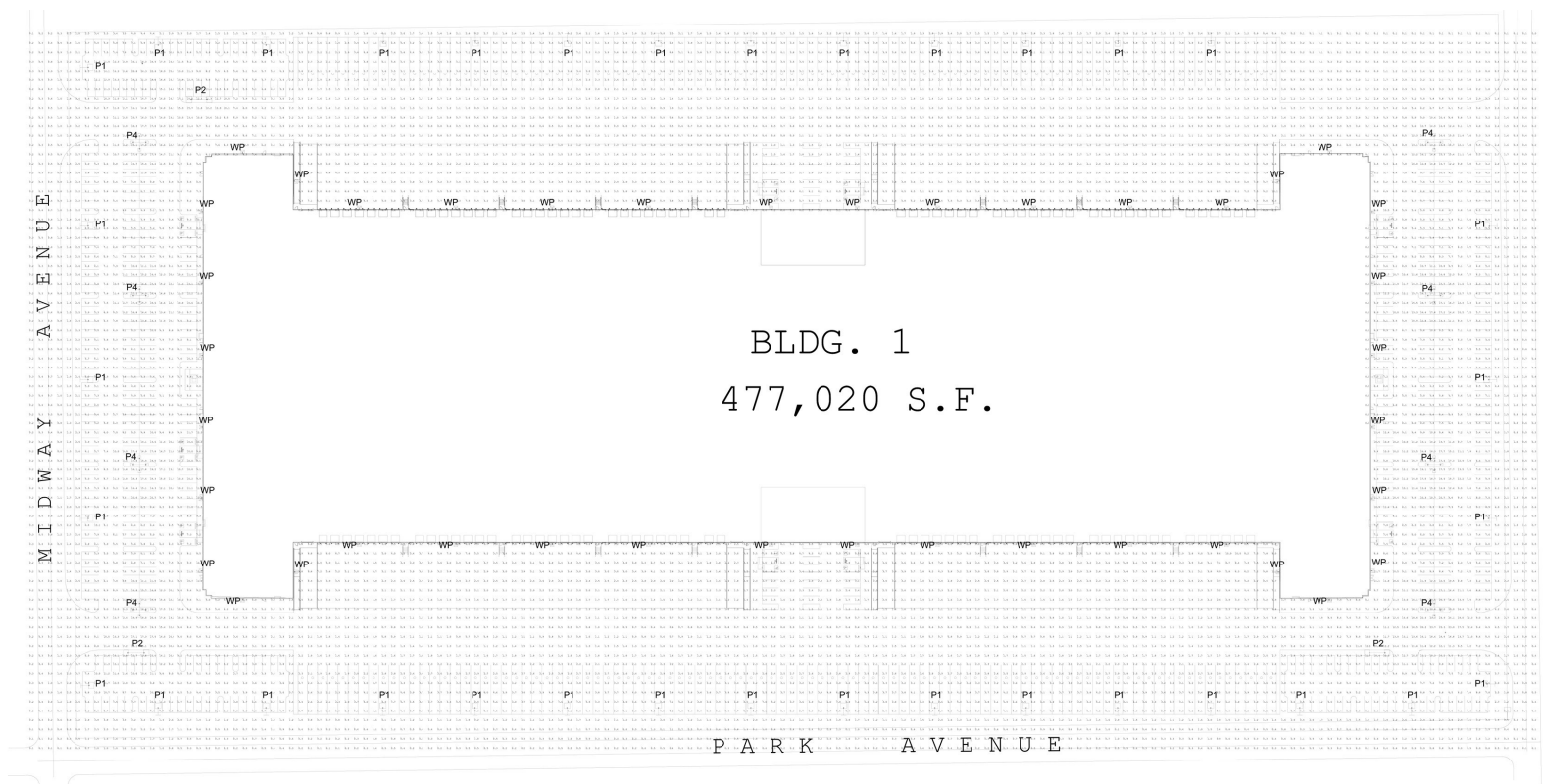
SOURCE: HPA Architecture, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 5b**  
North, West, South, and East Elevations







BLDG. 1  
477,020 S.F.

**RSX2 LED AREA LIGHTING**

RSX2 LED P8 DIM RW 10VOLT WBA DOBKO

Introduction  
The new RSX2 Area family delivers maximum value by providing superior energy savings, long life and outstanding photometric performance in an affordable size. The RSX2 family of LED Area lighting allows for wiring and mounting the standard adjustable single dip-timer are also available.

Specifications  
Wattage: 8.0W (max.)  
Length: 10.0" (max.)  
Width: 5.0" (max.)  
Mount: 3/8" Dia. (max.)

Example Information: EXAMPLE: RSX2 LED P8 DIM RW 10VOLT WBA DOBKO

Area	Dimensions (ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
Area 1	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 2	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 3	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 4	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 5	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 6	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 7	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 8	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 9	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Area 10	10.0' x 5.0'	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

**CALCULATION SUMMARY**

ILLUMINANCE (FC)

AVERAGE: 2.56

MAXIMUM: 25.3

MINIMUM: 0.0

AVERAGE MIN: N/A

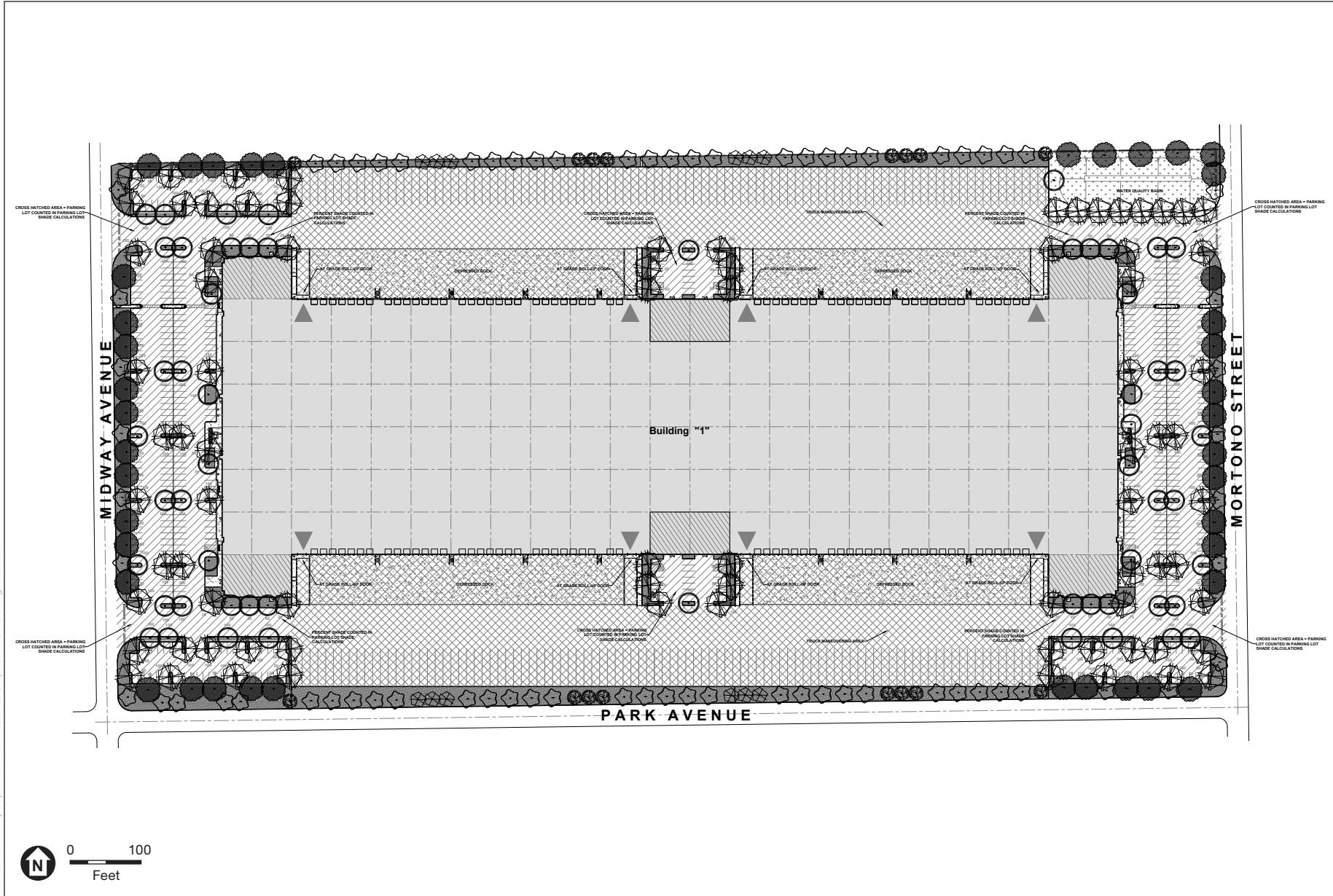
MAX/MIN: N/A

SOURCE: HPA Architecture, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 6**  
Proposed Lighting Plan



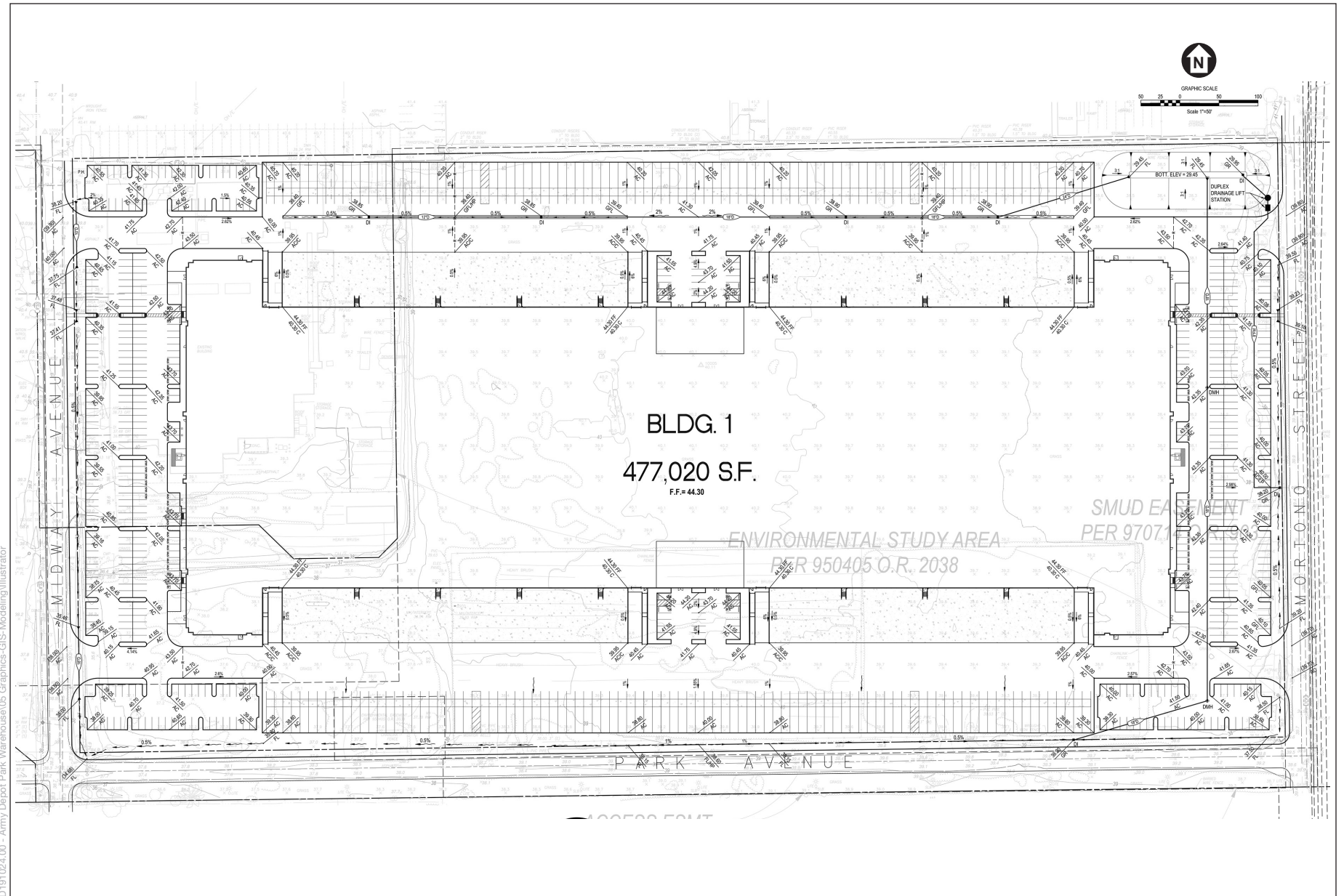


SOURCE: HPA Architecture, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 7**  
Landscape Plan





D191024.00 - Army Depot Park Warehouse 05 Graphics-GIS-Modeling Illustrator

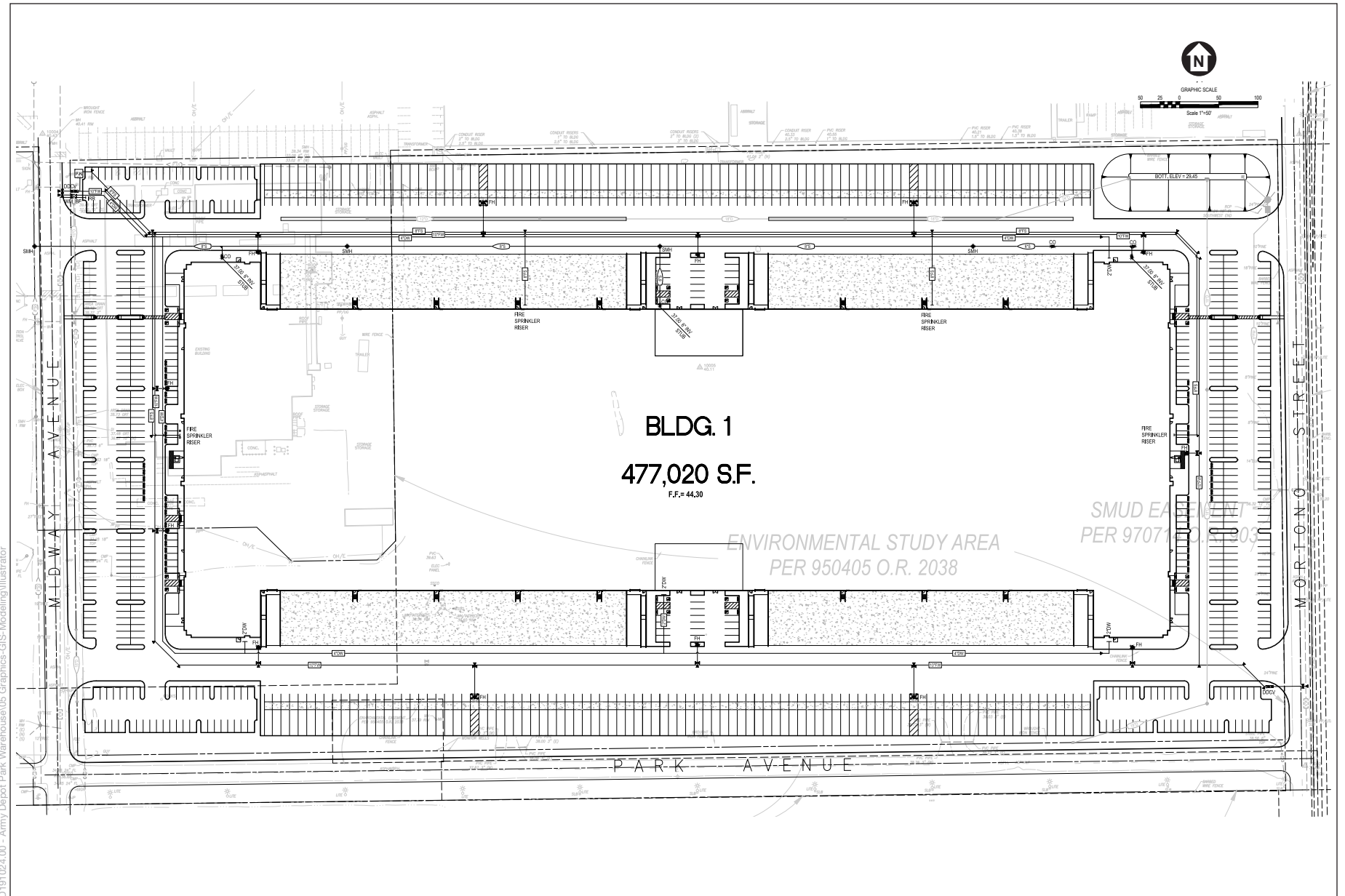
SOURCE: Morton & Pilato, Inc., 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 8**  
Proposed Grading and Drainage Plan







D191024.00 - Army Depot Park Warehouse 05 Graphics-GIS-Modeling/illustrator

SOURCE: Morton & Pilato, Inc., 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 9**  
Proposed Utility Plan



*Fire Suppression Supply Option 1*

Under Fire Suppression Supply Option 1, fire-suppression water supply laterals would be connected to the 10-inch private main in Midway Avenue, as shown in Figure 9. On-site fire suppression water infrastructure would consist of a network of 10-inch and 8-inch pipes connecting the private system water main to all external fire hydrants and exterior fire risers, which would be connection points to the interior overhead fire-sprinkler system within the proposed structure.

*Fire Suppression Supply Option 2*

If there is insufficient onsite water supply infrastructure under Fire Suppression Supply Option 1 to support the proposed project, the project would utilize a second option. Under Fire Suppression Supply Option 2, fire-suppression water supply would be routed from the City's existing system within Florin Perkins Road through 12-inch underground pipes along Mortono Street and into a fire pump house located in the northeast corner of the project site. On-site fire suppression water infrastructure would consist of 10-inch underground fire sprinklers running south from the fire pump house and overhead bulk piping to supply water to system risers. Additionally, fire hydrant connections would be served by a looped system with two connection points along the northern edge of the project site. Option 2 would be subject to review and approval by the City's Department of Utilities.

**Wastewater**

Wastewater service for the project site would be collected by the Sacramento Area Sewer District's (SASD) Separated Sewer System, conveyed to the Sacramento Regional County Sanitation District (Regional San) system, and ultimately treated in the Regional San Wastewater Treatment Plan (WWTP) located in Elk Grove.

The proposed project would connect to the existing 8-inch sanitary sewer main in Midway Avenue at the primary utility connection site at the northwest corner of the project site. The service connection would extend a subsurface 8-inch to 6-inch conveyance line across the north end of the site within the north project driveway, which would connect to the proposed warehouse structure via service laterals in three locations.

**Drainage**

The project includes two potential stormwater drainage solutions, identified as Drainage Options 1 and 2, that are described below. Both options are evaluated in this Addendum.

*Drainage Option 1*

Under Drainage Option 1, the proposed project would construct a stormwater drainage system that would direct all stormwater flows from the project site to a proposed 0.5-acre stormwater retention basin and a duplex drainage lift station in the northeast corner of the project site. The retention basin would release stormwater through a pipe under Mortono Street connecting to an existing City storm drain system on Florin Perkins Road. **Figure 10** shows the preliminary plans for this option. As shown in Figure 10, the proposed





SOURCE: NAIP, 2018; Esri, 2015; ESA, 2020

D191024.00 Depot Park Logistics Facility Project

**Figure 10**  
Drainage Alternative 1 Plan



project would include the installation of the pipe connection from the retention basin to the service connection in Florin Perkins Road.

#### Drainage Option 2

Under Drainage Option 2, the proposed project would construct a stormwater drainage system that would direct all flows from the project site to a 0.5-acre stormwater detention basin in the northeast corner of the project site. The detention basin would release stormwater through an existing pipe under Mortono Street outfalling into Morrison Creek, which is subject to review and permitting by the Central Valley Flood Protection Board (CVFPB).

### **Energy**

#### Electrical Service

The project site would be provided electrical service by the Sacramento Municipal Utility District (SMUD). The main electrical system connection to the project site would be located within East Midway Avenue. Aside from connections that may be necessary to tie project systems to the SMUD system under adjacent streets, no further offsite improvements to the SMUD electrical system would be required.

#### Natural Gas

The project site would be provided with natural gas service by Pacific Gas & Electric (PG&E), which provides service to the City of Sacramento through both high and low-pressure systems. The main gas service connection to the project site would be located in Midway Avenue, similar to other utilities. Other than connections between the project buildings and the existing PG&E natural gas mains, no further improvements to the PG&E distribution system would be required.

### **Telecommunications**

The proposed project would acquire telephone and data service from the current existing carrier(s) that are established in the City of Sacramento. Connection(s) would be completed in existing telephonic and data manholes. The project applicant would coordinate with the City and other utility providers to determine the optimal solution for gaining access to adjacent lines, potentially including either open cuts or directional drilling that could be done in these manholes concurrent with other utility infrastructure connections. If feasible, service to the project site would be coordinated with SMUD in a common joint trench, in which conduits would be added to the joint trench for telecommunication service.

### **Proposed Project Operations**

The proposed project would be designed to be operated by a single warehouse/logistics user or to be subdivided for numerous warehouse/logistics users. Hours of operation would be anticipated to be primarily during daytime hours. However, the facility may receive or originate freight deliveries during evening and early morning hours, consistent with other warehouse and logistics facilities of similar size.

## ***On-Site Project Circulation***

### **Vehicular Circulation**

The project site would be accessible to vehicle traffic at two driveway locations on Midway Avenue and two driveway locations on Mortono Street. The Depot Park area, which includes the project site, is accessible to vehicle traffic at gated entry points located at the Florin Perkins Road/Thys Court intersection and the Fruitridge Road/Foodlink Street Intersection. The Fruitridge Road/Okinawa Street intersection, to the south of the project site, provides right-in-right-out access to the internal Depot Park roadways. However, access to the project site from that entry point is prohibited or fenced off.

### **Delivery and Loading**

The proposed facility would be configured to allow for delivery and loading activities on the north and south sides of the warehouse structure, with project driveways designed to run east/west across the site on the north and south sides of the proposed structure between driveways on Midway Avenue and Mortono Street.

### **Pedestrian and Bicycle Facilities**

There are no pedestrian or bicycle facilities proposed as part of the proposed project. The project site is located within the enclosed Depot Park, for which pedestrian and bicycle entry is controlled. Pedestrian and bicycle access would be available to the project site via the gated entries to Depot Park, described above. The project site would be anticipated to be accessed by pedestrian and bicycle travel via Mortono Street.

### **Transit**

The proposed project would not include transit facilities or improvements to existing transit infrastructure. The project site is within the closed and gate-controlled Depot Park. There is no transit service within the Depot Park. All nearby transit routes are on the roadways bordering Depot Park.

## **Project Construction**

### ***Timing***

The proposed project would be constructed in a single phase, which would be anticipated to last approximately 10 months, beginning in late 2020.

### ***Demolition***

Project construction would include demolition of the existing industrial building on the west side of the project site. The existing 90,000-square-foot structure is currently used for storage purposes and is not in use as an industrial facility.

### ***Site Preparation***

Site preparation would include removal of existing hardscape surrounding the existing structure proposed for development and removal of existing trees on site. The project site is previously graded some dispersed shallow swales and depressions and would not be anticipated to require substantial import or export of fill.

### **Construction**

The warehouse building would be constructed using tilt-up construction methods. Walls would be cast on-site and raised to form the exterior of the proposed structure. Other project elements would be constructed utilizing typical construction methods and materials.

### **Construction Circulation**

#### **Project Site**

All project staging would be anticipated to occur on site. Truck trips, equipment movement, and construction worker traffic to and from the site would be anticipated to enter Depot Park at the Florin Perkins Road/Sienna Avenue/Thys Court intersection and access the project site via Midway Avenue or Mortono Road.

#### **Road Closures**

No road closures would be proposed as part of the proposed project.

### **Project Actions**

The proposed project would require the following planning approvals from the City of Sacramento:

- Planning Entitlement Application
- Site Plan and Design Review
- Conditional Use Permit (CUP)

The proposed project would also require the following actions by entities other than the City of Sacramento:

- Granting of a Section 404 Nationwide Permit under the Clean Water Act by the U.S. Army Corps of Engineers (USACE);
- Granting of a Section 401 Water Quality Certification by the Central Valley Regional Water Quality Control Board (CVRWQCB);
- Granting of a construction activity stormwater permit from the CVRWQCB; and
- Execution of a Fish and Game Code section 1602 Lake and Streambed Alteration Agreement with the California Department of Fish and Wildlife (CDFW) if drainage Option 2 is selected.

## **Discussion**

In the case of a project proposal requiring discretionary approval by the City concerning changes to a project for which the City has previously certified an EIR for the overall project, as here, the City must determine whether, in light of the proposed changes to the project, the environmental analysis in the original EIR remains relevant because it retains

some informational value and, if so, whether a subsequent EIR or MND is required, which would be the case if substantial evidence supports a fair argument that the changes to the project may result in a significant environmental impact that was not previously considered when the project was originally approved. The proposed changes to the prior project will remain within the same original parcel configuration and will retain many of the original features, rendering the previously certified EIR highly relevant to the environmental analysis of the changes to the project now proposed.

As described in State CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions identified in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The following identifies the standards set forth in State CEQA Guidelines Section 15162, for which the preparation of a subsequent EIR would be required:

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

Differences in the potential impacts associated with the proposed project relative to those previously described in the Sacramento Army Depot Redevelopment Plan EIR (Redevelopment EIR), are discussed below.

## I. Land Use, Population, Employment, Housing

### **Project Site**

At the time of the preparation of the Redevelopment EIR, the project site was partially vacant with two structures located on the west side of the site. Since certification of the of the Redevelopment EIR, the project site and surrounding uses have remained similar to those analyzed in the EIR. Two structures remain on the west side of the project site, and the remaining project site is vacant and is covered with seasonal grasses that are regularly disced as part of ongoing site maintenance. Surrounding uses include industrial and commercial uses to the north and south an undeveloped area to the west and commercial and industrial development to the east.

### **Land Use and Zoning Designations**

At the time of the preparation of the Redevelopment EIR, the General Plan designation for the project site was Industrial. In 2015, the City adopted the Sacramento 2035 General Plan and certified the Sacramento 2035 General Plan Master EIR. The Sacramento 2035 General Plan is the existing General Plan for the City. The 2035 General Plan maintained the Industrial land use designation for the project site, and the 2035 General Plan Master EIR evaluated the physical effects associated with development of the project site under the Industrial land use designation.

As previously described, the project site is zoned M-2-SPD (Heavy Industrial – Special Planning District), and is within the Sacramento Army Depot Special Planning District.

### **Land Use Evaluation**

The proposed project would construct a warehouse structure that would conform to the General Plan land use designation and zoning designation requirements for industrial uses. The proposed project is within the contemplated industrial uses that were assumed would be developed on the project site in the Redevelopment EIR and in subsequent land use plans and CEQA documents. The proposed project warehouse would be consistent with the allowable land uses and development intensities identified the General Plan land use designations and zoning for the project site.

The proposed industrial project would be compatible with surrounding industrial land uses. Consequently, as with the project analyzed in the Redevelopment EIR, the proposed project would not introduce uses that would be incompatible with or disruptive to surrounding land uses.

The project site is located within an area historically subject to industrial uses and is partially developed for industrial uses under existing conditions. There are no agricultural uses within or near the project site that would be impacted by development of the proposed project. As with the project analyzed in the Redevelopment EIR, the proposed project would not result in impacts to farmland or important agricultural resources.

The proposed project would not have more significant land use effects that were not discussed in the Redevelopment EIR or increase the severity of land use impacts discussed therein. Under existing conditions, the proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on Land Use. For these reasons, impacts to land use from the proposed project would not require the preparation of a subsequent EIR.

## **Population, Employment, and Housing**

The Redevelopment EIR did not include a discussion of impacts related population, employment, and housing. However, the proposed Redevelopment Plan and implementation of the Reuse Plan would not result in an increase in residential development within the Plan area, or an increase in residential population. The assumed development on the project site, as assumed in the Redevelopment EIR would not result in the elimination or creation of new residential units. For this reason, development on the project site, as anticipated in the Redevelopment EIR would not result in impacts related to population or housing.

Development on the project site was assumed to be industrial. Estimated employment generated from the implementation of the Redevelopment Plan was anticipated to be consistent with employment generation for industrial uses. The Draft Redevelopment EIR anticipated that employment growth would occur through the reuse of existing facilities at the Depot Park site, as well as the development of vacant land designated for industrial uses. The Redevelopment EIR identified no potentially significant impacts relating to population, employment, or housing.

Similar to the assumed industrial uses described in the Redevelopment EIR, the proposed project involves the construction of an industrial warehouse facility in an area that is primarily industrial uses and undeveloped land. The proposed project would be consistent with the allowable land uses and development intensities identified the General Plan land use designations and zoning for the project site.

The proposed project does not propose new housing and would not alter the anticipated effects on population and housing associated with the project described and evaluated in the Redevelopment EIR. Employment generated by the proposed project would be within the assumed employment generation assumed and evaluated for the project site in the Redevelopment EIR. The proposed project would not result in new significant impacts or substantially more severe impacts related to population, employment, and housing that were not evaluated in the Redevelopment EIR. For these reasons, impacts to population, employment, and housing from the proposed project would not require the preparation of a subsequent EIR.

## II. Aesthetics

The Redevelopment EIR did not include a discussion of impacts related to aesthetics or visual resources. Since certification of the of the Redevelopment EIR, the project site and surrounding uses have remained similar to those analyzed in the EIR. The project site remains partially vacant with the same two industrial structures that were present at the time the Redevelopment EIR was certified. Surrounding uses remain the same around the majority of the project site. Undeveloped land to the west of the project site has been developed for solar use. No new employment-generating or residential uses have been developed in the vicinity of the project site.

The proposed project would construct up to 477,020 square feet of warehouse and logistics uses, which will include approximately 15,000 square feet of office. As described in the project description, proposed outdoor lighting fixtures would include downward-shielding for overhead lighting fixtures and low-intensity exterior lighting to minimize spillover light.

As with the project analyzed in the Redevelopment EIR, the proposed project would develop and industrial use in an area designated in the Sacramento General Plan for industrial uses. As with the project analyzed in the Redevelopment EIR, the proposed project would be subject to City site plan and design review to ensure that proposed project complies with applicable design guidelines and is compatible with surrounding uses.

Pursuant to Chapter 17.808 of the City Code, with specific and limited exemptions, development in the City is subject to Site Plan and Design Review.<sup>4</sup> The intent of this process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and access ways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

As with the project analyzed in the Redevelopment EIR, compliance with the City's Site Plan and Design Review process would ensure that the proposed project is consistent

---

<sup>4</sup> Pursuant to Chapter 17.808.160 of the City Code, the following development projects are exempt from the site plan and design review requirement: alterations to an existing building or structure that is not in a historic district and that does not substantially alter the exterior appearance of the building or structure, as determined by the director; an alteration to an existing site that does not significantly alter the functioning of the site with respect to traffic circulation, parking, infrastructure, and environmentally sensitive features, as determined by the director; secondary dwelling units; sidewalk cafes; convenience recycling facilities; and registered house plans (subject to site plan review, but not design review). For development projects located in a historic district or that involve a landmark, activities exempt from site plan and design review include repainting of surfaces that were originally painted when the color scheme is not a significant character-defining feature of the historic resource; routine nonabrasive cleaning and maintenance; and site plantings when plantings and landscape elements are not significant character-defining features of the historic resource.



with applicable plans and design guidelines, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of an urban setting.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to aesthetics, light, and glare and no mitigation is required. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on aesthetics, light, and glare. For these reasons, project effects related to aesthetics, light, and glare would not require the preparation of a subsequent EIR.

## III. Air Quality

The Air Quality chapter of the Redevelopment EIR concluded that the short-term air quality impacts associated with construction dust would be less than significant with implementation of standard dust abatement measures required by the City; and hydrocarbon (HC) emissions from the Redevelopment Plan would be less than significant with project compliance with SMAQMD Rules and Regulations. In addition, the Redevelopment EIR concluded that exposure of sensitive receptors to toxic air contaminants (TACs) and odorous emissions generated from business operations under the Redevelopment Plan would be regulated by the Sacramento Metropolitan Air Quality Management District (SMAQMD) permitting process and the provisions of AB 2588, and would result in a less than significant impact. The air quality analysis determined that long-term traffic volumes would be within those planned for the region; however, ozone precursor (HC and nitrogen oxides [NO<sub>x</sub>]) emissions from operational mobile and stationary sources under the Redevelopment Plan would contribute to regional ozone concentrations and would hinder efforts to achieve NAAQS and CAAQS attainment status for ozone. With regard to cumulative impacts, the Redevelopment EIR concluded that implementation of the Redevelopment Plan would generate development consistent with applicable planning documents; however, project emissions would delay attainment of federal and state air quality standards and CO (carbon monoxide) concentrations could cause localized ambient CO violations. Though the Redevelopment Plan would generate potential air quality impacts with regard to long term mobile and stationary source emissions, as well as cumulative impacts, the Redevelopment EIR states that these impacts would be within the scope of the Findings of Fact and Statement of Overriding Considerations adopted by the City council for the 1988 Sacramento General Plan Environmental Impact Report (SGP EIR) and the Sacramento Army Depot Reuse Plan Environmental Impact Report (SAD EIR).

Since publication of the Redevelopment EIR, the SMAQMD has revised their recommended air quality model and thresholds of significance. The recommended model is the newest version of the California Emissions Estimator Model (CalEEMod). At the

time of publication of the Redevelopment EIR, the SMAQMD used emissions significance thresholds of 85 pounds per day (ppd) of reactive organic gases (ROG), 85 ppd of NO<sub>x</sub>, and 275 ppd of particulate matter less than 10 microns in diameter (PM<sub>10</sub>). The current SMAQMD thresholds of significance limit operational ROG emissions and NO<sub>x</sub> emissions to 65 ppd. There is no threshold for construction ROG emissions; and the threshold for construction NO<sub>x</sub> emissions remains the same at 85 ppd. In addition, air quality construction and operational-significance thresholds now include PM<sub>10</sub> and PM<sub>2.5</sub>, and according to the SMAQMD CEQA guidance, project-related construction and operational emissions that exceed zero pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub> would result in a significant impact, unless all feasible Basic Construction Emission Control Practices (Best Management Practices [BMPs]) are implemented. After implementation of all feasible SMAQMD BMPs, the SMAQMD's significance threshold for PM<sub>10</sub> and PM<sub>2.5</sub> increases to 80 pounds per day (14.6 tons per year) of PM<sub>10</sub> and 82 pounds per day (15 tons per year) of PM<sub>2.5</sub>. Since the proposed project would implement all feasible SMAQMD BMPs during construction and operation, SMAQMD's 80-pounds-per-day (14.6 tons per year) of PM<sub>10</sub> and 82-pounds-per-day (15 tons per year) of PM<sub>2.5</sub> significance thresholds would apply. Table 1 presents the current SMAQMD thresholds.

**TABLE 1**  
**SMAQMD CRITERIA AIR POLLUTANT THRESHOLDS OF SIGNIFICANCE**

Pollutant	Construction Phase	Operational Phase
Oxides of nitrogen (NO <sub>x</sub> )	85 lb/day	65 lb/day
ROG (VOC)	None	65 lb/day
PM <sub>10</sub>	0 *	0 *
PM <sub>2.5</sub>	0 *	0 *

NOTE:

\* If all feasible Best Achievable Control Technology/Best Management Practices are applied, then the threshold of significance is 80 lbs/day and 14.6 tons/year for PM<sub>10</sub>, and 82 lbs/day and 15 tons/year for PM<sub>2.5</sub> for both construction and operational phases. Consequently, these thresholds are used to evaluate operational emissions.

SOURCE: SMAQMD, 2020.<sup>5</sup>

Additionally, as part of the revised SMAQMD CEQA guidance, other pollutants such as CO, sulfur dioxide (SO<sub>2</sub>) and lead are of less concern for the region because operational activities are not likely to generate substantial quantities of these criteria air pollutants and the Sacramento Valley Air basin has been in attainment for these criteria air pollutants for multiple years.<sup>6</sup> Consequently, quantification of CO concentrations near roadways is no longer part of their analysis expectations.

<sup>5</sup> SMAQMD, 2020. Guide to Air Quality Assessment in Sacramento County. April 2020. Available at: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>.

<sup>6</sup> SMAQMD, 2019. Guide to Air Quality Assessment in Sacramento County - Chapter 4 Operational. July 2019. Available at: <http://www.airquality.org/LandUseTransportation/Documents/Ch4OperationalFinal7-2019.pdf>

In 2015, the City of Sacramento adopted the 2035 City General Plan. The following goals and policies from the 2035 General Plan are relevant to air quality.

**Goal ER 6.1: Improved Air Quality.** Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that affect climate change.

***Policy ER 6.1.1: Maintain Ambient Air Quality Standards.*** The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

***Policy ER 6.1.2: New Development.*** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.

***Policy ER 6.1.3: Emissions Reduction.*** The City shall require development projects that exceed SMAQMD ROG and NO<sub>x</sub> operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

***Policy ER 6.1.4: Sensitive Uses.*** The City shall coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.

***Policy ER 6.1.10: Coordination with SMAQMD.*** The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures if not already provided for through project design.

## Short-Term Emissions

As the specifications of individual development projects had not yet been determined at the time of the certification of the Redevelopment EIR, construction dust emissions were not quantified. Additionally, short-term exhaust emissions from on-site vehicular traffic and short-term hydrocarbon emissions from asphalt or oil-based architectural coatings used during construction were evaluated qualitatively.

To evaluate the potential increase or decrease in criteria pollutant emissions as a result of the proposed project, construction emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> were modeled using CalEEMod 2016.3.2. The model assumed the proposed project would be

constructed over the course of 10 months, with construction beginning at the end of 2020. Construction activities were assumed to include demolition of an existing 90,000 square foot structure; and the site was not assumed to require import or export of fill material. CalEEMod defaults for construction phasing and construction-worker trip generation rates were used. The results of the modeling are shown in **Table 2**. Modeling assumptions and results can be found in **Attachment 1**.

**TABLE 2**  
**ESTIMATED UNMITIGATED CONSTRUCTION EMISSIONS**

	<b>NO<sub>x</sub>, ppd</b>	<b>ROG, ppd</b>	<b>PM<sub>10</sub>, ppd</b>	<b>PM<sub>10</sub>, tpy</b>	<b>PM<sub>2.5</sub>, ppd</b>	<b>PM<sub>2.5</sub>, tpy</b>
2020 Emissions	86.45	7.8	31.26	0.22	15.05	0.10
2021 Emissions	31.33	410.09	4.26	0.23	1.83	0.10
Maximum for Proposed Project	86.45	410.09	31.26	0.23	15.05	0.10
SMAQMD Significance Thresholds	85	NA	0	0	0	0
Proposed Project Exceeds SMAQMD Significance thresholds?	Yes	NA	Yes	Yes	Yes	Yes

**NOTES:**

ppd = Pounds per day

tpy = Tons per year

NA = not applicable

1. Construction emissions for winter and annual emissions were made using CalEEMod 2016.3.2. See Attachment 1 for details. Unmitigated emissions do not include any mitigation measures identified in the Redevelopment Plan EIR.
2. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement their Best Available Control Technologies/Best Management Practices (BACT/BMPs). If all feasible BACT/BMPs are applied, then significance threshold for PM<sub>10</sub> is increased to 80 pounds per day/14.6 tons per year and PM<sub>2.5</sub> is increased to 82 pounds per day/15 tons per year.

SOURCE: ESA, 2020.

As shown in Table 2, construction of the proposed project would generate daily NO<sub>x</sub> emissions that would exceed the SMAQMD thresholds of significance; PM<sub>2.5</sub> and PM<sub>10</sub> would also exceed the daily threshold as well as the annual. The proposed project would be subject to the regulations discussed in the Redevelopment EIR to control fugitive dust emissions including measures described Sacramento City Code regulations such as watering all construction sites, covering stockpiles and haul trucks, sweeping dirt from paved surfaces, and suspending earthmoving activities on very windy days. Additionally, the project would be required to implement all feasible SMAQMD BMPs to control fugitive dust and exhaust emissions from diesel powered fleets during construction of the proposed project.

SMAQMD considers the following Basic Construction Emissions Control Practices feasible for controlling fugitive dust from a construction site:

- a) Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- b) Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- c) Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- d) Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- e) Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- f) All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following are SMAQMD Exhaust Control Practices from diesel powered fleets working at construction sites:

- a) Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 2 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- b) Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].
- c) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

The measures described above capture SMAQMD's Basic Construction Emissions Control Practices. **Table 3** shows construction emissions with implementation of feasible measures to control fugitive dust. As shown in Table 3, with implementation of all feasible measures to control fugitive dust emissions as well as exhaust emissions from heavy-duty construction equipment, construction-related emissions would be reduced to a less than significant level for PM<sub>10</sub> and PM<sub>2.5</sub> pollutants. For daily NO<sub>x</sub> emissions from the construction of the proposed project, the impact would exceed the SMAQMD thresholds of significance.

The construction of the proposed project could expose nearby sensitive receptors to TACs during construction. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments should be based on a 30-year exposure period. However, such assessments should be limited to the period/duration of activities associated with the project. Thus, the 10-month duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

**TABLE 3  
ESTIMATED MITIGATED CONSTRUCTION EMISSIONS**

	NO <sub>x</sub> , ppd	ROG, ppd	PM <sub>10</sub> , ppd	PM <sub>10</sub> , tpy	PM <sub>2.5</sub> , ppd	PM <sub>2.5</sub> , tpy
2020 Emissions	86.45	7.8	16.64	0.17	8.87	0.08
2021 Emissions	31.33	410.09	1.01	0.22	1.77	0.10
Maximum for Proposed Project	86.45	410.09	16.64	0.22	8.87	0.10
SMAQMD Significance Thresholds	85	NA	80	14.6	82	15
Proposed Project Exceeds SMAQMD Significance thresholds?	Yes	No	No	No	No	No

## NOTES:

ppd = Pounds per day

tpy = Tons per year

NA = not applicable

1. Construction emissions for winter and annual emissions were made using CalEEMod 2016.3.2. See Attachment 1 for details. Mitigation emissions presented are for a fleet of tier 4 engine equipment.
2. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement their Best Available Control Technologies/Best Management Practices (BACT/BMPs). If all feasible BACT/BMPs are applied, then significance threshold for PM<sub>10</sub> is increased to 80 pounds per day/14.6 tons per year and PM<sub>2.5</sub> is increased to 82 pounds per day/15 tons per year.

SOURCE: ESA, 2020.

SMAQMD provides a list of Enhanced On-site Exhaust Controls in Chapter 3 of its Guide to Air Quality Assessment in Sacramento County (CEQA Guide), the implementation of which could reduce construction NO<sub>x</sub> emissions from the proposed project by 10 percent.<sup>7</sup> Mitigation Measure AIR-1, below, would implement the SMAQMD Enhanced On-Site Exhaust Controls. With implementation of Mitigation Measure AIR-1, construction emissions from the proposed project would be reduced to less-than-significant levels.

#### Mitigation Measure AIR-1: Implement SMAQMD Enhanced On-site Exhaust Controls

The project applicant, or its designee, shall provide a plan for approval by the Sacramento Metropolitan Air Quality Management District (SMAQMD) that demonstrates the heavy-duty off-road vehicles (50 horsepower or more) to be used eight hours or more during the construction project will achieve a project-wide fleet-average 10-percent NO<sub>x</sub> reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions may include use of cleaner engines, low-emissions diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The plan shall have two components: an initial report submitted before construction and a final report submitted at the completion.

- Submit the initial report at least four business days prior to construction activity using the SMAQMD's Construction Mitigation Tool, available at <http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation>.
  - Provide project information and construction company information;

<sup>7</sup> Sacramento Metropolitan Air Quality Management District (SMAQMD), 2020.

- Include the equipment type, horsepower rating, engine model year, projected hours of use, and the CARB equipment identification number for each piece of equipment in the plan. Incorporate all owned, leased, and subcontracted equipment to be used;
  - Submit the final report at the end of the job, phase, or calendar year, as pre-arranged with SMAQMD staff and documented in the approval letter, to demonstrate continued project compliance.
- The SMAQMD may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other SMAQMD, state, or federal rules or regulations.

## Long-Term Emissions

As discussed in the Redevelopment EIR, implementation of the Redevelopment Plan would increase population and employment within the region, which would generate emissions from vehicle trips. The Redevelopment Plan would also include stationary sources of emissions. Operational emissions of criteria air pollutants, TACs, and odorous substances were evaluated qualitatively by the Redevelopment EIR.

To evaluate the significance of operational air quality impacts that may result from the proposed project, operational emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> were modeled using CalEEMod 2016.3.2. Mobile source emissions were calculated using trip generation rates for the proposed project, estimated based on information provided by the Institute of Transportation Engineers 2017 Trip Generation Manual. Total weekday trips for the proposed project warehouse operations were forecast to be 2,367 daily trips, with 334 AM peak hour trips and 301 PM peak hour trips. For office operations, CalEEMod defaults for trips and trip lengths were utilized. CalEEMod defaults for energy use and water use were used to calculate emissions. Estimated operational emissions for the proposed project are summarized in **Table 4**. Modeling assumptions and results can be found in Attachment 1.

As shown in Table 4, operations of the proposed project would generate emissions that would exceed the SMAQMD thresholds of significance for daily NO<sub>x</sub> and PM<sub>10</sub> emissions; as well as annual PM<sub>10</sub> emissions. Emissions of ROG and PM<sub>2.5</sub> would be below the SMAQMD thresholds. In order to reduce operational emissions, the proposed project would be subject to the same regulations and mitigation measures as those discussed in the Redevelopment Plan EIR including Transportation Systems Management (TSM)

**TABLE 4  
ESTIMATED OPERATIONAL EMISSIONS**

	<b>NO<sub>x</sub>, ppd</b>	<b>ROG, ppd</b>	<b>PM<sub>10</sub>, ppd</b>	<b>PM<sub>10</sub>, tpy</b>	<b>PM<sub>2.5</sub>, ppd</b>	<b>PM<sub>2.5</sub>, tpy</b>
Area	<0.01	11.56	<0.01	<0.01	<0.01	<0.01
Energy	0.11	0.01	0.01	<0.01	0.01	<0.01
Mobile	705.13	25.47	85.84	15.14	26.40	4.68
Total Operational Emissions	705.24	37.04	85.84	15.15	26.41	4.68
SMAQMD Significance Thresholds	65	65	80	14.6	82	15
Proposed Project Exceeds SMAQMD Significance thresholds?	Yes	No	Yes	Yes	No	No

## NOTES:

ppd = Pounds per day

tpy = Tons per year

1. Operational emissions for winter and annual emissions were made using CalEEMod 2016.3.2. See Attachment 1 for details.

SOURCE: ESA, 2020.

programs and Transportation Control Measures (TCM) enforced by the City for development within the Redevelopment Plan area, as well as installation of traffic signals, bus shelters, and construction improvements to roadways. Furthermore, growth induced by the proposed project and subsequent air pollutant emissions were accounted for in the City of Sacramento 2035 General Plan (General Plan). The 2035 Draft Master Environmental Impact Report for the Sacramento 2035 General Plan Update (Master EIR) evaluated air quality impacts that would result from the implementation of the General Plan and determined that the General Plan would result in significant air quality impacts with regard to operational emissions of ozone precursors and PM; however, the Sacramento City Council published a Findings of Fact and Statement of Overriding Considerations and ultimately adopted the Master EIR. Operational emissions of ozone precursors and PM associated with the proposed project are within the scope of these findings.

The Redevelopment EIR modeled CO concentrations using the CALINE 4 model and determined that implementation of the Redevelopment Plan may result in localized ambient CO concentrations that would violate the ambient air quality standards at certain locations. Because of these criteria air pollutants and the Sacramento Valley Air basin has been in attainment for these criteria air pollutants for multiple years, the operational activities are not likely to generate quantities substantial enough to have impacts on CO attainment status. Therefore, the proposed project would not contribute to an exceedance of the CO ambient air quality standards and impacts would not be greater than those previously analyzed in the Redevelopment EIR.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to air quality that were not previously addressed and disclosed in



the Redevelopment EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on air quality. Since preparation of the Redevelopment EIR, the SMAQMD has developed construction emissions control practices, which, as condition of project approval, would be implemented during construction of the proposed project. For these reasons, project effects related to air quality emissions would not require the preparation of a subsequent EIR.

#### IV. Biological Resources

The project site is currently a predominately vacant and undeveloped plot of land. The entire site is generally level ground; elevation ranges from approximately 35 to 41 feet. The site has undergone a high level of disturbance since at least the 1930s. There is a building in the northwest corner of the site which is surrounded by fencing and appurtenant parking areas. Portions of the building were first constructed prior to 1952, and expansions to the building were made multiple times over successive decades. Morrison Creek is on the east side of the site in a low-flow channel lined with concrete. Morrison Creek was realigned to its current alignment from its natural position by the U.S. Army. There are paved roads around the western, southern, and eastern margins of the project site. On the south side of the project site, there are two fenced areas that have been leveled, graded, and used for storage (mostly truck trailers) or construction staging. The rest of the site is vacant, covered by mowed grasses and nonnative ruderal species. The edges of roads, the building, and the staging areas are highly disturbed and dominated by invasive stinkwort (*Dittrichia graveolens*).

The Redevelopment EIR identified that there were potential wetlands within the project area, and that development could result in fill or alteration of these wetlands. An aquatic resources delimitation was conducted by ESA in January 2020 which identified multiple aquatic resources within the project site: 0.355 acres of Morrison Creek, 0.101 acres of ephemeral ditches, and 0.074 acres of seasonal wetlands.<sup>8</sup> As identified within the Redevelopment EIR, if the project were to result in impacts to wetlands and other waters subject to jurisdiction under Section 404 of the Clean Water Act, the project would be subject to compensatory mitigation requirements set forth by the USACE. Additionally, the EIR stated that a Streambed Alteration Agreement (SAA) may be requested by California Department of Game (since renamed the California Department of Fish and Wildlife [CDFW]) if there are impacts to wetlands along Morrison Creek. The project's construction-related activities are expected to result in permanent fill of 0.175 acres of potential waters of the United States; the impacted features are comprised of five ephemeral ditches and six small seasonal wetlands. One of the ephemeral ditches and the Morrison Creek corridor would be entirely avoided by project design. Because the project design avoids the Morrison Creek corridor, no SAA is expected to be required

<sup>8</sup> Environmental Science Associates. 2020a. Depot Park Logistics Facility Aquatic Resources Delineation Report. Prepared for BRE Depot Park LLC. February 2020.

from CDFW. The applicant will be acquiring a Section 404 permit from the USACE along with a Clean Water Act 401 water quality certification from Central Valley Regional Water Quality Control Board to address the permanent impacts to aquatic resources resulting from construction.

As identified within the Redevelopment EIR, there are four special-status plant species with the potential to occur within the project area; these include dwarf downingia (*Downingia pusilla*), Bogg's Lake hedge-hyssop (*Gratiola heterosepala*); slender Orcutt grass (*Orcuttia tenuis*), and Sanford's arrowhead (*Sagittaria sanfordii*). Additionally, the EIR identified 11 special-status wildlife species with potential to be present within the project area, including vernal pool fairy shrimp (*Branchinecta lynchi*, VPFS), vernal pool tadpole shrimp (*Lepidurus packardii*, VPTS), California linderiella (*Linderiella occidentalis*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), California tiger salamander (*Ambystoma californiense*), western spadefoot toad (*Spea hammondi*), northwest pond turtle (*Actinemys marmorata*), giant garter snakes (*Thamnophis gigas*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), and Swainson's hawk (*Buteo swainsoni*).

A biological resources constraints analysis was conducted in 2019 by ESA which involved reviewing lists obtained by the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation, the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB), and the California Native Plant Society's (CNPS) Rare Plant Inventory for the Sacramento East quad and eight adjacent quads.<sup>9,10,11</sup> The project site was surveyed on October 17, 2019 for biological resources. The biological resources survey helped determine existing conditions with the project site. None of the 13 special-status species identified in the Redevelopment EIR were observed within the project site.<sup>12</sup> Based on this survey it was determined that the project area was not suitable for most of the species considered in the EIR, with the notable exception of special-status plants, pond turtle, vernal pool fairy shrimp, vernal pool tadpole shrimp, and burrowing owl.<sup>13</sup>

Although special-status pond turtle could occur in Morrison Creek, this species is unlikely to occur outside of the Morrison Creek corridor due to the lack of cover, steep slopes near

<sup>9</sup> U.S. Fish and Wildlife Service (USFWS), 2020. Information for Planning and Consultation: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by proposed project (Consultation Code: 08ESMF00-2020-SLI-1595; Event Code: 08ESMF00-2020-E-04981). Sacramento Fish and Wildlife Office, Sacramento, CA, April 13.

<sup>10</sup> California Department of Fish and Wildlife. 2020. California Natural Diversity Database (CNDDDB). Accessed April, 2020. Available: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>.

<sup>11</sup> California Native Plant Society (CNPS). 2020. Inventory of Rare and Endangered Plants (online edition, v8-03 0.39). California Native Plant Society. Sacramento, CA. Accessed April, 2020. Available: <http://rareplants.cnps.org/index.html>.

<sup>12</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

<sup>13</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

Morrison Creek, and other barriers to movement including fencing and roads.<sup>14</sup> Given that the project would avoid the Morrison Creek corridor by design, no impacts to western pond turtle are anticipated.

Some of the wetlands on the project site may provide potential habitat for VPFS and VPTS listed under the Endangered Species Act. Although the ephemeral drainage ditches within the project site do not provide suitable habitat for VPTS and VPFS – since these species are not expected to occur in features with flowing water which dry between storm events – the seasonal wetland features within the project site provide potentially suitable habitat. As identified in the Redevelopment EIR, special-status vernal pool shrimp have been identified within the project site and loss of this habitat from development could lead to impacts to these species. The Redevelopment EIR concluded that completion of USFWS consultation on a project-by-project basis would further ensure protection of VPTS and VPFS and reduce impacts to a less than significant level. As part of Section 7 Consultation for Section 404 Clean Water Act permitting, the proposed project would seek coverage under the “Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California” dated February 28, 1996, with subsequent minor updates (Programmatic BO).<sup>15</sup> The proposed project would address direct impacts to these seasonal wetland features via acquisition of off-site third-party mitigation credits at a USFWS/USACE approved bank at a ratio of 1:1 for vernal pool creation credits and a 2:1 preservation ratio. This mitigation amount would amount to 0.05 acres of vernal pool creation credits and 0.10 acres of vernal pool preservation credits.

The Redevelopment EIR determined that the site provides suitable habitat for burrowing owls because this species was observed within the site. During the 2019 field visit, no burrowing owls nor their sign were observed.<sup>16</sup> A small population of California ground squirrels was present at the site, mostly in the southwest corner.<sup>17</sup> Burrowing owls may utilize ground squirrel burrows for occupation and nesting. The proposed project would still be required to implement the avoidance, minimization, and conservation measures to reduce take of burrowing owl, in accordance with the Redevelopment EIR Mitigation Measure 4.6-2. As identified within the EIR, if the City of Sacramento determines that the construction of the proposed development project may affect a known or existing burrow owl nest, CDFW and/or USFWS shall be consulted to conduct a burrowing owl survey. If burrowing owls or burrowing owl habitat are identified which may be disturbed by construction activities, then a mitigation plan will be prepared to reduce this impact to a

---

<sup>14</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

<sup>15</sup> U.S. Fish and Wildlife Service (USFWS), 1996a. Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California.

<sup>16</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

<sup>17</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

level of insignificance. The mitigation plan may include measures such as: adequate buffer zones and demonstrate of financial means to ensure protection and management of on-site preserve lands into perpetuity and preservation of the species at off-site location if on-site preservation is infeasible. The proposed project would comply with these measures.

A botanical survey was conducted on May 1, 2020 to determine if any special-status plants or sensitive habitats have the potential to occur in the project site. During preparation for the survey, 16 different plant species were initially considered to have a potential to occur within the project site based on agency database searches, including the four plant species analyzed in the Redevelopment EIR.<sup>18</sup> The field survey followed the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife botanical survey guidelines.<sup>19,20</sup> The fieldwork was conducted during the evident and identifiable period of special-status plants with the potential to occur in the study area. No special-status plants were found in the project site.<sup>21</sup> Additionally, there were no sensitive natural communities – other than Morrison Creek, the seasonal wetlands, and ephemeral ditches identified during the aquatic resources delineation.

The Redevelopment EIR determined that development could result in removal of City protected trees and that adherence to the City Code would result in less than significant impacts to these resources. Based on the current design, the project could result in the removal of “private protected trees”. It is estimated that the cumulative total inches a diameter at standard height of such private protected trees is 128 inches.<sup>22</sup> Most of these trees are in a line on the east side of the site and have the potential to be avoided. If these trees are to be removed, replacement may occur via a tree replacement plan or by paying into the City of Sacramento’s in-lieu fee program, pursuant to compliance with the City’s tree ordinance. These actions would reduce project impacts related to tree removal, resulting in a less-than-significant impact.

## Conclusion

No new or significant resources not previously identified were documented within the 2019 and 2020 field surveys for biological resources within the project site. The proposed project would not result in new significant impacts or substantially more severe impacts related to biological resources that were not previously addressed and disclosed in the Redevelopment EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new

---

<sup>18</sup> Environmental Science Associates. 2020b. Botanical Survey for Depot Park Logistics Facility, City of Sacramento, CA. Prepared for Buzz Oates. May 2020.

<sup>19</sup> U.S. Fish and Wildlife Service (USFWS). 1996b. Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants. Sacramento Fish and Wildlife Office, Sacramento, CA.

<sup>20</sup> California Department of Fish and Wildlife (CDFW). 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. March 20, 2018.

<sup>21</sup> Environmental Science Associates. 2020b. Botanical Survey for Depot Park Logistics Facility, City of Sacramento, CA. Prepared for Buzz Oates. May 2020.

<sup>22</sup> Environmental Science Associates. 2019. Biological Resources Constraints for Depot Park Warehouse Project. Prepared for BRE Depot Park LLC. November 2019.

mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on biological resources. For these reasons, project effects related to biological resources would not require the preparation of a subsequent EIR.

## V. Cultural Resources

ESA cultural resources staff completed a records search for the project site and surrounding ½-mile area at the North Central Information Center (NCIC) of the California Historical Resources Information System at Sacramento State University on January 14, 2020 (File No. SAC-20-14). The purpose of the records search was to (1) determine whether known cultural resources have been recorded within the vicinity of the proposed project; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby resources; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

Records at the NCIC indicate that 17 cultural resources investigations have been completed in the project vicinity. The project site was subject to an intensive pedestrian survey in 1979; no archaeological materials or other evidence of human use or occupation were identified during that survey effort. No prehistoric or historic-period archaeological resources have been previously recorded within the project site or within a ½-mile radius of the project site. The nearest known prehistoric archaeological sites are more than 3 miles to the north of the project site, nearer to the American River.

### **Architectural Resources**

The Sacramento Army Depot Disposal & Reuse Final EIS (October 1994), which evaluated the environmental impacts of transferring the Sacramento Army Depot from Department of Army to City of Sacramento control, determined that none of the Sacramento Army Depot buildings qualified for listing on the National Register of Historic Places (NRHP). The California State Historic Preservation Officer (SHPO) concurred with this assessment. However, Buildings 555 and 553, which are located within the project site, were not evaluated in the Redevelopment EIR. Additionally, the documentation from this time period, including that for which SHPO provided concurrence, incorrectly identified the construction date of Building 555 and failed to identify Building 553 at all. Therefore, these two buildings were evaluated as part of the cultural resources investigation conducted for the proposed project.

On January 17, 2020, an ESA architectural historian conducted an intensive survey of the project site and recorded Buildings 553 and 555. ESA evaluated the two buildings for potential historic significance as part of the cultural resource investigation for this Addendum as well as for Section 106 compliance related to the acquisition of a future U.S. Army Corps of Engineers (USACE) Section 404 permit for the proposed project. Based on the evaluations, ESA recommended that both buildings were ineligible for listing

on the NRHP.<sup>23</sup> Building 553 lacked significance under any of the NRHP evaluation criteria.<sup>24</sup> While Building 555 was determined eligible under Criterion A for its association with electro-optical technology as it related to military use, the property no longer possess the physical integrity necessary to convey the time period (1950) for which it is significant.<sup>25</sup> Building 555 now reflects the form of the 1966 remodel and, therefore, due to lack of integrity, it was not recommended individually eligible for the NRHP.<sup>26</sup> For these same reasons the City recommends that Buildings 553 and 555 are not eligible for the California Register of Historical Places or for local listing on the Sacramento Register of Historic & Cultural Resources, and there for do not qualify as historical resources pursuant to CEQA.

### **Archaeological Resources and Human Remains**

The Redevelopment EIR determined that although the likelihood of encountering cultural materials during construction in the Plan Area is low, redevelopment activities and development resulting from implementation of the Plan could encounter cultural materials during construction. The EIR noted that cultural resources are addressed through the City's environmental review and permit process, including a site-specific study in areas of prehistoric archaeological sensitivity, which has been completed as part of this addendum. In addition, the City requires that if subsurface prehistoric or historical archaeological materials are discovered during excavation or construction, work in the affected areas shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission (NAHC) shall be consulted to develop, if necessary, further mitigation measures to reduce impacts to a less-than-significant level before construction continues.

On January 17, 2020, an ESA archaeologist conducted an intensive pedestrian survey of the project site. The project site was walked in 30-foot transects. All exposed ground surface was inspected for evidence of cultural materials. Visibility was moderate; approximately 65 percent of the project site exhibited some ground visibility. The surface was level with limited vegetation that included several trees on the north side of the project site. Soil was consistently a medium brown silty clay with angular gravels; much of the exposed soil appeared to be redeposited artificially placed fill materials and/or distributed gravel. The south side of the project site was fenced and entirely covered in artificially placed gravel. Two small drainage channels were located on the west side of the project site extending north/south and in the central section of the project site extending east/west. No cultural materials, either prehistoric such as midden soils, artifacts, or faunal remains, or historic-era materials such as glass or ceramic fragments or foundation remnants, were identified in the project site.

Furthermore, according to Section 7050.5 of the Health and Safety Code, in the event human remains are discovered during excavation, work must stop immediately and the

---

<sup>23</sup> ESA, *Final Army Depot Park Warehouse Project Historic Resources Evaluation Report*, May 2020.

<sup>24</sup> ESA, *Final Army Depot Park Warehouse Project Historic Resources Evaluation Report*, May 2020.

<sup>25</sup> ESA, *Final Army Depot Park Warehouse Project Historic Resources Evaluation Report*, May 2020.

<sup>26</sup> ESA, *Final Army Depot Park Warehouse Project Historic Resources Evaluation Report*, May 2020.

County Coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the NAHC, protection of Native American remains, and notification of the most likely descendant.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to cultural resources that were not previously addressed and disclosed in the Redevelopment EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on cultural resources. For these reasons, project effects related to cultural resources would not require the preparation of a subsequent EIR.

## VI. Energy Demand

Energy resources, including gas and electricity services, were analyzed in the Public Services section of the Redevelopment EIR. Electrical service for the Redevelopment Plan area is provided by the Sacramento Municipal Utility District (SMUD), and natural gas service is provided by Pacific Gas & Electric (PG&E). The Redevelopment EIR determined that the implementation of the Redevelopment Plan may require improvements to existing gas and electric facilities. However, the Redevelopment Plan would not require SMUD or PG&E to procure more energy sources beyond their suppliers. SMUD and PG&E expressed willingness to improve infrastructure and serve growth assumed in the City's general plan, including the Redevelopment Plan area. Therefore, the Redevelopment EIR determined that the Redevelopment Plan would not result in significant impact associated with procurement of energy sources.

Since publication of the Redevelopment EIR, the State Building Energy Efficiency Standards, specified in Title 24, Part 6 of the California Code of Regulations (CCR) have been updated. The standards are updated approximately every three years to allow for consideration and possible incorporation of new energy-efficiency technologies and methods. The current standards (2019) became effective on January 1, 2020.<sup>27</sup> In addition to the State Building Energy Efficiency Standards, in 2007, the California Building Standards Commission developed the California Green Building Standards Code (CALGreen), specified in Title 24, Part 11 of the CCR. Since 2011, the CalGreen Code is mandatory for all residential and non-residential buildings constructed in the state and includes mandatory measures for energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The current CALGreen standards (2019) became effective on January 1, 2020. The proposed project would not include energy requirements beyond those that were described and evaluated

---

<sup>27</sup> The Climate Registry, 2019. Default Emission Factors, Table 2.1 - US Default Factors for Calculating CO<sub>2</sub> Emissions from Combustion of Transport Fuels.

in the Redevelopment EIR, and would furthermore be subject to the more stringent energy-efficiency standards described above.

## **Conclusion**

The proposed project would not result in new significant impacts or substantially more severe impacts related to energy resources that were not previously addressed and disclosed in the Redevelopment EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on energy resources. For these reasons, project effects related to energy resources would not require the preparation of a subsequent EIR.

## VII. Geology, Soils, Seismicity, and Paleontological Resources

### **Environmental Setting**

The proposed project site is located within the Sacramento Valley, and lies central in the Great Valley geomorphic province, a relatively flat, alluvial plain that is approximately 50 miles wide and 400 miles long. It is composed of a deep sequence of sediments in a bedrock trough within the northern third of the Great Valley, which is bounded by the Great Valley Fault Zone and the northern Coast Range and to the east by the northern Sierra Nevada and the Foothills Fault zone. Slopes within the proposed project area increase gradually from elevations as low as sea level in the southwestern portion of the area to approximately 75 feet above sea level in the northeastern portion. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

### **Seismic Hazards**

Within the City of Sacramento region, there are no known active faults and the area does not commonly experience strong ground shaking resulting from earthquakes. The greatest earthquake threat to the City comes from earthquakes along Northern California's major faults (i.e., San Andreas, Calaveras, and Hayward Faults). Ground shaking along any of these faults could cause ground shaking within the City, up to a 5 or 6 moment magnitude (Mw). Because of the distance from these major faults to the City, Sacramento's seismic ground shaking hazards are low, ranking among the lowest in the state. The City is in Seismic Zone 3 and accordingly, any future development,



rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.<sup>28</sup>

The Redevelopment EIR did not include an analysis of seismicity. These issues were evaluated in an initial study and determined to be less than significant for the Redevelopment plan. Seismic ground shaking conditions at the project site would be the same as those in the context that the Redevelopment EIR was prepared, and the City of Sacramento requires implementation of the Uniform Building Code (UBC) requirements that recognize state and federal earthquake protection. The State of California provides minimum standards for building design in Chapter 23 of the California Building Code (CBC) (Title 24 of California Code of Regulations), which is based on the UBC, but is more stringent and detailed than the federal code. Chapter 16 of the CBC further requires that the design of foundation and excavation-wall supports must reduce the exposure to potentially damaging seismic vibrations through seismic-resistant design (Section A33 – Excavation and Grading). Consequently, impacts related to seismic hazards are anticipated to be similar to those identified in the Redevelopment EIR and would not result in any new or substantially more severe impacts not previously evaluated and disclosed.

## Liquefaction

As with the discussion of seismicity, the Redevelopment did not include a discussion of the potential for liquefaction. This analysis was conducted in the initial study and determined to result in a less than significant impact. Depot Park, in addition to the area north of Fruitridge Road and east of Florin Perkins Road, is located in an area that, under certain conditions, is susceptible to liquefaction. However, the proposed project site is not located in a currently-designated State of California Seismic Hazard Zone area for liquefaction.<sup>29</sup> Furthermore, development of the proposed project would conform to the regulatory requirements and associated design standards of the CBC. Consequently, impacts related to liquefaction are anticipated to be similar to those identified in the Redevelopment EIR and would not result in any new or substantially more severe impacts to seismic hazards not previously evaluated and disclosed.

## Erosion

Soil erosion occurs when soil from exposed bedrock are removed by water or wind and occurs naturally in most systems; however, it can be accelerated due to human activities such as soil disturbance activities. The proposed project would be located in the City of Sacramento within which permeability, available water capacity, runoff, erosion, and shrink-swell potential have been identified as soil characteristics.<sup>30</sup> Because the project

<sup>28</sup> City of Sacramento, 2015. *Sacramento 2035 General Plan; Chapter 7: Public Health and Safety*. <http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-7---Public-Health-and-Safety.pdf?la=en>. March 3, 2015.

<sup>29</sup> Department of Conservation (DOC), 2019. EQ Zapp: California Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. April 2019.

<sup>30</sup> City of Sacramento, 2015. *Sacramento 2035 General Plan; Chapter 7: Public Health and Safety*. <http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-7---Public-Health-and-Safety.pdf?la=en>. March 3, 2015.

site could be located on expansive soils, there is potential for erosion and/or unstable earth conditions to occur resulting from construction activities and development of the project site. However, the Redevelopment EIR did not evaluate the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. These impacts were analyzed in the initial study and determined to be less than significant. Under the City's existing General Plan, Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present. The proposed project would be required to implement all applicable policies and regulations that would reduce potentially significant impacts to a less-than-significant level. Consequently, impacts related to erosion are anticipated to be similar to those identified in the Redevelopment EIR and would not result in any new or substantially more severe impacts not previously evaluated and disclosed.

### **Paleontological Resources**

The Redevelopment EIR did not include analysis of the potential for paleontological resources to exist within the project site. Paleontological resources are sites or geological deposits that consist of unique and unusual individual fossils or assemblages of fossils, diagnostically or stratigraphically important, and add to the existing body of knowledge in particular areas (e.g., stratigraphically, taxonomically, or regionally). Fossils can be used to determine the geological events and relative ages of depositional layers to better understand the development of the region and area. The age, abundance, and distribution of fossils depend on the topography of the area and geologic formation in which they occur. As discussed above, the City of Sacramento is located in the Great Valley primarily covered with Holocene and Pleistocene-age alluvium, resulting from Quaternary sediments that have been carried by water and deposited on the valley floor. These deposits contain well-preserved vertebrate and plant fossils that are similar to existing flora and fauna. The City of Sacramento is not considered a highly sensitive paleontological unit due to the absence of sedimentary and metasedimentary deposits that have a high potential to contain fossil-bearing soils and rock formations.<sup>31</sup> Furthermore, a majority of the City of Sacramento has been developed and disturbed over time and has little potential for undiscovered underlying paleontological resources. Conditions on the project site have not substantially changed from site conditions at the time the Redevelopment EIR was certified. The potential for the occurrence of paleontological resources remains the same, as was anticipated to exist in the Redevelopment EIR. Therefore, the proposed project site is not considered a sensitive paleontological unit and this impact would remain less than significant. No new mitigation measures would be required.

---

<sup>31</sup> City of Sacramento, 2015. *Sacramento 2035 General Plan Master Environmental Impact Report*; Section 4.5. March 3, 2015.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to geology, soils, seismicity, and paleontological resources that were not previously addressed and disclosed in the Redevelopment EIR or Initial Study prepared for the Redevelopment Plan. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project on geology, soils, seismicity, and paleontological resources. For these reasons, project effects related to geology, soils, seismicity, and paleontological resources would not require the preparation of a subsequent EIR.

## VIII. Global Climate Change

A discussion of greenhouse gases (GHGs) was not included in the Redevelopment EIR, however, since the publication of the Redevelopment EIR, the City of Sacramento (City) has incorporated Global Climate Change or GHG Emissions as a required topic for environmental analysis. GHG emissions associated with the proposed project would be generated directly as a by-product of fossil fuel combustion, and indirectly from energy use, water use, and waste.

As discussed in the Redevelopment EIR, energy consumption of new buildings in California is regulated by the Title 24, State Building Energy Efficient Standards, which regulate energy consumption for heating, cooling, ventilation, water heating, and lighting. Since the publication of the Redevelopment EIR, the Title 24 Energy Efficiency Standards have been updated. The latest version of the Title 24, Part 6 Building Energy Efficiency Standards, were published in 2019 and includes changes to improve clarity as well as alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers 90.1 2017 national standards. In 2012, the City adopted the Sacramento Climate Action Plan (CAP) and in 2015, the CAP policies were incorporated into the City of Sacramento 2035 General Plan (General Plan). The General Plan describes the City's goal to reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, 49 percent below 2005 baseline levels by 2035, and 83 percent below 2005 baseline levels by 2050. The General Plan outlines various policies and initiatives to meet these goals, in addition, Appendix B of the General Plan includes additional policies and programs to reduce GHG emissions within the City.

The proposed project would comply with the City's 2035 General Plan. The General Plan designates the project site as Industrial, which is consistent with the planned land use for the proposed project.<sup>32</sup> The 2035 General Plan Master EIR evaluated GHG emissions from planned development within the City based on land use designations and anticipated

<sup>32</sup> City of Sacramento, 2015. *2035 General Plan*. March 3, 2015. Available at <http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan>. Accessed May 22, 2020.

growth.<sup>33</sup> The proposed project would not change the general plan land use designation for the site. Consequently, the GHG emissions resulting from the proposed project would be consistent with those estimated by the City's General Plan and evaluated in the Master EIR. Furthermore, the proposed project would be designed and constructed in compliance with the current California Building Code standards. Since development under the Sacramento 2035 General Plan, including the development of the project site, has been analyzed in the Master EIR, and GHG emissions have already been evaluated, the proposed project would not conflict with the implementation of the City's CAP.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to global climate change that were not previously addressed and disclosed in the 2035 General Plan Master EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Master EIR. Further, there are no new mitigation measures that were not considered in the Master EIR that would more substantially reduce the potential effects of the proposed project related to global climate change. For these reasons, project effects related to global climate change would not require the preparation of a subsequent EIR.

## IX. Hazards and Hazardous Materials

### Accidental Release of Hazardous Substances

The Redevelopment EIR noted that the proposed project would include industrial and commercial facilities which could result in increased handling of hazardous materials, but would not be expected to create hazardous conditions demonstrably different from existing conditions. As such, development within the project site would be subject to the following requirements to promote proper handling of hazardous materials.

- In compliance with State law (SB 14), new businesses that handle enough hazardous materials to generate wastes in reportable quantities (12,000 kilograms of hazardous waste per year or 12 kg of extremely hazardous waste per year) are required to have an approved Source Reduction Evaluation and Review Plan on file with the Department of Toxic Substances Control (DTSC). Qualifying new industries shall prepare such plans and file a copy with the Hazardous Materials Division of the DTSC.
- The Hazardous Materials Division implements its Risk Management and Prevention Program in the County by requiring businesses that handle acutely hazardous materials to prepare a written Risk Management and Prevention Program (RMPP) and file it with the County.

---

<sup>33</sup> City of Sacramento 2015b. *Draft Master Environmental Impact Report for the City of Sacramento 2035 General Plan Update*. Available at <http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/Public-Draft-MEIR081114.pdf?la=en>. Accessed May 22, 2020.

- The Hazardous Materials Division issues permits to businesses for handling hazardous materials, and requires businesses to prepare Hazardous Materials Management Plan (HMMPs) that detail hazards inventories, site layouts, training and monitoring procedures, and emergency response plans, all in conformance with State law.
- The Sacramento County Hazardous Waste Management Plan defines the County's hazardous materials emergency response capabilities and provides County-wide guidance for response to an accidental hazardous materials release. The RMPP and HMMP require 8-hour reviews and training sessions for key emergency response personnel to ensure that they are capable of meeting provisions of the Plan within the Project Area.

Based on the potential industrial and commercial uses that would occur on the project site as part of the proposed project, hazardous materials would be used, stored, or transported in a manner that could cause a threat to public safety, either during construction or operation of the proposed project. However, in addition to the requirements listed above, the use and transportation of hazardous materials are subject to stringent local, state, and federal regulations, the intent of which is to minimize the public's risk of exposure. Therefore, with implementation of proposed requirements and regulations, the risk that the proposed project would cause an accidental release of hazardous materials that could create a public or environmental health hazard is unlikely, and the impact of construction and operation-related hazardous chemical use would be considered less than significant and no new or previously dismissed mitigation measures would be required. For these reasons, impacts related to hazards from accidental release resulting from implementation of the proposed project would not require the preparation of a subsequent EIR.

### **Contaminated Soil or Groundwater**

The Redevelopment EIR evaluated the potential for exposure to contaminated soil or contaminated groundwater within the Sacramento Army Depot. The Redevelopment EIR identified several sites within the vicinity of the project site as contaminated with petroleum from fuel leaks and solvents, resulting from historic industrial activities in the project area. However, the EIR found that impacts would be reduced to less than significant with implementation of mitigation measures.

Based on a review of the Cortese List conducted in June 9, 2020, there are no active sites on the proposed project site, and three active sites and eight closed sites within 0.5 miles of the project site.<sup>34,35</sup> The three open sites are Safety Kleen, located at 5761 Florin

<sup>34</sup> U.S. Department of Toxic Substances Control, 2018. Envirostor Database. California Department of Toxic Substances Control. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Available: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=depot+park%2C+sacramento>. Accessed June 9, 2020.

<sup>35</sup> California State Water Resources Control Board, 2018. Geotracker Database. Depot Park, Sacramento, CA. Available: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=depot+park%2C+sacramento>. Accessed June 9, 2020.

Perkins Ave and 0.41 miles northeast of the project site; Sacramento Army Depot, located at 8350 Fruitridge Road and 0.40 miles southwest of the project site; and BC Stocking Distribution, located at 6401 Florin Perkins Road and 0.36 miles south of the project site. Potential contaminants of concern at the Safety Kleen site are diesel, Stoddard solvent, mineral spirits, distillates, and tetrachloroethylene, which could impact ground water. The two underground storage tanks (USTs) at the site were removed in the early 1980s and SVE systems have been installed at the site as a remedial action. The potential contaminant of concern at the Sacramento Army Depot is trichloroethylene. Several remedial actions have occurred at the site, including soil vapor extraction and air sparging as well as groundwater extraction. Diesel is the potential contaminant impacting soil at the BC Stocking Distribution site, which was listed as eligible for closure in 2015. The proposed project would not be anticipated to encounter any known contaminated soil or groundwater, during project construction or operation. This impact would be less than significant with implementation of Redevelopment EIR mitigation measures 4.9-1(a) – (b).

Accordingly, changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the EIR, result in new significant impacts relating to hazardous materials or significant impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required. For these reasons, impacts related to hazards from exposure to contaminated soil or groundwater resulting from implementation of the proposed project would not require the preparation of a subsequent EIR.

## **Emergency Response and Evacuation**

As described in the Redevelopment EIR, development of the project site would be located within an area planned for industrial development. Development analyzed in the Redevelopment EIR would not be anticipated to impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. The proposed project includes industrial development, similar to anticipated development analyzed in the EIR. Development would not require substantial road closures or other elements that may impair the implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. This project impact would remain less than significant and no mitigation would be required.

## **Fire Hazards**

Impacts related to Fire Hazards as a result of the proposed project were evaluated in the Redevelopment EIR. As described in the Redevelopment EIR, the project would reduce existing fire hazards through rehabilitation of substandard commercial and industrial buildings. Additionally, the Redevelopment Plan proposed two Options for water systems and hydrants improvements at the project site, as described in the Project Description. The proposed project would develop the project site with industrial uses, similar to anticipated development analyzed in the EIR. For this reason, this impact would remain less than significant and no new or previously dismissed mitigation measures would be required.

## Conclusion

The proposed project would not result in new significant impacts or substantially more severe impacts related to hazards and hazardous materials that were not previously addressed and disclosed in the Redevelopment EIR. The proposed project would not make feasible mitigation measures that were found to be infeasible in the Redevelopment EIR. Further, there are no new mitigation measures that were not considered in the Redevelopment EIR that would more substantially reduce the potential effects of the proposed project related to hazards and hazardous materials. For these reasons, project effects related to hazards and hazardous materials resources would not require the preparation of a subsequent EIR.

## X. Hydrology and Water Quality

### Environmental Setting

The City of Sacramento is located within the Sacramento River Basin. The Sacramento River Basin is approximately 27,000 square miles and is the largest river basin within the State of California, receiving an average of approximately 914 millimeters (mm) of precipitation per year (USGS, 2016).

### Flood Protection

As discussed in the Redevelopment EIR, the project site is located in the geological floodplain of the Sacramento and American River system. The project area is separated from the active channels by artificial levees along the American and Sacramento River. The USACE determined that the existing regional flood control system provides significantly less than 100-year protection and that regionally-generating flooding within the proposed project area is the result of levee failure along the east levee of the Sacramento River or the south levee of the American River. The Sacramento Area Flood Control Agency (SAFCA) was working with the state of California and federal agencies to develop alternative flood controls for the American River at the time of certification of the Redevelopment EIR.

The proposed project is located within the Federal Emergency Management Agency (FEMA) designated area of Shaded X, protected by levees (areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood) in the 100-year floodplain.<sup>36</sup>

The project site is located in the Morrison Creek Stream Group Basin and predominately drains to the southwest. The Morrison Creek natural channel has been diverted to a flood channel and under existing conditions, the creek borders the proposed project on the southeastern, southern, and southwestern boundary with the creek draining towards the western part of the proposed project site. During the certification of the Redevelopment

<sup>36</sup> City of Sacramento, 2015. *Flood Zones*. [https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Flood-Ready/DFIRM\\_flood\\_zones\\_2015\\_Dsize\\_Blank.pdf?la=en](https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Flood-Ready/DFIRM_flood_zones_2015_Dsize_Blank.pdf?la=en)

EIR, engineered channels and levees along the reach of Morrison Creek were not equipped to contain 100-year flows. Additionally, the Redevelopment EIR concluded that downstream of the project site, the Morrison Creek and Beach-Stone Lakes systems were not able to accommodate the 100-year runoff under previously existing conditions. To offset impacts related to flooding, the Redevelopment EIR required all new construction to comply with the City of Sacramento Flood Control Policy for development within the 100-year flood plain (A99 Zone). The proposed project would also be required to comply with the floodplain management and building requirements of Section 60.3 of the NFIP, consistent with the A99 flood zone designation. Furthermore, the proposed project would be required to comply with the City of Sacramento requirement that all new structures are constructed to be above the existing 100-year base flood (BFE), and if a structure is proposed below the BFE, the developer would be required to sign a new construction agreement. Therefore, impacts to flooding are anticipated to be similar to those identified in the Redevelopment EIR and would not result in new significant impacts to flooding or impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

### **Storm Water Infrastructure**

Development of the proposed project would increase the amount of impervious surface, increasing the rate and amount of surface water runoff entering the existing drainage system. The existing Sacramento Army Depot drainage system consists of stormwater outfalls, catch basins, drop inlets, and manholes with drainage pipes ranging from sixty-inches to 3.5 inches in diameter. Seven surface discharge outfalls drain into Morrison Creek and drain the industrial area to northeast and southern sections of the site along the eastern boundary, with the remaining surface discharge draining to the west.

Additional surface water runoff from the proposed project could result in potentially significant impacts to the existing drainage system and could contribute to localized flooding hazards. However, as described under Option 1 in the Project Description, the proposed project would construct a stormwater drainage system that would direct all flows from the project site to a 0.5-acre stormwater quality and retention basin and a duplex drainage lift station in the northeast corner of the project site. The retention basin would release stormwater through a pipe under Mortono Street connecting to an existing City storm drain system on Florin Perkins Road. Under Option 2, the proposed project would construct an additional stormwater drainage system, including a stormwater quality and retention pond, that would direct all flows from the project site to a detention basin located in the northeast corner of the project site. The detention basin would be connected to an outfall draining into Morrison Creek, which is subject to review and permitting by the Central Valley Flood Protection Board (CVFPB).

Both Alternatives described above would offset potential flooding impacts and provide stormwater quality treatment. Furthermore, implementation of the Redevelopment EIR Mitigation Measure 4.7-1(1) through 4.7-1(3), included below, would further reduce impacts related to increased stormwater runoff and water quality impacts. Therefore, impacts to flooding are anticipated to be similar to those identified in the Redevelopment



EIR and would not result in new significant impacts to flooding or impacts that are substantially more severe than significant impacts previously disclosed. No new mitigation measures would be required.

#### Mitigation Measure 4.7-1 from the Redevelopment EIR

##### **4.7-1(1)**

The City of Sacramento shall review each development application within the project area for effects on drainage facility capacity. Each project reviewed shall identify the rate and amount of surface water runoff generated by proposed development and the effects of drainage facility capacity. Modifications to existing facilities and new facilities to regulate rate and volume of runoff released to Morrison Creek shall be identified, and each project shall pay a fair share portion of any improvement identified. Drainage facilities could include, but would not be limited to:

- a) The expansion or modification of exiting storm drain facilities;
- b) Single-project detention basins; or
- c) The preservation of natural drainage areas.

##### **4.7-1(2)**

The City of Sacramento shall continue to coordinate with the United State Army Corps of Engineers and the County of Sacramento to assess the level of flood protection provided by the Morrison Creek Flood Control System.

##### **4.7-1(3)**

The City of Sacramento shall participate in the development of alternatives to increase the capacity of the Morrison Creek Flood Control System to accommodate existing flows, and flows which would result from future development. These alternatives may include, but are not limited to, the following:

- d) Raising levees;
- e) Channel widening;
- f) Floodwalls; and
- g) Detention basins.

## **Water Quality**

The City of Sacramento relies on surface water for its water supply. Over time, the conversion of land from agricultural use to urban use has resulted in degradation of surface water quality within the area. Typically, urban occupancy results in long-term impacts to surface water and groundwater quality through industrial, community, and residential development. Short-term impacts to surface water and groundwater quality are a result of construction activities (i.e., grading, excavation, and/or other similar activities) that could cause soil erosion at an accelerate rate. The use of heavy construction equipment could also result in water quality impacts from the use of heavy

metals, oil, grease, and other petroleum hydrocarbons that could come into contact with surface water. The Redevelopment EIR concluded that these impacts could be significant; however, as discussed in the EIR, Mitigation Measure 4.7-4 would be implemented which would require the proposed project to include Best Management Practices (BMP), approved by the City's Utilities Department and in compliance with the City's NPDES permit, as part of the project design. Furthermore, as stated in the EIR, the proposed project would be developed and operated in compliance with municipal NPDES regulations. Implementation of the above mitigation measures would reduce potentially significant impacts to a less-than-significant level and impacts would be similar to those previously analyzed in the Redevelopment EIR.

## Conclusion

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Redevelopment EIR, result in new significant impacts relating to hydrology or water quality, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. For these reasons, impacts to hydrology or water quality from the proposed project would not require the preparation of a subsequent EIR.

## XI. Noise and Vibration

As presented in Section 4.4 (Noise) of the Redevelopment EIR, construction activities within 1,500 feet of a sensitive receptor and pile driving activities within 7,000 feet of a sensitive receptor could result in significant noise impacts. Temporary construction noise was identified as a significant and unavoidable impact in the Redevelopment EIR, and similar impacts were recognized for urban areas in the SGPU EIR, applicable at the time the Redevelopment EIR was prepared. A Statement of Overriding Considerations was adopted with the SGPU as well as for the Redevelopment Plan for impacts related to construction noise.

Potential impacts resulting from implementation of the Redevelopment Plan are within the scope of these findings. The proposed project would be constructed using tilt-up methods and no pile driving is proposed. The nearest sensitive receptor to the project site would be residential uses on 39th Avenue, approximately 3,500 feet to the west. At this distance, noise levels from standard construction of 90 dBA at 50 feet would be attenuated to 53 dBA which would be well below daytime ambient noise levels in this suburban neighborhood adjacent to a four lane arterial roadway (Power Inn Road) and near an active railway. Since construction of the proposed project would remain within the allowed hours specified in the City's municipal code and use similar construction equipment already anticipated and analyzed in the Redevelopment EIR, a substantial increase noise levels at the nearest sensitive receptor would not be anticipated, and the

proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts related to construction noise.

Given its programmatic approach, the assessment of operational noise within the Redevelopment EIR was limited to transportation noise, as a detailed site plan and a description of specific uses proposed within the Redevelopment Plan area were not available at the time the Redevelopment EIR was prepared.

The proposed project would include 462,020 square feet of warehouse area and 15,000 square feet of office area. The primary noise sources involved with a logistics warehouse facility would be HVAC and potentially large-scale cooling equipment (condensers) mounted on the building rooftop, and on-site maneuvering and idling of trucks and truck-mounted transportation refrigeration units (TRUs). Loading and forklift operations could occur within or proximate to the warehouse. Additionally, vehicle trips, primarily heavy-duty trucks, would be generated on the local roadway network, increasing noise levels where sensitive land uses may be present.

Since the certification of the Redevelopment EIR, civil site plans have been created for the project site. Based on the site plans for the project site, HVAC units and onsite loading dock would be located approximately 3,500 feet from the nearest receptors on Florin Perkins Road, to the south of the project site. HVAC units can generate noise levels of approximately 51 dBA  $L_{eq}$  at a reference distance of 100 feet from the operating units, during maximum heating or air conditioning operations.<sup>37</sup> Loading dock activities could generate a noise level of 66 dBA  $L_{eq}$  from a distance of 50 feet.<sup>38</sup> Assuming a 6-dB-per-doubling-of-distance attenuation rate, the nearest multi-family residences to the project site would be exposed to a noise level of less than 30 dBA  $L_{eq}$  during the operation onsite HVAC units and onsite truck loading and unloading activities. Intervening structures would also substantially attenuate noise resultant levels. These residences would not be exposed to noise levels that would exceed the City of Sacramento's nighttime stationary noise standard of 50 dBA  $L_{eq}$ . Therefore, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts related to stationary noise sources.

Section 4.4 (Noise) of the Redevelopment EIR evaluated the potential for the proposed project to result in an increase in vehicular traffic noise along roadways in the vicinity of the project site. As shown in in Table 4.4-5 of the Redevelopment EIR, traffic noise was modeled for the Baseline No Development and Baseline plus Project Conditions, which accounted for traffic that would be generated by the project site and as forecast under the General Plan. The Redevelopment EIR, concluded that the General Plan would result in a noticeable noise level increase of 5 dBA along Fruitridge Road, 7 dBA along Elder Creek Road, and 9 dBA along Florin-Perkins Road when compared with existing traffic conditions but that only a small fraction of the additional noise would be caused by projects constructed under the Redevelopment Plan. Although implementation of

<sup>37</sup> Puron, 2005. *48PG03-28 Product Data*. p. 10 – 11.

<sup>38</sup> ESA, 2008. *Fresh & Easy Distribution Truck Noise Study*. November 2008.

the Redevelopment Plan was found to potentially contribute to an incremental increase in traffic-generated noise levels at some sensitive receptor locations, because the growth was considered in the Sacramento General Plan Update, the Redevelopment Plan was determined to result in a less-than-significant increased vehicular noise impact on sensitive receptors.

The proposed warehouse would generate vehicle trips, primarily heavy-duty trucks, on the local roadway network, increasing noise levels where sensitive land uses may be present. Truck volumes generated by the facility during its peak transportation hour (for the proposed facility) as estimated by the transportation analysis.

Using algorithms from the Federal Highway Administration's (FHWA) *Traffic Noise Model Technical Manual* and the estimated traffic volumes under Existing and Existing plus Project Conditions, traffic noise levels were estimated for local roadways that have access to sensitive receptors. Of the seven roadways analyzed in the Transportation Impact Assessment, only Fruitridge Road and Elder Creek Road provide access outside of the industrial zoned area. As shown in **Table 5**, none of the sensitive land uses along roadway segments analyzed would be exposed to an increase in traffic noise that would exceed the incremental traffic noise increase standards identified in the City of Sacramento 2035 General Plan Policy EC 3.1.2. Therefore, proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts related to vehicular traffic noise.

**TABLE 5**  
**EXISTING AND PROJECTED L<sub>DN</sub> TRAFFIC NOISE LEVELS**  
**FROM A DISTANCE OF 100 FEET FROM CENTER OF ROADWAY**

Roadway Segment	Traffic Noise Level, dBA, Ldn <sup>1</sup>			
	Existing	Existing plus Project	Incremental Increase	Existing Sensitive Land uses Exposed to a Significant Increase in Traffic Noise? (Yes or No) <sup>2</sup>
Fruitridge Road, from Florin Perkins Road to Power Inn Road	69	71	2	No
Elder Creek Road, from Florin Perkins Road to Power Inn Road	70	71	1	No

NOTES:

1. Noise levels were determined using methodology described in FHWA Traffic Noise Model Technical Manual using estimated traffic volumes for the peak traffic hour.
2. Existing land uses exposed to traffic noise that result in a noise increase greater than what is allowed in the City of Sacramento General Plan Policy EC 3.1.2 is considered a significant impact.

ESA, 2020

Section 4.4 (Noise) of the Redevelopment EIR did not address the potential for construction activities to require the use of equipment known to generate significant vibration levels such as blasting or impact pile driving. Since construction of the proposed development would not require the use of construction equipment such as impact pile drivers or blasting, the proposed project would not result in new significant impacts or a substantial increase in severity of significant impacts related to construction vibration.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Redevelopment EIR, result in new significant impacts related to noise and vibration, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. For these reasons, impacts related to noise and vibration from the proposed project would not require the preparation of a subsequent EIR.

## **XII. Public Services**

The Public Services section of the Redevelopment EIR described existing public services for the project site and evaluated potential impacts of the project with respect to public resource use and available service for the project area. This analysis determined that the anticipated development at the project site would result in less-than-significant impacts to public services for fire protection, schools, and maintenance of public facilities. However, impacts to police protection services would be potentially significant due to the potential for increased crime rates as a result of the redevelopment plan. The Redevelopment EIR identified Mitigation Measure 4.8-2 (see below), the implementation of which would reduce project impacts related to police protection services to less than significant.

### **Mitigation Measure 4.8-2 from the Redevelopment EIR**

Prior to final approval, all public agency projects included as part of the Project and any agency sponsored private development projects shall be required to submit conceptual plans to the Police Department for review of adequate safety in project design. The public or private entity shall work with the Police Department to include measures such as Crime Prevention through Environmental Design (CPED) in final development plans. Typical CPED design criteria include adequate lighting, commercial visibility, and the encouragement of proprietary responsibility.

Police protection services to the project site are provided by the Sacramento City Police Department (SPD). The project area is serviced by the William J. Kinney Police Facility, operating at 3550 Marysville Boulevard, approximately 7 miles north of the project site. This remains consistent with the police protection services analyzed in the Redevelopment EIR.

Fire protection and emergency medical services to the project area are provided by the Sacramento Fire Department (SFD). First-response service is provided by the following stations, which remains consistent with the fire protection services analyzed in the Redevelopment EIR:

- Station 9, located at 5801 Florin-Perkins Road, approximately 3 miles west of the project site;
- Station 10, located at 5642 66<sup>th</sup> Street, approximately 1 mile west of the project site;
- Station 8, located at 6990 H Street, approximately 3.7 miles north of the project site; and
- Station 6, located at 3301 Martin L K, approximately 4 miles west of the project site.

The proposed project would be an industrial use, as planned for in the Redevelopment EIR and in subsequent land use plans for the City and region. Therefore, no additional demand for police protection, fire protection, or maintenance of public facilities were expected to occur from the demand anticipated in the Redevelopment EIR. Furthermore, implementation of the Redevelopment EIR Mitigation Measure 4.8-2, which would require consultation with the Police Department to ensure safety in project design, would be implemented as part of the proposed project and further reduce impacts related to increased police protect services impacts. Therefore, the demand for police and fire protection services would be the same as the demand anticipated and analyzed in the Redevelopment EIR.

The proposed project would be an industrial use and would not require school or library services, because the project would not include residential uses that would contribute to the demand for these services. Therefore, it is not anticipated that there would be a substantial increase in demand for school or library services beyond what was already anticipated in the Redevelopment EIR.

## **Conclusion**

Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Redevelopment EIR, result in new significant impacts relating to public services, or significant impacts that are substantially more severe than impacts previously disclosed. No new mitigation measures would be required. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. For these reasons, impacts to public services from the proposed project would not require the preparation of a subsequent EIR.

## XIII. Transportation

### **Existing Roadway System**

The roadway component of the transportation system near the proposed project is described below.

#### ***Florin Perkins Road***

Florin Perkins Road is a north-south arterial located 200 feet east of the project site. To the north, the roadway provides access to SR 16 which connects to US 50. To the south, Florin Perkins Road extends to Florin Road, where it becomes French Road that further extends to Gerber Road. Florin Perkins Road has two through lanes.

#### ***Power Inn Road***

Power Inn Road is a north-south arterial located about 0.8 miles west of the project site. To the north, the roadway extends to Folsom Boulevard (SR 16) where it becomes Howe Avenue that provides access to US 50. Howe Avenue extends further north to provide access through northern Sacramento County to SR 51. To the south, Power Inn Road extends to Sheldon Road in the City of Elk Grove. Power Inn Road has two to three through lanes.

#### ***Fruitridge Road***

Fruitridge Road is an east-west arterial located about 0.5 miles north of the project site. To the west, the roadway provides access to SR 99 and extends to South Land Park Drive. To the east, Fruitridge Road extends to Mayhew Road. Fruitridge Road has two to four through lanes.

#### ***Elder Creek Road***

Elder Creek Road is an east-west arterial located about 0.4 miles south of the project site. To the west, Elder Creek Road extends to Stockton Boulevard, where it becomes 47th Avenue. 47<sup>th</sup> Avenue provides access to SR 99. To the east, Elder Creek Road extends to Excelsior Road. Elder Creek Road has two to four through lanes.

### **Existing Pedestrian System**

The pedestrian system in the site vicinity consists of sidewalks along Florin Perkins Road, Fruitridge Road, Power Inn Road and Elder Creek Road. Among the internal roads, parts of Okinawa Street, Midway Avenue and Santa Cruz Street have sidewalks.

### **Existing Bicycle System**

There are existing bike lanes along both sides of Fruitridge Road, Power Inn Road and Florin Perkins Road in the site vicinity.

## Existing Transit System

There is limited transit service in the vicinity of the project site. Bus Route 61 (Fruitridge) operates along Fruitridge Road and along Power Inn Road, west of the project site. Bus Route 81 operates on 65th Street about 1.8 miles west of the project site. RT's Gold Line Light Rail service is located about 2 miles north of the site.

## Intersections and Roadway Segments

The Redevelopment EIR concluded, based on a traffic study prepared for the EIR, that intersection impacts from the Redevelopment Plan would construction, reconstruct, install or upgrade control devices, street lights, transit shelters, roadways and roadway extensions. Those projects were anticipated to help ameliorate circulation problems in the project area, resulting in less-than-significant project-specific and cumulative traffic impacts (page 4.2-7).

Subsequent to certification of the Redevelopment EIR, the City adopted the 2035 General Plan, which included policy revisions to the City's LOS standard (Policy M.1.2.2. Level of Service (LOS) Standard), to allow for greater flexibility in the application of the City's standards based on area-specific needs. The policy revision established variable LOS thresholds. While the City would maintain the goal of roadway operations at LOS D or better, the policy revisions identified areas and roadway segments for which LOS E or F would be permitted. However, the project site remains within an area for which LOS D or better is the applicable threshold under the 2035 General Plan.

Land uses have evolved only slightly in the vicinity of the project site since certification of the Redevelopment EIR.

The proposed project would develop an industrial warehouse with office space on the project site. The proposed project would be accessible from public roadways at the Florin Perkins Road and Thys Court intersection, and may also be accessible from the Florin Perkins Road and Driveway intersection to the south of the project site. These two driveways will accommodate most employee and freight motor vehicle traffic. All traffic would be anticipated to pass through security entering and exiting the Depot Park Area. From within the Depot Park Area, the project site would be accessed via two driveways located on Midway Avenue and two driveways located on Mortono Street.

A transportation study was prepared for the proposed project to evaluate potential impacts from the project on roadways and pedestrian, bicycle, and transit facilities and circulation (see **Attachment 2**).<sup>39</sup> **Table 6** shows the trip generation for the land use types that would be anticipated to occur pursuant to the proposed project.

<sup>39</sup> DKS Associates, 2020. *Draft Traffic Impact Analysis, Depot Park Logistics Facility*, Prepared for the City of Sacramento. June 10, 2020.



**TABLE 6**  
**VEHICULAR TRIP GENERATION BY CLASSIFICATION**

Use	ITE Code	Size (1,000 square feet)	Vehicle Trips Generated						
			Weekday	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
General Light Industrial	110	477.12	2,367	294	40	334	39	262	301
Industrial Park	130		1608	155	36	191	40	151	191
Manufacturing	140		1,875	228	68	296	99	221	320
Warehousing	150		830	62	19	81	24	66	91

Source: DKS Associates, 2020; ITE Trip generation Manual 10<sup>th</sup> Edition, 2017.

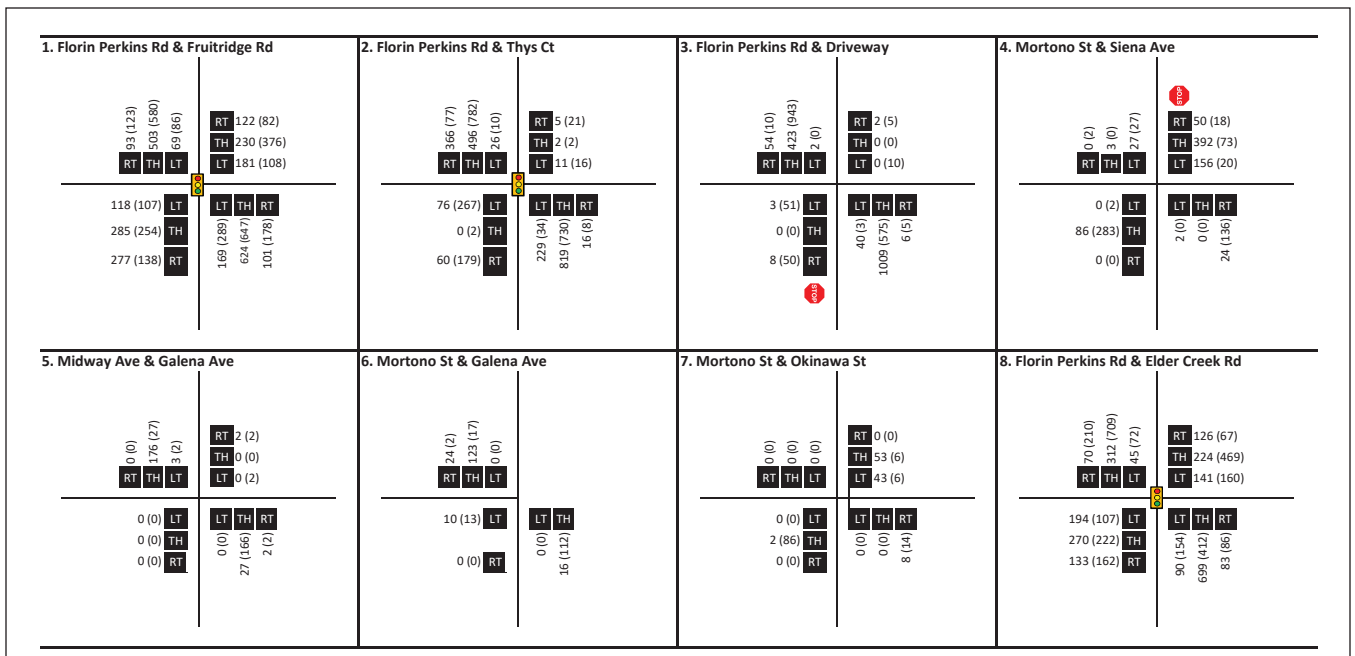
The General Light Industrial (Code 110) was identified as the use for analysis as it provides the most conservative (highest) peak hour and directional estimates. Therefore, the proposed project would generate 2,367 average daily weekday trips, 334 a.m. peak hour weekday trips, and 301 p.m. peak hour weekday trips.<sup>40</sup>

The Traffic Impact Analysis evaluated impacts from the proposed project on intersections in the project area including the following eight study intersections:

1. Florin Perkins Road & Fruitridge Road;
2. Florin Perkins Road & Siena Avenue/Thys Court;
3. Florin Perkins Road & Okinawa Street;
4. Siena Avenue & Mortono Street;
5. Midway Avenue/ Midway Street & Galena Avenue;
6. Mortono Street & Galena Avenue;
7. Mortono Street & Okinawa Street; and
8. Elder Creek Road & Florin Road.

The Traffic Impact Analysis analyzed AM peak hour and PM peak hour traffic volumes under Existing and Existing Plus Project conditions. **Figure 11** illustrates AM Peak hour and PM Peak hour traffic volumes associated with the existing plus project scenario. The figure also illustrates the intersection geometry of the existing plus project scenario. **Table 7** shows that during the PM peak hour, the 95<sup>th</sup> percentile queue for the eastbound approach to Florin Perkins Road and Siena Avenue/Thys Court exceeds 50 feet longer than the available storage before the roundabout. Considering truck traffic in this location, this could potentially block the roundabout and spill further down Mortono Street.

<sup>40</sup> DKS Associates, 2020. *Draft Traffic Impact Analysis, Depot Park Logistics Facility*, Prepared for the City of Sacramento. June 10, 2020. Page 20.



**LEGEND**

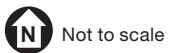
xxx (xxx) AM Peak (PM Peak)



Traffic Signal



Stop Control



SOURCE: DKS, 2019

D191024.00 Depot Park Logistics Facility Project

**Figure 11**  
Existing Plus Project Intersection Turning Movement



**TABLE 7  
EXISTING PLUS PROJECT INTERSECTION QUEUE ANALYSIS**

Intersection	Turning Movement	Turn Bay Storage Length (ft)	AM Peak Hour	PM Peak Hour
			95 <sup>th</sup> Percentile Queue Length (ft)	95 <sup>th</sup> Percentile Queue Length (ft)
Florin Perkins Road & Fruitridge Road	EBL	200	200	185
	EBT	>700	213	185
	EBR	400	92	64
	WBL	200	282	186
	WBT	>700	164	271
	WBR	400	60	37
	NBL	200	225 <sup>a</sup>	316 <sup>a</sup>
	NBT	>700	421 <sup>a</sup>	464
	NBR	400	84 <sup>a</sup>	107 <sup>a</sup>
	SBL	200	133	156
	SBT	>700	284	360
	SBR	400	18	52
Florin Perkins Road & Siena Avenue/Thys Court	EBL	180	89	226
	EBT	>700	91	231
	EBR	180	47	70
	WBT	>700	44	79 <sup>b</sup>
	NBL	200	292 <sup>a</sup>	81
	NBT	>700	487 <sup>b</sup>	354
	SBL	200	24 <sup>a</sup>	10 <sup>c</sup>
	SBT	>700	140	424
	SBR	400	41	64
Elder Creek Road & Florin Perkins Road	EBL	350	332 <sup>b</sup>	184
	EBT	700	204	155
	EBR	450	66	66
	WBL	200	231	259
	WBT	700	172	314
	WBR	200	64	37
	NBL	200	162	246
	NBT	700	332	220
	NBR	100	36	45
	SBL	150	104	145
	SBT	700	147	421
	SBR	200	27	163

**NOTES:**

<sup>a</sup> Volume for 95<sup>th</sup> percentile queue is metered by upstream intersection. Upstream intersection has a V/C ratio higher than 0.8. Maximum queue experienced is determined by 50<sup>th</sup> percentile queue length/upstream intersection V/C ratio;

<sup>b</sup> 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer;

<sup>c</sup> Volume for 95<sup>th</sup> percentile queue is metered by upstream intersection. Upstream intersection has a V/C ratio less than 0.8, 50<sup>th</sup> percentile queue length represents the maximum queue length.

Source: DKS Associates, 2020.

As shown in Table 7 during the PM peak hour, the 95th percentile queue for EB approach to Florin Perkins Rd and Siena Avenue/Thys Court exceeds 50 feet longer than the available storage before the roundabout. Considering the truck traffic in this location, this could potentially block the roundabout and spill further down Mortono street.

**Table 8** shows the Existing Plus Project roadway segment analysis. As shown in Table 8, the roadway segment operates at a level of service A, which is within the threshold under Existing Plus Project conditions.

The proposed project would increase traffic volume and delay at study area intersections under the Existing Plus Project scenario. Based on the analysis below, the impact is less than significant.

**TABLE 8  
EXISTING PLUS PROJECT ROADWAY SEGMENT ANALYSIS**

Roadway	Segment	Operational Class	Lanes	Daily Volume	Volume-to Capacity Ratio	LOS	LOS Standard
1. Florin Perkins Road	Fruitridge Road to Belvedere Avenue (NB)	Arterial – Moderate Access Control	4	14,139	0.39	A	D

Source: DKS, 2020.

As summarized in **Table 9**, the project would increase average delay at several study area intersections. The project would increase traffic volumes at several study area intersections. The resultant operating conditions do not exceed the LOS D goals. For these reasons, the proposed project would not result in impacts to roadway intersections that would exceed the City's level of service standard, and no mitigation is required.

The proposed project would increase daily traffic volume at study roadway segment under the existing plus project scenario. Based on the analysis below, the impact is less than significant.

As summarized in Table 9, the project would increase the daily volume and v/c ratio at study roadway segment. The resultant operating conditions do not exceed the City's LOS D goals for roadway segments. No mitigation is required. No mitigation is required.

### Impacts to Transit

The proposed project would not adversely affect public transit operations. The proposed project would not modify or impede any existing or planned transit facilities or routes. For this reason, impacts to transit would be less than significant. No mitigation is required.

**TABLE 9  
EXISTING AND EXISTING PLUS PROJECT INTERSECTION ANALYSIS**

Intersection	Existing				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1. Florin Perkins Road & Fruitridge Road	39.1	D	37.4	D	42.8	D	40	D
2. Florin Perkins Road & Siena Avenue/ Thys Court	48.9	D	40.4	D	48.0	D	49.3	D
3. Florin Perkins Road & Okinawa Street	0.4	A	2.0	A	0.3	A	2.3	A
4. Siena Avenue & Mortono Street	3.6	A	3.2	A	6.0	A	4.5	A
5. Midway Avenue/Midway Street & Galena Avenue	6.8	A	7.0	A	7.9	A	7.8	A
6. Mortono Street & Galena Avenue	6.7	A	7.1	A	7.6	A	7.5	A
7. Mortono Street & Okinawa Street	7.5	A	7.3	A	7.5	A	7.3	A
8. Elder Creek Road & Florin Perkins Road	48.0	D	53.8	D	49.9	D	54.9	D
NOTES: Bold: Intersection delay reduced in Existing Plus Project Scenario, as volume has been added to non-critical approaches and intersection operates more efficiently.  Source: DKS Associates, 2020.								

## Pedestrian Facilities

The proposed project would not affect existing or planned pedestrian facilities. Thus, impacts to pedestrian facilities would be less than significant. No mitigation is required.

## Impacts to Bicycle Facilities

The proposed project would not adversely affect existing or planned bicycle facilities. Therefore, impacts to bicycle facilities would be less than significant. No mitigation is required.

## Traffic Impacts from Construction

The proposed project could cause potentially significant impacts due to construction-related activities. The City Code (City Code 12.20.030) requires that a construction traffic control plan is prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements

of the approved plan. The plan shall ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan is required to include the following:

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

The plan must be available at the site for inspection by the City representative during all work. With the implementation of the traffic control plan, local roadways and freeway facilities will continue to operate at acceptable operating conditions and the impact of the project would be less than significant. No mitigation is required.

### **Transportation Conclusions**

The proposed project would not alter the impacts to transportation facilities relative to those discussed in the Redevelopment EIR. Changes introduced by the proposed project and/or new circumstances relevant to the project would not, as compared to the Redevelopment EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the proposed project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the Redevelopment EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the Redevelopment EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. For these reasons, impacts to parking from the proposed project would not require the preparation of a subsequent EIR. No new mitigation measures will be required.

## XIV. Utilities and Service Systems

### **Communication Systems**

The Redevelopment EIR did not analyze communication systems for the redevelopment plan. There is existing communication infrastructure serving the Depot Park area and proposed project would acquire telephone and data service from the current existing carrier(s) that are established in the City of Sacramento. Additionally, the proposed project does not require substantial offsite improvements that would constitute new or more significant impacts. For these reasons, impacts from the proposed project would be less than significant and no mitigation would be required.

### **Local or Regional Water Supplies**

The Redevelopment EIR determined that the Sacramento Army Depot Redevelopment project would have a less-than-significant impact related to water supply. Although implementation of the plan would increase water demand, buildout of the project area would require potential public improvements, including upgrading and repairing the existing water trunk lines, replacing local collectors, and adding connections to the City's existing system for fire suppression water infrastructure, as described in the Project Description under Fire Suppression Supply Options 1 and 2.

Since certification of the EIR, the City has adopted the 2035 General Plan and two UWMPs, the most recent 2015 UWMP adopted by the City Council on June 21, 2016.<sup>41</sup> The 2015 UWMP is based on the development assumptions in the 2035 General Plan. The 2015 UWMP concludes that the City would have adequate water supply to serve the total anticipated demand associated with City buildout, even in multiple dry year scenarios, out to 2040.

The proposed project would be an industrial use, as planned for in the Redevelopment EIR. As such, the amount of water use would be comparable to the amount of water demand described in the Redevelopment EIR. Additionally, sufficient water supplies are available to the City and for the proposed project, as demonstrated in the most recent UWMP.

As described above, the proposed project would not increase water demand beyond the amount anticipated in the most recent UWMP or require substantial improvements that would constitute new or more significant impacts. The proposed project would not have more significant effects that were not discussed in the EIR or increase the severity of impacts discussed therein. Therefore, with the proposed water supply serving the proposed project, including both Fire Suppression Supply Options 1 and 2, no additional mitigation measures would be required. For these reasons, impacts related to water supply resulting from implementation of the proposed project would not require the preparation of a subsequent EIR.

---

<sup>41</sup> City of Sacramento, 2016. *2015 Urban Water Management Plan*. June 21, 2016.

## **Local or Regional Water Treatment or Distribution Facilities**

### **Sewer or Septic Tanks**

As described in the Redevelopment EIR, the project site would be served by the Sacramento Regional County Sanitation District (SRCSD) and the regional collection system and wastewater treatment for the project area would be provided by the County Sanitation District No. 1 (now operated as the Sacramento Area Sewer District). The EIR determined that impacts from the redevelopment plan to wastewater treatment and distribution facilities would be less than significant. As analyzed in the Redevelopment EIR, implementation of the proposed project would increase demand for sewer service in the project area. However, the proposed project would provide funding for construction of relief sewer lines and new sewer construction where flows are less than one mgd.

The proposed industrial development at the project site is consistent with existing City plans, therefore, anticipated flows from the proposed project would not exceed capacity of conveyance infrastructure. Required developer financing of fees and infrastructure to provide wastewater collection and treatment to the project site by the SRCSD and CSD-1 would ensure that wastewater infrastructure would be adequate to meet project demand. For these reasons, the proposed project would not substantially increase demand for wastewater conveyance beyond the amount anticipated in the EIR or require substantial offsite improvements that would constitute new or more significant impacts. The proposed project would not have more significant effects that were not discussed in the Redevelopment EIR or increase the severity of impacts discussed therein. Further, there are no mitigation measures that were not considered in the Redevelopment EIR, that would more substantially reduce the potential effects of the proposed project on sewer services. For these reasons, impacts related to wastewater treatment and conveyance from the proposed project would not require the preparation of a subsequent EIR.

### **Storm Water Drainage**

As described in the Redevelopment EIR, stormwater from the project site is conveyed via runoff to drainage channels that discharge into Morrison Creek. The existing drainage system at the project site consists of stormwater outfalls, catch basins, drop inlets, and manholes. As analyzed in the Redevelopment EIR, implementation of the proposed project would increase the area of impervious surfaces, which would increase storm runoff peak flows and volumes. This could contribute to flooding hazards within the vicinity of the project site and to downstream capacity problems for the local drainage system and Morrison Creek. However, development of industrial uses would be consistent with existing plans, policies and ordinances. Additionally, the EIR proposed several mitigation measures to reduce stormwater drainage impacts to less than significant.

Option 1, as described in the Project Description, includes constructing a stormwater drainage system that would direct all flows from the project site to a 0.5-acre stormwater quality retention basin and a duplex drainage lift station in the northeast corner of the project site. The retention basin would release stormwater through a pipe under Mortono



Street connecting to an existing City storm drain system on Florin Perkins Road. Option 1 would be subject to review and approval by the City' Department of Utilities. As a condition of approval the City would require the design of the proposed stormwater quality retention basin to provide for treatment of stormwater onsite.

As stated in the Project Description, under Option 2, the proposed project would construct a stormwater drainage system that would direct all flows from the project site to a detention basin in the northeast corner of the project site. As with Option 1, the City would require the design of the proposed stormwater quality retention basin to provide for treatment of stormwater onsite, which would be required as a condition of approval. The detention basin would be connected to an outfall into Morrison Creek. As part of this option, the proposed project is required to obtain a discharge permit from the Central Valley Flood Protection Bureau (CVFPB), the conditions of which would ensure that flows to Morrison Creek from the proposed project would not exceed the capacity of the Morrison Creek system, during peak storm events.

Therefore, with both Options 1 and 2, no additional mitigation measures would be required. For these reasons, impacts related to stormwater drainage resulting from implementation of the proposed project would not require the preparation of a subsequent EIR.

## **Solid Waste Disposal**

As described in the Redevelopment EIR, the City provides solid waste and recycling collection and disposal services to the project site. Implementation of the Redevelopment Plan would increase the amount of solid waste at the Kiefer Landfill, however, the project would not result in development levels higher than those currently allowed under the City General Plan.

Waste generated by the proposed project would be collected and transported to local landfills by the City and/or private haulers, and recycled in accordance with City programs and requirements or land filled at Kiefer Landfill. This facility currently has approximately 113 million cubic yards in available capacity<sup>42</sup>. Waste from the proposed project would represent a fraction of a percentage of the available capacity from this facility. Because there would be no need to expand or create new landfill or solid waste management facilities, there would be no related physical environmental effects. Similar to the impacts evaluated in the EIR, the proposed project would have a less than significant effect on solid waste disposal.

## **Conclusion**

Proposed project impacts related to utilities would not be significantly changed from those previously analyzed in the Redevelopment EIR. The proposed project would not have more significant impacts than were identified within the EIR or increase the severity of

---

<sup>42</sup> Cal Recycle, 2019. Sacramento County Landfill (Kiefer). Available: <https://www2.calrecycle.ca.gov/swfacilities/Directory/34-AA-0001/>. Accessed June 10, 2020.

impacts discussed therein. No additional mitigation measures are described herein that were not considered in the EIR. For this reason, impacts relating to utilities and service systems resulting from the proposed project would not require the preparation of a subsequent EIR.

## Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project, nor have any substantial changes occurred that would require major revisions to the original EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed project would not include any substantial new information, changes, or impacts that would require major revisions to the Redevelopment EIR. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. Therefore, the City of Sacramento's Community Development Department concludes that the analyses conducted and the conclusions reached in the EIR remains relevant and valid. As such, based on the record as a whole, there is no substantial evidence to support a fair argument that the proposed project may result in significant environmental impacts not previously studied in the EIR and, accordingly, the project changes would not result in any conditions identified in CEQA Guidelines Section 15162. Thus, a subsequent EIR is not required for the changes to the project. The proposed project would remain subject to all applicable previously required mitigation measures from the EIR.

Based on the above analysis, this Addendum to the previously certified EIR for the project has been prepared.

### Attachments:

1. Air Quality Data
2. Traffic Impact Analysis

# **ATTACHMENT 1**

---

## Air Quality Data

Army Depot Park\_DRAFT - Sacramento County, Annual

**Army Depot Park\_DRAFT  
Sacramento County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.00	1000sqft	0.16	15,000.00	0
Unrefrigerated Warehouse-No Rail	462.02	1000sqft	4.92	462,020.00	0
Parking Lot	755.00	Space	7.32	302,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2022
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Army Depot Park\_DRAFT - Sacramento County, Annual

Project Characteristics - Sac MUD from PD

Land Use - Bldg sf from PD. Structures = 41% of 12.4 ac site.

Construction Phase - Adjusted CalEEMod defaults to fit 10 month construction schedule (PD)

Demolition -

Grading -

Vehicle Trips - warehouse trip rate from traffic memo. warehouse trip length = longest length to exit air district

Energy Use - Adjsuted for 2019 Title 24 Standards

Construction Off-road Equipment Mitigation - PM10 reduction measures required by Sac City Code, as identified in Redevelopment Plan EIR.

Fleet Mix - Based on CalEEMod APP E 2013

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	300.00	159.00

## Army Depot Park\_DRAFT - Sacramento County, Annual

tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	11.00
tblEnergyUse	T24E	4.98	4.45
tblEnergyUse	T24E	0.26	0.23
tblEnergyUse	T24NG	12.42	12.30
tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.02	0.08
tblFleetMix	LHD2	5.2450e-003	0.08
tblFleetMix	MCY	5.8840e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.6500e-004	0.00
tblFleetMix	MHD	0.02	0.23
tblFleetMix	OBUS	2.0310e-003	0.00
tblFleetMix	SBUS	6.1900e-004	0.00
tblFleetMix	UBUS	2.0540e-003	0.00
tblLandUse	LotAcreage	0.34	0.16
tblLandUse	LotAcreage	10.61	4.92
tblLandUse	LotAcreage	6.80	7.32
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	10.00	40.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00

Army Depot Park\_DRAFT - Sacramento County, Annual

tblVehicleTrips	ST_TR	1.68	4.96
tblVehicleTrips	SU_TR	1.68	4.96
tblVehicleTrips	WD_TR	1.68	4.96

**2.0 Emissions Summary**

---





Army Depot Park\_DRAFT - Sacramento County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2020	12-31-2020	1.3448	1.3448
2	1-1-2021	3-31-2021	1.1202	1.1202
3	4-1-2021	6-30-2021	2.9099	2.9099
4	7-1-2021	9-30-2021	0.1471	0.1471
		Highest	2.9099	2.9099

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1093	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326
Energy	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	501.2779	501.2779	0.0240	5.2800e-003	503.4498
Mobile	4.6003	126.5545	38.5526	0.5068	14.5482	0.5953	15.1435	4.1129	0.5692	4.6821	0.0000	48,872.2323	48,872.2323	1.9750	0.0000	48,921.6069
Waste						0.0000	0.0000		0.0000	0.0000	90.9907	0.0000	90.9907	5.3774	0.0000	225.4256
Water						0.0000	0.0000		0.0000	0.0000	38.7442	147.6307	186.3748	0.1406	0.0858	215.4454
<b>Total</b>	<b>6.7119</b>	<b>126.5752</b>	<b>38.5857</b>	<b>0.5069</b>	<b>14.5482</b>	<b>0.5969</b>	<b>15.1451</b>	<b>4.1129</b>	<b>0.5709</b>	<b>4.6837</b>	<b>129.7349</b>	<b>49,521.1715</b>	<b>49,650.9063</b>	<b>7.5170</b>	<b>0.0910</b>	<b>49,865.9602</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1093	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326
Energy	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	501.2779	501.2779	0.0240	5.2800e-003	503.4498
Mobile	4.6003	126.5545	38.5526	0.5068	14.5482	0.5953	15.1435	4.1129	0.5692	4.6821	0.0000	48,872.2323	48,872.2323	1.9750	0.0000	48,921.6069
Waste						0.0000	0.0000		0.0000	0.0000	90.9907	0.0000	90.9907	5.3774	0.0000	225.4256
Water						0.0000	0.0000		0.0000	0.0000	38.7442	147.6307	186.3748	0.1406	0.0858	215.4454
<b>Total</b>	<b>6.7119</b>	<b>126.5752</b>	<b>38.5857</b>	<b>0.5069</b>	<b>14.5482</b>	<b>0.5969</b>	<b>15.1451</b>	<b>4.1129</b>	<b>0.5709</b>	<b>4.6837</b>	<b>129.7349</b>	<b>49,521.1715</b>	<b>49,650.9063</b>	<b>7.5170</b>	<b>0.0910</b>	<b>49,865.9602</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Army Depot Park\_DRAFT - Sacramento County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/15/2020	5	11	
2	Site Preparation	Site Preparation	10/15/2020	10/21/2020	5	5	
3	Building Construction	Building Construction	10/22/2020	6/1/2021	5	159	
4	Paving	Paving	6/2/2021	6/16/2021	5	11	
5	Architectural Coating	Architectural Coating	6/17/2021	7/1/2021	5	11	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 7.32**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 715,530; Non-Residential Outdoor: 238,510; Striped Parking Area: 18,120 (Architectural Coating – sqft)**

**OffRoad Equipment**

Army Depot Park\_DRAFT - Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	409.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	326.00	128.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Army Depot Park\_DRAFT - Sacramento County, Annual

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0462	0.0000	0.0462	6.9900e-003	0.0000	6.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1826	0.1196	2.1000e-004	9.1200e-003	9.1200e-003	9.1200e-003	8.4800e-003	8.4800e-003	8.4800e-003	0.0000	18.6992	18.6992	5.2800e-003	0.0000	18.8312
<b>Total</b>	<b>0.0182</b>	<b>0.1826</b>	<b>0.1196</b>	<b>2.1000e-004</b>	<b>0.0462</b>	<b>9.1200e-003</b>	<b>0.0553</b>	<b>6.9900e-003</b>	<b>8.4800e-003</b>	<b>0.0155</b>	<b>0.0000</b>	<b>18.6992</b>	<b>18.6992</b>	<b>5.2800e-003</b>	<b>0.0000</b>	<b>18.8312</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0588	0.0133	1.6000e-004	3.4500e-003	2.1000e-004	3.6600e-003	9.5000e-004	2.0000e-004	1.1500e-003	0.0000	15.6468	15.6468	9.1000e-004	0.0000	15.6695
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2800e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5369	0.5369	2.0000e-005	0.0000	0.5372
<b>Total</b>	<b>1.8800e-003</b>	<b>0.0590</b>	<b>0.0156</b>	<b>1.7000e-004</b>	<b>4.0600e-003</b>	<b>2.1000e-004</b>	<b>4.2700e-003</b>	<b>1.1100e-003</b>	<b>2.0000e-004</b>	<b>1.3200e-003</b>	<b>0.0000</b>	<b>16.1837</b>	<b>16.1837</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>16.2068</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0208	0.0000	0.0208	3.1500e-003	0.0000	3.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1826	0.1196	2.1000e-004		9.1200e-003	9.1200e-003		8.4800e-003	8.4800e-003	0.0000	18.6992	18.6992	5.2800e-003	0.0000	18.8312
<b>Total</b>	<b>0.0182</b>	<b>0.1826</b>	<b>0.1196</b>	<b>2.1000e-004</b>	<b>0.0208</b>	<b>9.1200e-003</b>	<b>0.0299</b>	<b>3.1500e-003</b>	<b>8.4800e-003</b>	<b>0.0116</b>	<b>0.0000</b>	<b>18.6992</b>	<b>18.6992</b>	<b>5.2800e-003</b>	<b>0.0000</b>	<b>18.8312</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0588	0.0133	1.6000e-004	3.2200e-003	2.1000e-004	3.4300e-003	8.9000e-004	2.0000e-004	1.0900e-003	0.0000	15.6468	15.6468	9.1000e-004	0.0000	15.6695
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2800e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5369	0.5369	2.0000e-005	0.0000	0.5372
<b>Total</b>	<b>1.8800e-003</b>	<b>0.0590</b>	<b>0.0156</b>	<b>1.7000e-004</b>	<b>3.7800e-003</b>	<b>2.1000e-004</b>	<b>3.9900e-003</b>	<b>1.0400e-003</b>	<b>2.0000e-004</b>	<b>1.2400e-003</b>	<b>0.0000</b>	<b>16.1837</b>	<b>16.1837</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>16.2068</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>5.4900e-003</b>	<b>0.0507</b>	<b>0.0248</b>	<b>5.0500e-003</b>	<b>0.0299</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4253</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2500e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2928	0.2928	1.0000e-005	0.0000	0.2930
<b>Total</b>	<b>1.7000e-004</b>	<b>1.1000e-004</b>	<b>1.2500e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.2928</b>	<b>0.2928</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2930</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0203	0.0000	0.0203	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>0.0203</b>	<b>5.4900e-003</b>	<b>0.0258</b>	<b>0.0112</b>	<b>5.0500e-003</b>	<b>0.0162</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4252</b>



Army Depot Park\_DRAFT - Sacramento County, Annual

**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.2500e-003	0.0000	3.0000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2928	0.2928	1.0000e-005	0.0000	0.2930
<b>Total</b>	<b>1.7000e-004</b>	<b>1.1000e-004</b>	<b>1.2500e-003</b>	<b>0.0000</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>3.1000e-004</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>0.2928</b>	<b>0.2928</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2930</b>

**3.4 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0541	0.4892	0.4296	6.9000e-004		0.0285	0.0285		0.0268	0.0268	0.0000	59.0606	59.0606	0.0144	0.0000	59.4208
<b>Total</b>	<b>0.0541</b>	<b>0.4892</b>	<b>0.4296</b>	<b>6.9000e-004</b>		<b>0.0285</b>	<b>0.0285</b>		<b>0.0268</b>	<b>0.0268</b>	<b>0.0000</b>	<b>59.0606</b>	<b>59.0606</b>	<b>0.0144</b>	<b>0.0000</b>	<b>59.4208</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.4 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.3660	0.1021	8.0000e-004	0.0191	1.8900e-003	0.0210	5.5200e-003	1.8100e-003	7.3300e-003	0.0000	77.2306	77.2306	4.5700e-003	0.0000	77.3449
Worker	0.0310	0.0210	0.2301	6.0000e-004	0.0611	4.4000e-004	0.0615	0.0162	4.1000e-004	0.0166	0.0000	54.0957	54.0957	1.5300e-003	0.0000	54.1339
<b>Total</b>	<b>0.0434</b>	<b>0.3870</b>	<b>0.3322</b>	<b>1.4000e-003</b>	<b>0.0801</b>	<b>2.3300e-003</b>	<b>0.0825</b>	<b>0.0218</b>	<b>2.2200e-003</b>	<b>0.0240</b>	<b>0.0000</b>	<b>131.3263</b>	<b>131.3263</b>	<b>6.1000e-003</b>	<b>0.0000</b>	<b>131.4789</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0541	0.4892	0.4296	6.9000e-004		0.0285	0.0285		0.0268	0.0268	0.0000	59.0605	59.0605	0.0144	0.0000	59.4207
<b>Total</b>	<b>0.0541</b>	<b>0.4892</b>	<b>0.4296</b>	<b>6.9000e-004</b>		<b>0.0285</b>	<b>0.0285</b>		<b>0.0268</b>	<b>0.0268</b>	<b>0.0000</b>	<b>59.0605</b>	<b>59.0605</b>	<b>0.0144</b>	<b>0.0000</b>	<b>59.4207</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.4 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.3660	0.1021	8.0000e-004	0.0179	1.8900e-003	0.0198	5.2200e-003	1.8100e-003	7.0300e-003	0.0000	77.2306	77.2306	4.5700e-003	0.0000	77.3449
Worker	0.0310	0.0210	0.2301	6.0000e-004	0.0563	4.4000e-004	0.0567	0.0151	4.1000e-004	0.0155	0.0000	54.0957	54.0957	1.5300e-003	0.0000	54.1339
<b>Total</b>	<b>0.0434</b>	<b>0.3870</b>	<b>0.3322</b>	<b>1.4000e-003</b>	<b>0.0742</b>	<b>2.3300e-003</b>	<b>0.0765</b>	<b>0.0203</b>	<b>2.2200e-003</b>	<b>0.0225</b>	<b>0.0000</b>	<b>131.3263</b>	<b>131.3263</b>	<b>6.1000e-003</b>	<b>0.0000</b>	<b>131.4789</b>

**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1027	0.9413	0.8951	1.4500e-003		0.0518	0.0518		0.0487	0.0487	0.0000	125.0841	125.0841	0.0302	0.0000	125.8386
<b>Total</b>	<b>0.1027</b>	<b>0.9413</b>	<b>0.8951</b>	<b>1.4500e-003</b>		<b>0.0518</b>	<b>0.0518</b>		<b>0.0487</b>	<b>0.0487</b>	<b>0.0000</b>	<b>125.0841</b>	<b>125.0841</b>	<b>0.0302</b>	<b>0.0000</b>	<b>125.8386</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.4 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0217	0.7071	0.1890	1.6900e-003	0.0404	1.9500e-003	0.0424	0.0117	1.8700e-003	0.0136	0.0000	162.1863	162.1863	9.2700e-003	0.0000	162.4182
Worker	0.0610	0.0398	0.4456	1.2200e-003	0.1293	9.0000e-004	0.1302	0.0344	8.3000e-004	0.0352	0.0000	110.6551	110.6551	2.9000e-003	0.0000	110.7277
<b>Total</b>	<b>0.0827</b>	<b>0.7469</b>	<b>0.6346</b>	<b>2.9100e-003</b>	<b>0.1697</b>	<b>2.8500e-003</b>	<b>0.1726</b>	<b>0.0461</b>	<b>2.7000e-003</b>	<b>0.0488</b>	<b>0.0000</b>	<b>272.8414</b>	<b>272.8414</b>	<b>0.0122</b>	<b>0.0000</b>	<b>273.1458</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1027	0.9413	0.8951	1.4500e-003		0.0518	0.0518		0.0487	0.0487	0.0000	125.0840	125.0840	0.0302	0.0000	125.8384
<b>Total</b>	<b>0.1027</b>	<b>0.9413</b>	<b>0.8951</b>	<b>1.4500e-003</b>		<b>0.0518</b>	<b>0.0518</b>		<b>0.0487</b>	<b>0.0487</b>	<b>0.0000</b>	<b>125.0840</b>	<b>125.0840</b>	<b>0.0302</b>	<b>0.0000</b>	<b>125.8384</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.4 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0217	0.7071	0.1890	1.6900e-003	0.0378	1.9500e-003	0.0398	0.0111	1.8700e-003	0.0129	0.0000	162.1863	162.1863	9.2700e-003	0.0000	162.4182
Worker	0.0610	0.0398	0.4456	1.2200e-003	0.1192	9.0000e-004	0.1201	0.0319	8.3000e-004	0.0328	0.0000	110.6551	110.6551	2.9000e-003	0.0000	110.7277
<b>Total</b>	<b>0.0827</b>	<b>0.7469</b>	<b>0.6346</b>	<b>2.9100e-003</b>	<b>0.1571</b>	<b>2.8500e-003</b>	<b>0.1599</b>	<b>0.0430</b>	<b>2.7000e-003</b>	<b>0.0457</b>	<b>0.0000</b>	<b>272.8414</b>	<b>272.8414</b>	<b>0.0122</b>	<b>0.0000</b>	<b>273.1458</b>

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9100e-003	0.0711	0.0806	1.3000e-004		3.7300e-003	3.7300e-003		3.4300e-003	3.4300e-003	0.0000	11.0129	11.0129	3.5600e-003	0.0000	11.1020
Paving	9.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0165</b>	<b>0.0711</b>	<b>0.0806</b>	<b>1.3000e-004</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.4300e-003</b>	<b>3.4300e-003</b>	<b>0.0000</b>	<b>11.0129</b>	<b>11.0129</b>	<b>3.5600e-003</b>	<b>0.0000</b>	<b>11.1020</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.5 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.9000e-004	2.0900e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5186	0.5186	1.0000e-005	0.0000	0.5189
<b>Total</b>	<b>2.9000e-004</b>	<b>1.9000e-004</b>	<b>2.0900e-003</b>	<b>1.0000e-005</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>6.1000e-004</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>0.5186</b>	<b>0.5186</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5189</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9100e-003	0.0711	0.0806	1.3000e-004		3.7300e-003	3.7300e-003		3.4300e-003	3.4300e-003	0.0000	11.0129	11.0129	3.5600e-003	0.0000	11.1020
Paving	9.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0165</b>	<b>0.0711</b>	<b>0.0806</b>	<b>1.3000e-004</b>		<b>3.7300e-003</b>	<b>3.7300e-003</b>		<b>3.4300e-003</b>	<b>3.4300e-003</b>	<b>0.0000</b>	<b>11.0129</b>	<b>11.0129</b>	<b>3.5600e-003</b>	<b>0.0000</b>	<b>11.1020</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.5 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	1.9000e-004	2.0900e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5186	0.5186	1.0000e-005	0.0000	0.5189
<b>Total</b>	<b>2.9000e-004</b>	<b>1.9000e-004</b>	<b>2.0900e-003</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>	<b>5.6000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.5186</b>	<b>0.5186</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5189</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2530					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	8.4000e-003	0.0100	2.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	1.4043	1.4043	1.0000e-004	0.0000	1.4067
<b>Total</b>	<b>2.2542</b>	<b>8.4000e-003</b>	<b>0.0100</b>	<b>2.0000e-005</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>1.4043</b>	<b>1.4043</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.4067</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	8.1000e-004	9.0500e-003	2.0000e-005	2.6300e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.2472	2.2472	6.0000e-005	0.0000	2.2486
<b>Total</b>	<b>1.2400e-003</b>	<b>8.1000e-004</b>	<b>9.0500e-003</b>	<b>2.0000e-005</b>	<b>2.6300e-003</b>	<b>2.0000e-005</b>	<b>2.6400e-003</b>	<b>7.0000e-004</b>	<b>2.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>2.2472</b>	<b>2.2472</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.2486</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2530					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	8.4000e-003	0.0100	2.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	1.4043	1.4043	1.0000e-004	0.0000	1.4067
<b>Total</b>	<b>2.2542</b>	<b>8.4000e-003</b>	<b>0.0100</b>	<b>2.0000e-005</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>1.4043</b>	<b>1.4043</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.4067</b>



Army Depot Park\_DRAFT - Sacramento County, Annual

**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	8.1000e-004	9.0500e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4400e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2472	2.2472	6.0000e-005	0.0000	2.2486
<b>Total</b>	<b>1.2400e-003</b>	<b>8.1000e-004</b>	<b>9.0500e-003</b>	<b>2.0000e-005</b>	<b>2.4200e-003</b>	<b>2.0000e-005</b>	<b>2.4400e-003</b>	<b>6.5000e-004</b>	<b>2.0000e-005</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>2.2472</b>	<b>2.2472</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.2486</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

Army Depot Park\_DRAFT - Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.6003	126.5545	38.5526	0.5068	14.5482	0.5953	15.1435	4.1129	0.5692	4.6821	0.0000	48,872.23 23	48,872.23 23	1.9750	0.0000	48,921.60 69
Unmitigated	4.6003	126.5545	38.5526	0.5068	14.5482	0.5953	15.1435	4.1129	0.5692	4.6821	0.0000	48,872.23 23	48,872.23 23	1.9750	0.0000	48,921.60 69

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	165.45	36.90	15.75	259,584	259,584
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,291.62	2,291.62	2,291.62	33,365,976	33,365,976
Total	2,457.07	2,328.52	2,307.37	33,625,559	33,625,559

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	40.00	5.00	6.50	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Army Depot Park\_DRAFT - Sacramento County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.559527	0.038733	0.206173	0.118029	0.019040	0.005245	0.018552	0.023249	0.002031	0.002054	0.005884	0.000619	0.000865
Parking Lot	0.559527	0.038733	0.206173	0.118029	0.019040	0.005245	0.018552	0.023249	0.002031	0.002054	0.005884	0.000619	0.000865
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.080570	0.080570	0.229360	0.609500	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	478.8070	478.8070	0.0235	4.8700e-003	480.8453
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	478.8070	478.8070	0.0235	4.8700e-003	480.8453
NaturalGas Mitigated	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	22.4710	22.4710	4.3000e-004	4.1000e-004	22.6045
NaturalGas Unmitigated	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	22.4710	22.4710	4.3000e-004	4.1000e-004	22.6045

Army Depot Park\_DRAFT - Sacramento County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	194700	1.0500e-003	9.5400e-003	8.0200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.3899	10.3899	2.0000e-004	1.9000e-004	10.4517
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226390	1.2200e-003	0.0111	9.3200e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0810	12.0810	2.3000e-004	2.2000e-004	12.1528
<b>Total</b>		<b>2.2700e-003</b>	<b>0.0206</b>	<b>0.0173</b>	<b>1.3000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>	<b>0.0000</b>	<b>22.4710</b>	<b>22.4710</b>	<b>4.3000e-004</b>	<b>4.1000e-004</b>	<b>22.6045</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	194700	1.0500e-003	9.5400e-003	8.0200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.3899	10.3899	2.0000e-004	1.9000e-004	10.4517
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226390	1.2200e-003	0.0111	9.3200e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0810	12.0810	2.3000e-004	2.2000e-004	12.1528
<b>Total</b>		<b>2.2700e-003</b>	<b>0.0206</b>	<b>0.0173</b>	<b>1.3000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>	<b>0.0000</b>	<b>22.4710</b>	<b>22.4710</b>	<b>4.3000e-004</b>	<b>4.1000e-004</b>	<b>22.6045</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	208650	55.8682	2.7400e-003	5.7000e-004	56.1060
Parking Lot	105700	28.3022	1.3900e-003	2.9000e-004	28.4227
Unrefrigerated Warehouse-No Rail	1.47384e+006	394.6366	0.0194	4.0100e-003	396.3166
<b>Total</b>		<b>478.8070</b>	<b>0.0235</b>	<b>4.8700e-003</b>	<b>480.8453</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	208650	55.8682	2.7400e-003	5.7000e-004	56.1060
Parking Lot	105700	28.3022	1.3900e-003	2.9000e-004	28.4227
Unrefrigerated Warehouse-No Rail	1.47384e+006	394.6366	0.0194	4.0100e-003	396.3166
<b>Total</b>		<b>478.8070</b>	<b>0.0235</b>	<b>4.8700e-003</b>	<b>480.8453</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1093	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326
Unmitigated	2.1093	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326

Army Depot Park\_DRAFT - Sacramento County, Annual

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2253					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4600e-003	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326
<b>Total</b>	<b>2.1093</b>	<b>1.4000e-004</b>	<b>0.0158</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.0306</b>	<b>0.0306</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>0.0326</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2253					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8825					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4600e-003	1.4000e-004	0.0158	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0306	0.0306	8.0000e-005	0.0000	0.0326
<b>Total</b>	<b>2.1093</b>	<b>1.4000e-004</b>	<b>0.0158</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.0306</b>	<b>0.0306</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>0.0326</b>

**7.0 Water Detail**

Army Depot Park\_DRAFT - Sacramento County, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	186.3748	0.1406	0.0858	215.4454
Unmitigated	186.3748	0.1406	0.0858	215.4454

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.66601 / 1.634	6.0314	3.5000e-003	2.1000e-003	6.7455
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	106.842 / 0	180.3434	0.1371	0.0837	208.6999
<b>Total</b>		<b>186.3748</b>	<b>0.1406</b>	<b>0.0858</b>	<b>215.4454</b>



Army Depot Park\_DRAFT - Sacramento County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.66601 / 1.634	6.0314	3.5000e-003	2.1000e-003	6.7455
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	106.842 / 0	180.3434	0.1371	0.0837	208.6999
<b>Total</b>		<b>186.3748</b>	<b>0.1406</b>	<b>0.0858</b>	<b>215.4454</b>

**8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste**

Army Depot Park\_DRAFT - Sacramento County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	90.9907	5.3774	0.0000	225.4256
Unmitigated	90.9907	5.3774	0.0000	225.4256

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	13.95	2.8317	0.1674	0.0000	7.0155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	434.3	88.1590	5.2101	0.0000	218.4101
<b>Total</b>		<b>90.9907</b>	<b>5.3774</b>	<b>0.0000</b>	<b>225.4256</b>

Army Depot Park\_DRAFT - Sacramento County, Annual

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	13.95	2.8317	0.1674	0.0000	7.0155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	434.3	88.1590	5.2101	0.0000	218.4101
<b>Total</b>		<b>90.9907</b>	<b>5.3774</b>	<b>0.0000</b>	<b>225.4256</b>

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

Army Depot Park\_DRAFT - Sacramento County, Annual

**11.0 Vegetation**

---

Army Depot Park\_DRAFT - Sacramento County, Winter

**Army Depot Park\_DRAFT**  
**Sacramento County, Winter**

**1.0 Project Characteristics**

---

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.00	1000sqft	0.16	15,000.00	0
Unrefrigerated Warehouse-No Rail	462.02	1000sqft	4.92	462,020.00	0
Parking Lot	755.00	Space	7.32	302,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2022
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MW hr)</b>	590.31	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Army Depot Park\_DRAFT - Sacramento County, Winter

Project Characteristics - Sac MUD from PD

Land Use - Bldg sf from PD. Structures = 41% of 12.4 ac site.

Construction Phase - Adjusted CalEEMod defaults to fit 10 month construction schedule (PD)

Demolition -

Grading -

Vehicle Trips - warehouse trip rate from traffic memo. warehouse trip length = longest length to exit air district

Energy Use - Adjsuted for 2019 Title 24 Standards

Construction Off-road Equipment Mitigation - PM10 reduction measures required by Sac City Code, as identified in Redevelopment Plan EIR.

Fleet Mix - Based on CalEEMod APP E 2013

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	300.00	159.00

## Army Depot Park\_DRAFT - Sacramento County, Winter

tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	11.00
tblEnergyUse	T24E	4.98	4.45
tblEnergyUse	T24E	0.26	0.23
tblEnergyUse	T24NG	12.42	12.30
tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.02	0.08
tblFleetMix	LHD2	5.2450e-003	0.08
tblFleetMix	MCY	5.8840e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.6500e-004	0.00
tblFleetMix	MHD	0.02	0.23
tblFleetMix	OBUS	2.0310e-003	0.00
tblFleetMix	SBUS	6.1900e-004	0.00
tblFleetMix	UBUS	2.0540e-003	0.00
tblLandUse	LotAcreage	0.34	0.16
tblLandUse	LotAcreage	10.61	4.92
tblLandUse	LotAcreage	6.80	7.32
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	10.00	40.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00

## Army Depot Park\_DRAFT - Sacramento County, Winter

tblVehicleTrips	ST_TR	1.68	4.96
tblVehicleTrips	SU_TR	1.68	4.96
tblVehicleTrips	WD_TR	1.68	4.96

## 2.0 Emissions Summary

---





Army Depot Park\_DRAFT - Sacramento County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.5614	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874
Energy	0.0124	0.1131	0.0950	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003		135.7260	135.7260	2.6000e-003	2.4900e-003	136.5325
Mobile	25.4662	705.1258	215.3379	2.7796	82.5355	3.3003	85.8358	23.2403	3.1560	26.3963		295,470.1365	295,470.1365	12.1362		295,773.5425
<b>Total</b>	<b>37.0401</b>	<b>705.2401</b>	<b>215.5589</b>	<b>2.7802</b>	<b>82.5355</b>	<b>3.3094</b>	<b>85.8449</b>	<b>23.2403</b>	<b>3.1650</b>	<b>26.4053</b>		<b>295,606.1321</b>	<b>295,606.1321</b>	<b>12.1396</b>	<b>2.4900e-003</b>	<b>295,910.3624</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.5614	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874
Energy	0.0124	0.1131	0.0950	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003		135.7260	135.7260	2.6000e-003	2.4900e-003	136.5325
Mobile	25.4662	705.1258	215.3379	2.7796	82.5355	3.3003	85.8358	23.2403	3.1560	26.3963		295,470.1365	295,470.1365	12.1362		295,773.5425
<b>Total</b>	<b>37.0401</b>	<b>705.2401</b>	<b>215.5589</b>	<b>2.7802</b>	<b>82.5355</b>	<b>3.3094</b>	<b>85.8449</b>	<b>23.2403</b>	<b>3.1650</b>	<b>26.4053</b>		<b>295,606.1321</b>	<b>295,606.1321</b>	<b>12.1396</b>	<b>2.4900e-003</b>	<b>295,910.3624</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/15/2020	5	11	
2	Site Preparation	Site Preparation	10/15/2020	10/21/2020	5	5	
3	Building Construction	Building Construction	10/22/2020	6/1/2021	5	159	
4	Paving	Paving	6/2/2021	6/16/2021	5	11	
5	Architectural Coating	Architectural Coating	6/17/2021	7/1/2021	5	11	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 7.32

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 715,530; Non-Residential Outdoor: 238,510; Striped Parking Area: 18,120 (Architectural Coating – sqft)

#### OffRoad Equipment

Army Depot Park\_DRAFT - Sacramento County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	409.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	326.00	128.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Army Depot Park\_DRAFT - Sacramento County, Winter

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.3967	0.0000	8.3967	1.2714	0.0000	1.2714			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>8.3967</b>	<b>1.6587</b>	<b>10.0554</b>	<b>1.2714</b>	<b>1.5419</b>	<b>2.8132</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2914	10.7379	2.5201	0.0290	0.6469	0.0390	0.6858	0.1770	0.0373	0.2143		3,107.8188	3,107.8188	0.1872		3,112.4986
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0595	0.0424	0.4194	1.0500e-003	0.1141	7.9000e-004	0.1149	0.0303	7.3000e-004	0.0310		104.5333	104.5333	3.0100e-003		104.6084
<b>Total</b>	<b>0.3510</b>	<b>10.7803</b>	<b>2.9394</b>	<b>0.0301</b>	<b>0.7610</b>	<b>0.0398</b>	<b>0.8007</b>	<b>0.2073</b>	<b>0.0380</b>	<b>0.2453</b>		<b>3,212.3521</b>	<b>3,212.3521</b>	<b>0.1902</b>		<b>3,217.1071</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.7785	0.0000	3.7785	0.5721	0.0000	0.5721			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>	<b>3.7785</b>	<b>1.6587</b>	<b>5.4372</b>	<b>0.5721</b>	<b>1.5419</b>	<b>2.1140</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2914	10.7379	2.5201	0.0290	0.6026	0.0390	0.6416	0.1662	0.0373	0.2034		3,107.8188	3,107.8188	0.1872		3,112.4986
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0595	0.0424	0.4194	1.0500e-003	0.1052	7.9000e-004	0.1060	0.0281	7.3000e-004	0.0288		104.5333	104.5333	3.0100e-003		104.6084
<b>Total</b>	<b>0.3510</b>	<b>10.7803</b>	<b>2.9394</b>	<b>0.0301</b>	<b>0.7078</b>	<b>0.0398</b>	<b>0.7475</b>	<b>0.1943</b>	<b>0.0380</b>	<b>0.2323</b>		<b>3,212.3521</b>	<b>3,212.3521</b>	<b>0.1902</b>		<b>3,217.1071</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0714	0.0509	0.5032	1.2600e-003	0.1369	9.5000e-004	0.1379	0.0363	8.8000e-004	0.0372		125.4399	125.4399	3.6100e-003		125.5301
<b>Total</b>	<b>0.0714</b>	<b>0.0509</b>	<b>0.5032</b>	<b>1.2600e-003</b>	<b>0.1369</b>	<b>9.5000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>8.8000e-004</b>	<b>0.0372</b>		<b>125.4399</b>	<b>125.4399</b>	<b>3.6100e-003</b>		<b>125.5301</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>8.1298</b>	<b>2.1974</b>	<b>10.3272</b>	<b>4.4688</b>	<b>2.0216</b>	<b>6.4904</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>



Army Depot Park\_DRAFT - Sacramento County, Winter

**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0714	0.0509	0.5032	1.2600e-003	0.1262	9.5000e-004	0.1272	0.0337	8.8000e-004	0.0346		125.4399	125.4399	3.6100e-003		125.5301
<b>Total</b>	<b>0.0714</b>	<b>0.0509</b>	<b>0.5032</b>	<b>1.2600e-003</b>	<b>0.1262</b>	<b>9.5000e-004</b>	<b>0.1272</b>	<b>0.0337</b>	<b>8.8000e-004</b>	<b>0.0346</b>		<b>125.4399</b>	<b>125.4399</b>	<b>3.6100e-003</b>		<b>125.5301</b>

**3.4 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.4 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5084	14.3420	4.3454	0.0311	0.7703	0.0757	0.8460	0.2217	0.0724	0.2941		3,288.4774	3,288.4774	0.2070		3,293.6512
Worker	1.2935	0.9217	9.1139	0.0228	2.4799	0.0172	2.4971	0.6578	0.0159	0.6737		2,271.8566	2,271.8566	0.0653		2,273.4896
<b>Total</b>	<b>1.8019</b>	<b>15.2637</b>	<b>13.4593</b>	<b>0.0539</b>	<b>3.2502</b>	<b>0.0930</b>	<b>3.3432</b>	<b>0.8795</b>	<b>0.0883</b>	<b>0.9678</b>		<b>5,560.3340</b>	<b>5,560.3340</b>	<b>0.2723</b>		<b>5,567.1408</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.4 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5084	14.3420	4.3454	0.0311	0.7208	0.0757	0.7965	0.2095	0.0724	0.2820		3,288.4774	3,288.4774	0.2070		3,293.6512
Worker	1.2935	0.9217	9.1139	0.0228	2.2859	0.0172	2.3032	0.6102	0.0159	0.6261		2,271.8566	2,271.8566	0.0653		2,273.4896
<b>Total</b>	<b>1.8019</b>	<b>15.2637</b>	<b>13.4593</b>	<b>0.0539</b>	<b>3.0067</b>	<b>0.0930</b>	<b>3.0997</b>	<b>0.8197</b>	<b>0.0883</b>	<b>0.9081</b>		<b>5,560.3340</b>	<b>5,560.3340</b>	<b>0.2723</b>		<b>5,567.1408</b>

**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.4 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4190	13.0678	3.8074	0.0308	0.7702	0.0375	0.8077	0.2216	0.0358	0.2575		3,260.8265	3,260.8265	0.1981		3,265.7789
Worker	1.2032	0.8261	8.3183	0.0220	2.4799	0.0167	2.4966	0.6578	0.0154	0.6732		2,194.5155	2,194.5155	0.0585		2,195.9775
<b>Total</b>	<b>1.6222</b>	<b>13.8939</b>	<b>12.1257</b>	<b>0.0528</b>	<b>3.2501</b>	<b>0.0542</b>	<b>3.3043</b>	<b>0.8794</b>	<b>0.0512</b>	<b>0.9307</b>		<b>5,455.3419</b>	<b>5,455.3419</b>	<b>0.2566</b>		<b>5,461.7564</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.4 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4190	13.0678	3.8074	0.0308	0.7207	0.0375	0.7582	0.2095	0.0358	0.2453		3,260.8265	3,260.8265	0.1981		3,265.7789
Worker	1.2032	0.8261	8.3183	0.0220	2.2859	0.0167	2.3027	0.6102	0.0154	0.6256		2,194.5155	2,194.5155	0.0585		2,195.9775
<b>Total</b>	<b>1.6222</b>	<b>13.8939</b>	<b>12.1257</b>	<b>0.0528</b>	<b>3.0066</b>	<b>0.0542</b>	<b>3.0608</b>	<b>0.8197</b>	<b>0.0512</b>	<b>0.8709</b>		<b>5,455.3419</b>	<b>5,455.3419</b>	<b>0.2566</b>		<b>5,461.7564</b>

**3.5 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.7435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.9990</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>		<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.5 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0380	0.3827	1.0100e-003	0.1141	7.7000e-004	0.1149	0.0303	7.1000e-004	0.0310		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.0554</b>	<b>0.0380</b>	<b>0.3827</b>	<b>1.0100e-003</b>	<b>0.1141</b>	<b>7.7000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.1000e-004</b>	<b>0.0310</b>		<b>100.9746</b>	<b>100.9746</b>	<b>2.6900e-003</b>		<b>101.0419</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	1.7435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.9990</b>	<b>12.9191</b>	<b>14.6532</b>	<b>0.0228</b>		<b>0.6777</b>	<b>0.6777</b>		<b>0.6235</b>	<b>0.6235</b>	<b>0.0000</b>	<b>2,207.2109</b>	<b>2,207.2109</b>	<b>0.7139</b>		<b>2,225.0573</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.5 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0380	0.3827	1.0100e-003	0.1052	7.7000e-004	0.1060	0.0281	7.1000e-004	0.0288		100.9746	100.9746	2.6900e-003		101.0419
<b>Total</b>	<b>0.0554</b>	<b>0.0380</b>	<b>0.3827</b>	<b>1.0100e-003</b>	<b>0.1052</b>	<b>7.7000e-004</b>	<b>0.1060</b>	<b>0.0281</b>	<b>7.1000e-004</b>	<b>0.0288</b>		<b>100.9746</b>	<b>100.9746</b>	<b>2.6900e-003</b>		<b>101.0419</b>

**3.6 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	409.6329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>409.8518</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**3.6 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2399	0.1647	1.6586	4.3900e-003	0.4945	3.3400e-003	0.4978	0.1312	3.0800e-003	0.1342		437.5568	437.5568	0.0117		437.8483
<b>Total</b>	<b>0.2399</b>	<b>0.1647</b>	<b>1.6586</b>	<b>4.3900e-003</b>	<b>0.4945</b>	<b>3.3400e-003</b>	<b>0.4978</b>	<b>0.1312</b>	<b>3.0800e-003</b>	<b>0.1342</b>		<b>437.5568</b>	<b>437.5568</b>	<b>0.0117</b>		<b>437.8483</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	409.6329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>409.8518</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>



Army Depot Park\_DRAFT - Sacramento County, Winter

**3.6 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2399	0.1647	1.6586	4.3900e-003	0.4558	3.3400e-003	0.4591	0.1217	3.0800e-003	0.1247		437.5568	437.5568	0.0117		437.8483
<b>Total</b>	<b>0.2399</b>	<b>0.1647</b>	<b>1.6586</b>	<b>4.3900e-003</b>	<b>0.4558</b>	<b>3.3400e-003</b>	<b>0.4591</b>	<b>0.1217</b>	<b>3.0800e-003</b>	<b>0.1247</b>		<b>437.5568</b>	<b>437.5568</b>	<b>0.0117</b>		<b>437.8483</b>

**4.0 Operational Detail - Mobile**

---

**4.1 Mitigation Measures Mobile**

Army Depot Park\_DRAFT - Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	25.4662	705.1258	215.3379	2.7796	82.5355	3.3003	85.8358	23.2403	3.1560	26.3963		295,470.1365	295,470.1365	12.1362		295,773.5425
Unmitigated	25.4662	705.1258	215.3379	2.7796	82.5355	3.3003	85.8358	23.2403	3.1560	26.3963		295,470.1365	295,470.1365	12.1362		295,773.5425

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	165.45	36.90	15.75	259,584	259,584
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,291.62	2,291.62	2,291.62	33,365,976	33,365,976
Total	2,457.07	2,328.52	2,307.37	33,625,559	33,625,559

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	10.00	5.00	6.50	33.00	48.00	19.00	77	19	4
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	40.00	5.00	6.50	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Army Depot Park\_DRAFT - Sacramento County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.559527	0.038733	0.206173	0.118029	0.019040	0.005245	0.018552	0.023249	0.002031	0.002054	0.005884	0.000619	0.000865
Parking Lot	0.559527	0.038733	0.206173	0.118029	0.019040	0.005245	0.018552	0.023249	0.002031	0.002054	0.005884	0.000619	0.000865
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.080570	0.080570	0.229360	0.609500	0.000000	0.000000	0.000000	0.000000	0.000000

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0124	0.1131	0.0950	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003		135.7260	135.7260	2.6000e-003	2.4900e-003	136.5325
NaturalGas Unmitigated	0.0124	0.1131	0.0950	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003		135.7260	135.7260	2.6000e-003	2.4900e-003	136.5325

Army Depot Park\_DRAFT - Sacramento County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	533.425	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003		62.7558	62.7558	1.2000e-003	1.1500e-003	63.1288
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	620.246	6.6900e-003	0.0608	0.0511	3.6000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003		72.9701	72.9701	1.4000e-003	1.3400e-003	73.4038
<b>Total</b>		<b>0.0124</b>	<b>0.1131</b>	<b>0.0950</b>	<b>6.7000e-004</b>		<b>8.5900e-003</b>	<b>8.5900e-003</b>		<b>8.5900e-003</b>	<b>8.5900e-003</b>		<b>135.7260</b>	<b>135.7260</b>	<b>2.6000e-003</b>	<b>2.4900e-003</b>	<b>136.5325</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.533425	5.7500e-003	0.0523	0.0439	3.1000e-004		3.9700e-003	3.9700e-003		3.9700e-003	3.9700e-003		62.7558	62.7558	1.2000e-003	1.1500e-003	63.1288
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.620246	6.6900e-003	0.0608	0.0511	3.6000e-004		4.6200e-003	4.6200e-003		4.6200e-003	4.6200e-003		72.9701	72.9701	1.4000e-003	1.3400e-003	73.4038
<b>Total</b>		<b>0.0124</b>	<b>0.1131</b>	<b>0.0950</b>	<b>6.7000e-004</b>		<b>8.5900e-003</b>	<b>8.5900e-003</b>		<b>8.5900e-003</b>	<b>8.5900e-003</b>		<b>135.7260</b>	<b>135.7260</b>	<b>2.6000e-003</b>	<b>2.4900e-003</b>	<b>136.5325</b>

Army Depot Park\_DRAFT - Sacramento County, Winter

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.5614	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874
Unmitigated	11.5614	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874

Army Depot Park\_DRAFT - Sacramento County, Winter

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.3152					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0117	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874
<b>Total</b>	<b>11.5614</b>	<b>1.1500e-003</b>	<b>0.1260</b>	<b>1.0000e-005</b>		<b>4.5000e-004</b>	<b>4.5000e-004</b>		<b>4.5000e-004</b>	<b>4.5000e-004</b>		<b>0.2696</b>	<b>0.2696</b>	<b>7.1000e-004</b>		<b>0.2874</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.3152					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0117	1.1500e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2696	0.2696	7.1000e-004		0.2874
<b>Total</b>	<b>11.5614</b>	<b>1.1500e-003</b>	<b>0.1260</b>	<b>1.0000e-005</b>		<b>4.5000e-004</b>	<b>4.5000e-004</b>		<b>4.5000e-004</b>	<b>4.5000e-004</b>		<b>0.2696</b>	<b>0.2696</b>	<b>7.1000e-004</b>		<b>0.2874</b>

**7.0 Water Detail**

Army Depot Park\_DRAFT - Sacramento County, Winter

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**





# **ATTACHMENT 2**

## Traffic Impact Analysis

---



# DEPOT PARK LOGISTICS FACILITY TRAFFIC IMPACT ANALYSIS

FINAL REPORT

JUNE 1, 2020

PREPARED FOR:

**CITY OF SACRAMENTO**



8950 CAL CENTER DRIVE, SUITE 340, SACRAMENTO, CA 95826 • 916.368.2000 • [DKSASSOCIATES.COM](http://DKSASSOCIATES.COM)

SHAPING A SMARTER TRANSPORTATION EXPERIENCE™

AN EMPLOYEE-OWNED COMPANY

# TABLE OF CONTENTS

<b>INTRODUCTION.....</b>	<b>4</b>
<b>PROJECT DESCRIPTION.....</b>	<b>4</b>
<b>ENVIRONMENTAL SETTING.....</b>	<b>4</b>
ROADWAY SYSTEM .....	4
EXISTING PEDESTRIAN SYSTEM .....	7
EXISTING BICYCLE SYSTEM.....	7
TRANSIT SYSTEM .....	8
STUDY AREA .....	9
EXISTING INTERSECTION GEOMETRY.....	9
DATA COLLECTION.....	9
TRAFFIC VOLUME ADJUSTMENT BASED ON COVID RELATED TRAVEL REDUCTION .....	9
REGULATORY SETTING .....	13
CITY OF SACRAMENTO.....	13
LEVEL OF SERVICE AND QUEUE LENGTH ANALYSIS AND METHODOLOGY .....	15
RESULTS OF EXISTING CONDITION ANALYSIS.....	17
<b>PROJECT TRAVEL CHARACTERISTICS.....</b>	<b>19</b>
TRIP GENERATION .....	19
TRIP DISTRIBUTION.....	20
<b>THRESHOLDS OF SIGNIFICANCE .....</b>	<b>21</b>
INTERSECTIONS – CITY OF SACRAMENTO .....	21
ROADWAY SEGMENTS- CITY OF SACRAMENTO.....	22
TRANSIT .....	22
BICYCLE FACILITIES .....	22
PEDESTRIAN CIRCULATION .....	22
CONSTRUCTION-RELATED TRAFFIC IMPACTS .....	22
<b>EXISTING PLUS PROJECT TRAFFIC CONDITIONS .....</b>	<b>22</b>
IMPACTS AND MITIGATION MEASURES .....	27
<b>ON-SITE OPERATIONS REVIEW AND QUEUING .....</b>	<b>29</b>
DRIVEWAY THROAT LENGTHS .....	29
BICYCLE ACCESS.....	30
PEDESTRIAN ACCESS.....	30
TRUCK ACCESS .....	30

## LIST OF FIGURES

FIGURE 1. STUDY AREA .....	5
FIGURE 2. SITE PLAN .....	6
FIGURE 3. BIKEWAYS .....	7
FIGURE 4. REGIONAL TRANSIT MAP.....	8
FIGURE 5. INTERSECTION LANE CONFIGURATION .....	11
FIGURE 6. EXISTING AM AND PM VOLUMES (SCALED) .....	12
FIGURE 7. TRIP DISTRIBUTION .....	21
FIGURE 8. EXISTING PLUS PROJECT VOLUMES .....	24

## LIST OF TABLES

TABLE 1. INTERSECTION LEVEL OF SERVICE.....	15
TABLE 2. LEVEL OF SERVICE THRESHOLD FOR ROADWAY SEGMENT .....	16
TABLE 3. EXISTING INTERSECTION OPERATION ANALYSIS .....	17
TABLE 4. EXISTING INTERSECTION QUEUE ANALYSIS .....	17
TABLE 5. EXISTING ROADWAY SEGMENT ANALYSIS .....	19
TABLE 6. VEHICULAR TRIP GENERATION BY CLASSIFICATION .....	20
TABLE 7. RECOMMENDED TRIP GENERATION.....	20
TABLE 8. EXISTING PLUS PROJECT INTERSECTION ANALYSIS .....	25
TABLE 9. EXISTING PLUS PROJECT ROADWAY SEGMENT ANALYSIS .....	26
TABLE 10. EXISTING AND EXISTING PLUS PROJECT INTERSECTION ANALYSIS .....	27

## INTRODUCTION

This transportation analysis addresses transportation and circulation conditions associated with a proposed development project within the Army Depot Business Park in the City of Sacramento. The analysis focuses on the project's relationship to the City street system, including nearby intersections, the proposed access point, and on-site circulation. The analysis includes consideration of motorized vehicle traffic impacts on roadway capacity, construction impacts, and potential impacts to transit service, bicyclists, and pedestrians. Quantitative transportation analyses have been conducted for the following scenarios:

- Existing Conditions (2020)
- Existing Plus Project

## PROJECT DESCRIPTION

As illustrated in **Figure 1**, the 27-acre project site is just west of Florin Perkins Road and north of Elder Creek Road. It is located along Kwajalein Street between Midway Avenue and Mortono Street. The site currently is mostly vacant, undeveloped land with small industrial buildings at the northwest corner. The project proposes a cross-dock warehouse of approximately 477,120 square feet with capability of handling a number of tenants and uses. **Figure 2** shows the site plan.

The project site is located within a heavy industrial (M-2) zone. Surrounding parcels consist of industrial and commercial uses.

## ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below.

### ROADWAY SYSTEM

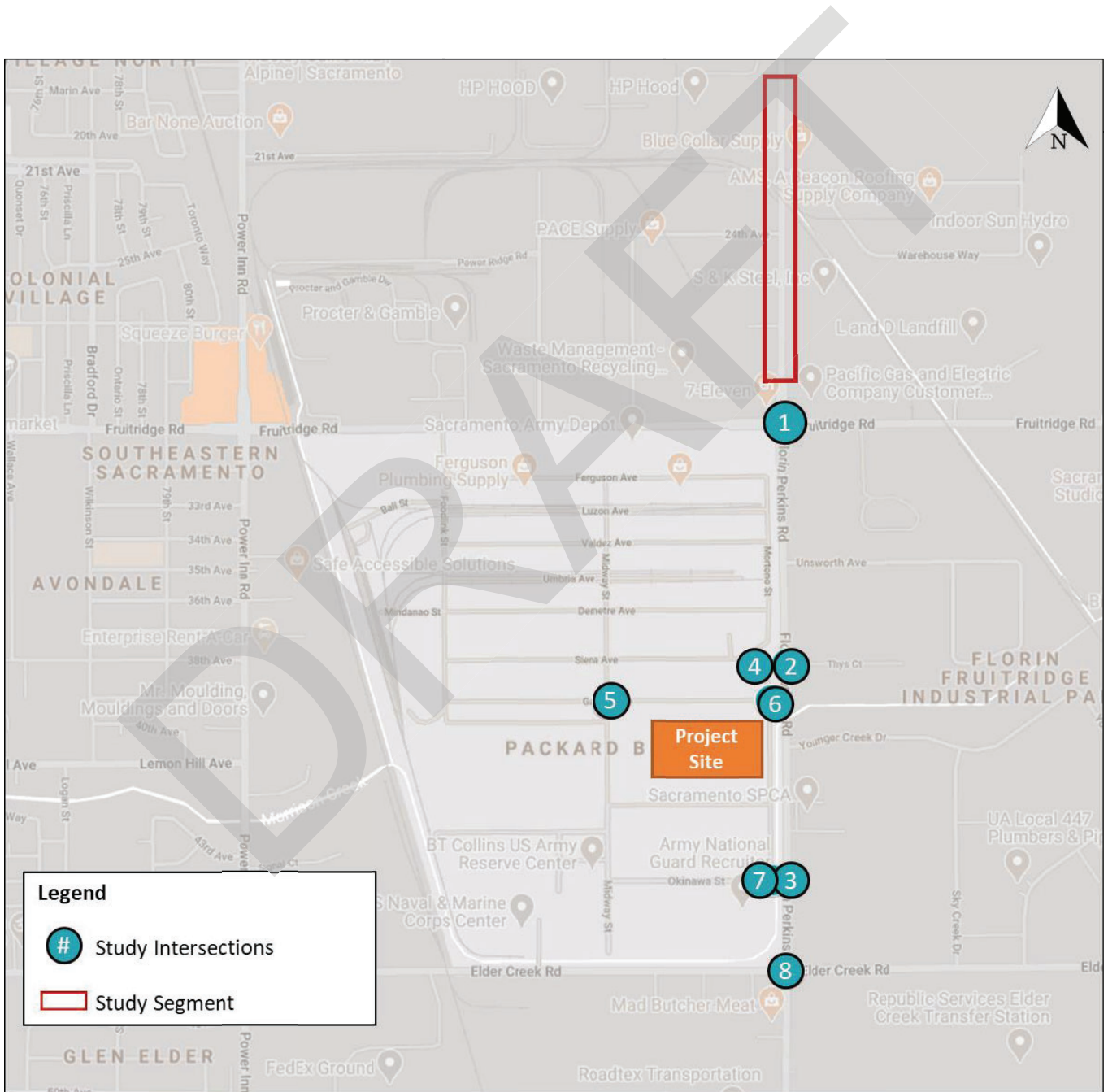
The roadway system near the proposed project is described below.

**Florin Perkins Road** is a north-south arterial located 200 feet east of the project site. To the north, the roadway provides access to SR 16 which connects to US 50. To the south, Florin Perkins Road extends to Florin Road, where it becomes French Road that further extends to Gerber Road. Florin Perkins Road has two through lanes.

**Power Inn Road** is a north-south arterial located about 0.8 miles west of the project site. To the north, the roadway extends to Folsom Boulevard (SR 16) where it becomes Howe Avenue that provides access to US 50. Howe Avenue extends further north to provide access through northern Sacramento County to SR 51. To the south, Power Inn Road extends to Sheldon Road in the City of Elk Grove. Power Inn Road has two to three through lanes.

**Fruitridge Road** is an east-west arterial located about 0.5 miles north of the project site. To the west, the roadway provides access to SR 99 and extends to South Land Park Drive. To the east, Fruitridge Road extends to Mayhew Road. Fruitridge Road has two to four through lanes.

**Elder Creek Road** is an east-west arterial located about 0.4 miles south of the project site. To the west, Elder Creek Road extends to Stockton Boulevard, where it becomes 47th Avenue. 47th Avenue provides access to SR 99. To the east, Elder Creek Road extends to Excelsior Road. Elder Creek Road has two to four through lanes.



**FIGURE 1. STUDY AREA**



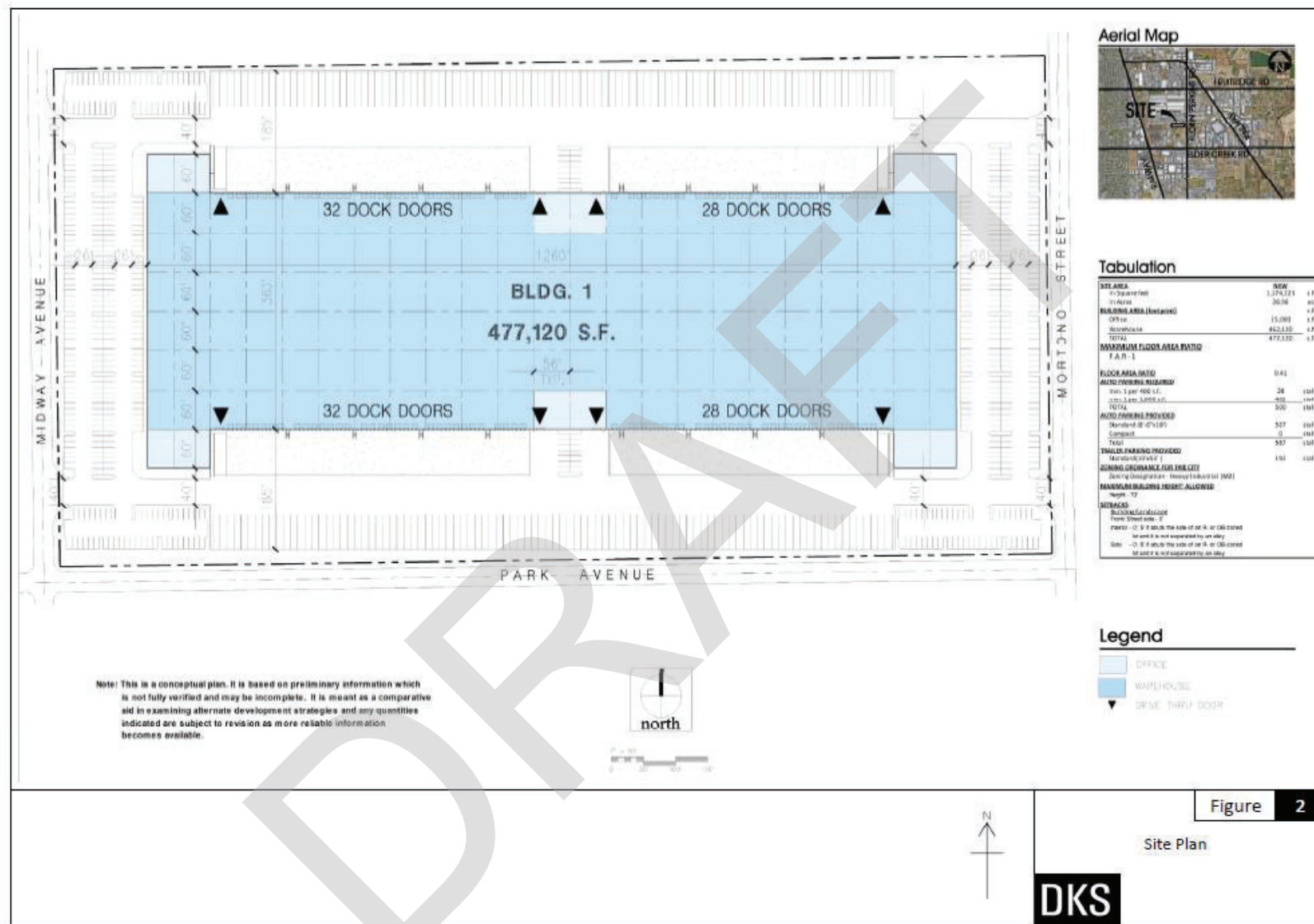


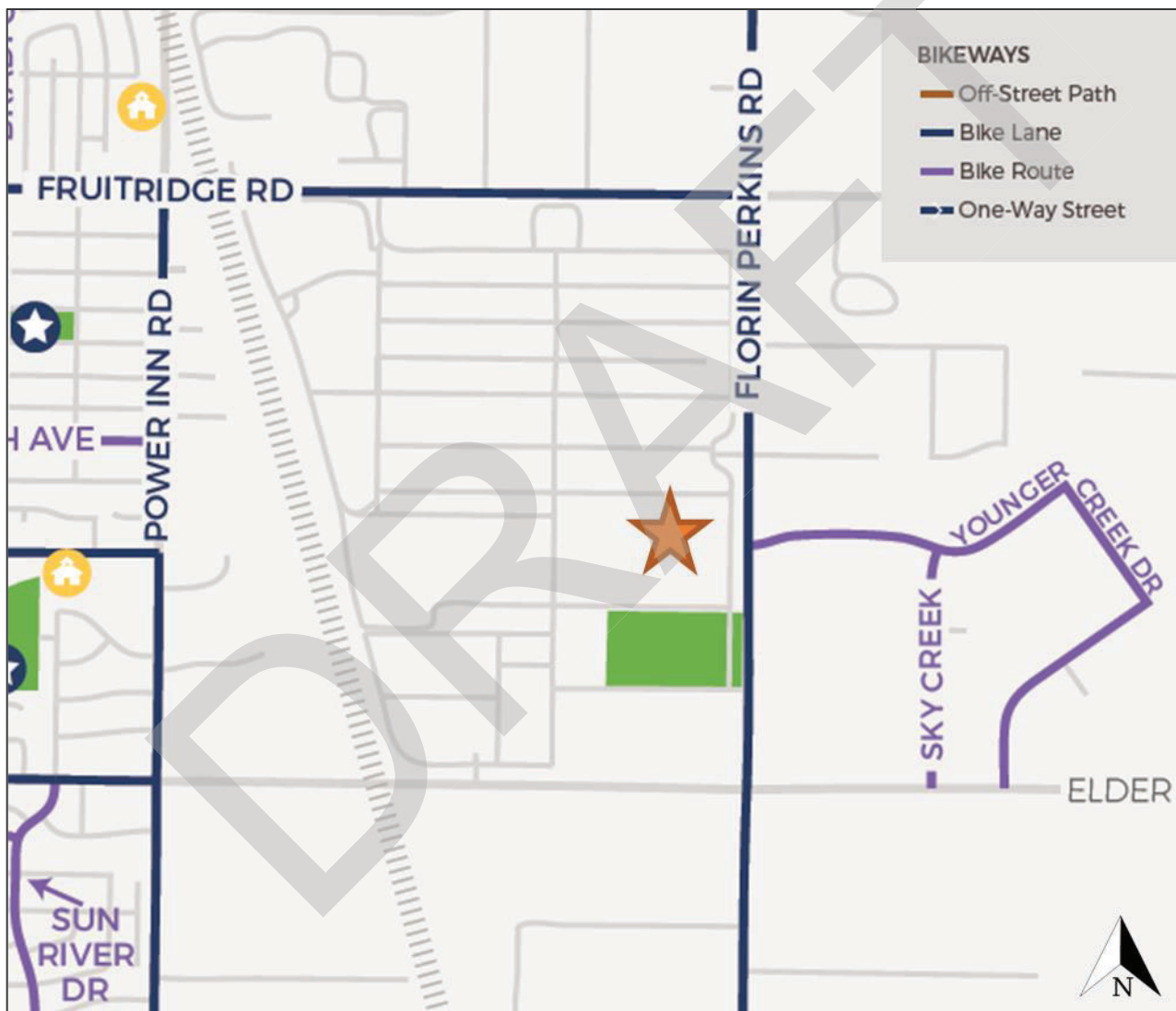
FIGURE 2. SITE PLAN

### EXISTING PEDESTRIAN SYSTEM

The pedestrian system in the site vicinity consists of sidewalks along Florin Perkins Road, Fruitridge Road, Power Inn Road and Elder Creek Road. Among the internal roads, parts of Okinawa Street, Midway Avenue and Santa Cruz Street have sidewalks.

### EXISTING BICYCLE SYSTEM

**Figure 3** illustrates the existing bicycle system in the site vicinity. There are existing bike lanes along both sides of Fruitridge Road, Power Inn Road and Florin Perkins Road in the site vicinity.



**FIGURE 3. BIKEWAYS**

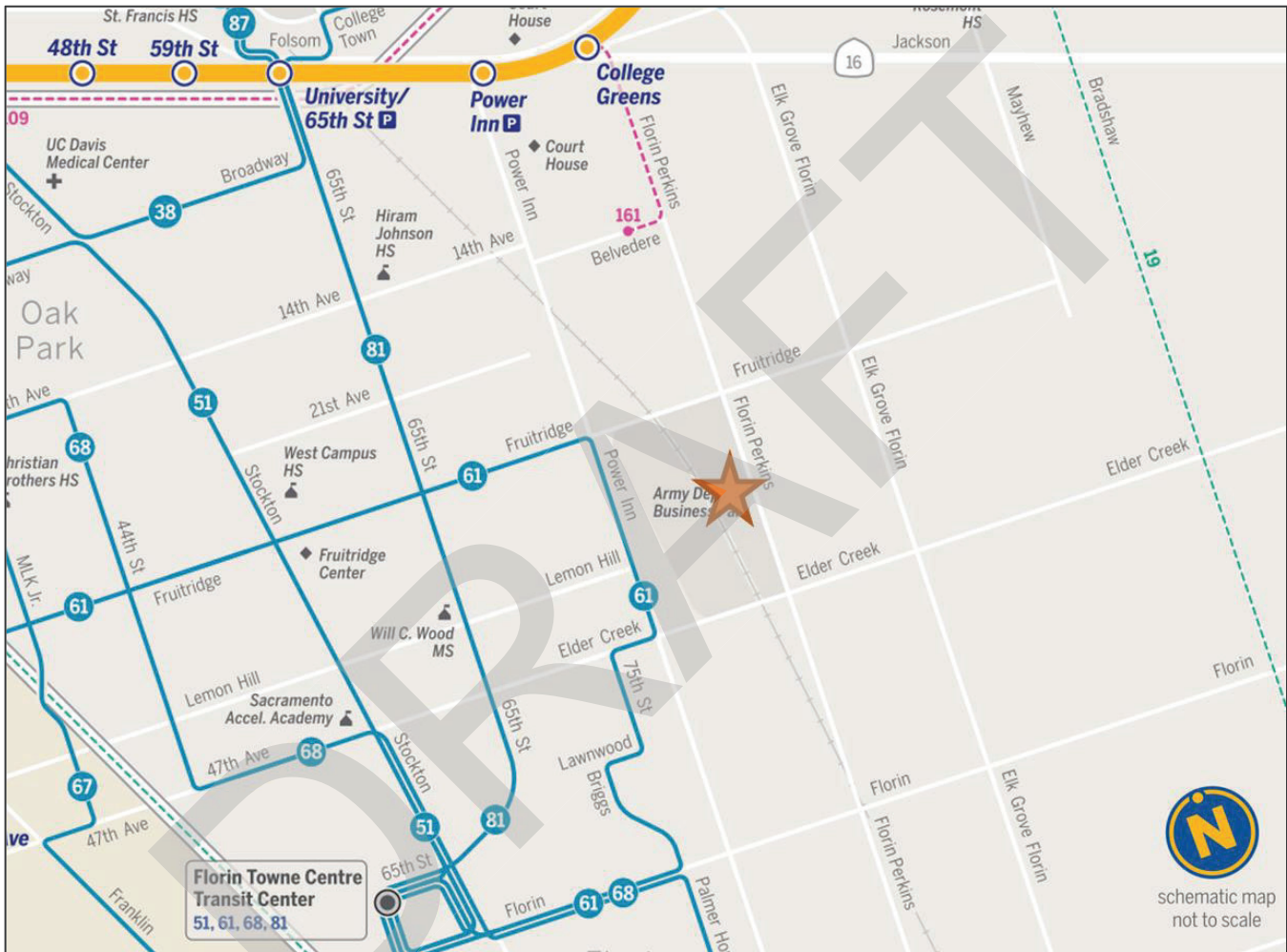
Source: City of Sacramento Bikeway User Map, Bicycle master Plan amended on Aug 14,2018



## TRANSIT SYSTEM

Regional Transit (RT) service in the site vicinity is illustrated in **Figure 4**.

There is limited transit service in the vicinity of the project site. Bus Route 61 (Fruitridge) operates along Fruitridge Road and along Power Inn Road, west of the project site. Bus Route 81 operates on 65<sup>th</sup> Street about 1.8 miles west of the project site. RT's Gold Line Light Rail service is located about 2 miles north of the site.



**FIGURE 4. REGIONAL TRANSIT MAP**

Source: Sacramento Regional Transit Bus & Light Rail System Map

## STUDY AREA

---

The study facilities were determined as the routes that connect the project site to eastbound and westbound US 50 as well as SR-99. The following intersections are included in the study area and shown in Figure 1:

1. Florin Perkins Road & Fruitridge Road
2. Florin Perkins Road & Siena Avenue/Thys Court
3. Florin Perkins Road & Okinawa Street
4. Siena Avenue & Mortono Street
5. Midway Avenue/Midway Street & Galena Avenue
6. Mortono Street & Galena Avenue
7. Mortono Street & Okinawa Street
8. Elder Creek Road & Florin Perkins Road

The following segments are also included in the study area:

1. Florin Perkins Road between Belvedere Avenue & Fruitridge Road

## EXISTING INTERSECTION GEOMETRY

---

Existing intersection geometry (number of approach lanes and traffic control) is illustrated in **Figure 5**.

## DATA COLLECTION

---

Peak period intersection turning movement counts were conducted for the a.m. weekday peak period (7:00 to 9:00 a.m.) and the p.m. weekday peak period (4:00 to 6:00 p.m.) on Tuesday, March 24, 2020. Daily traffic counts were conducted along the study roadway segment from Tuesday, March 24 to Thursday March 26, 2020 to obtain an average weekday daily traffic volume.

## TRAFFIC VOLUME ADJUSTMENT BASED ON COVID RELATED TRAVEL REDUCTION

---

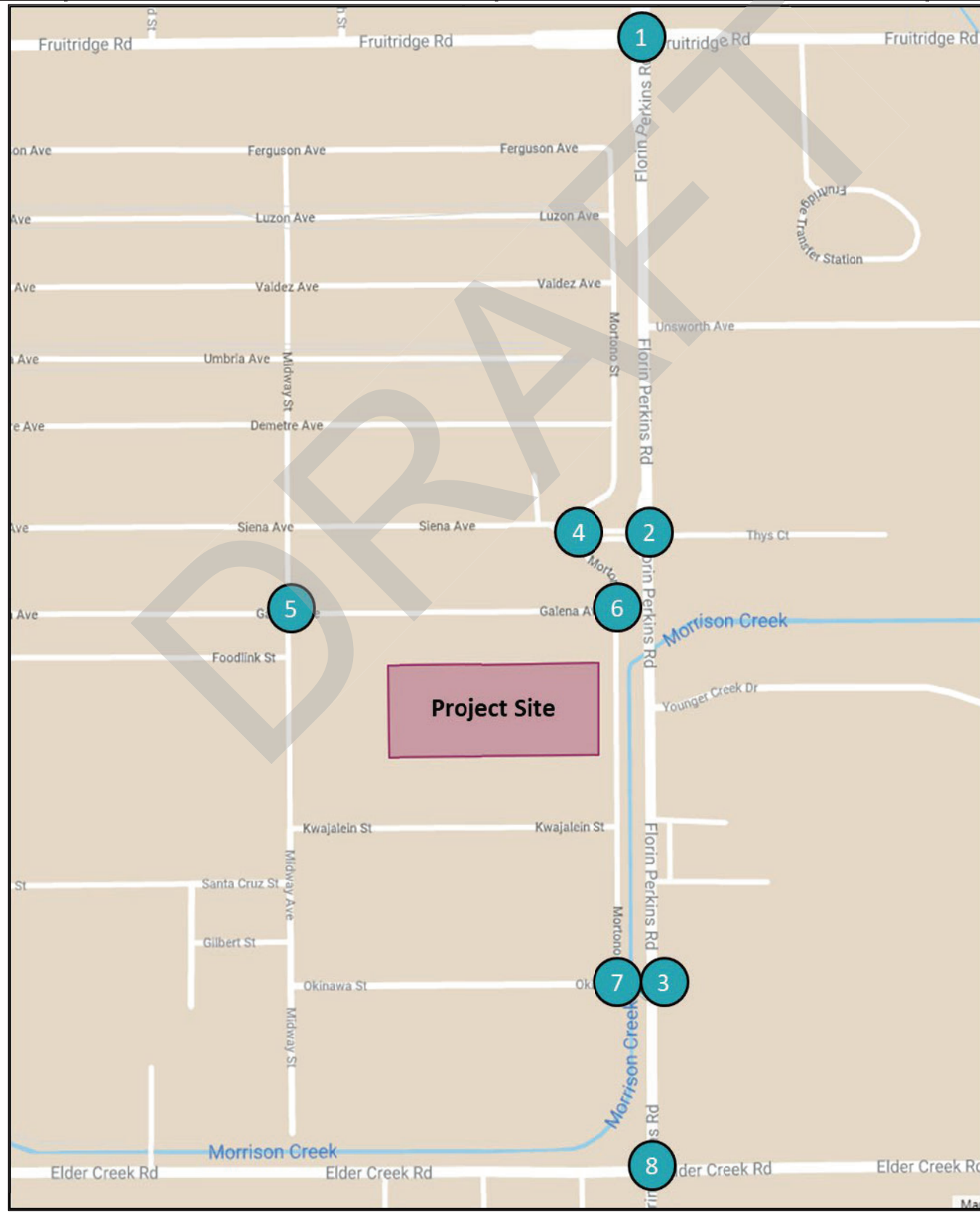
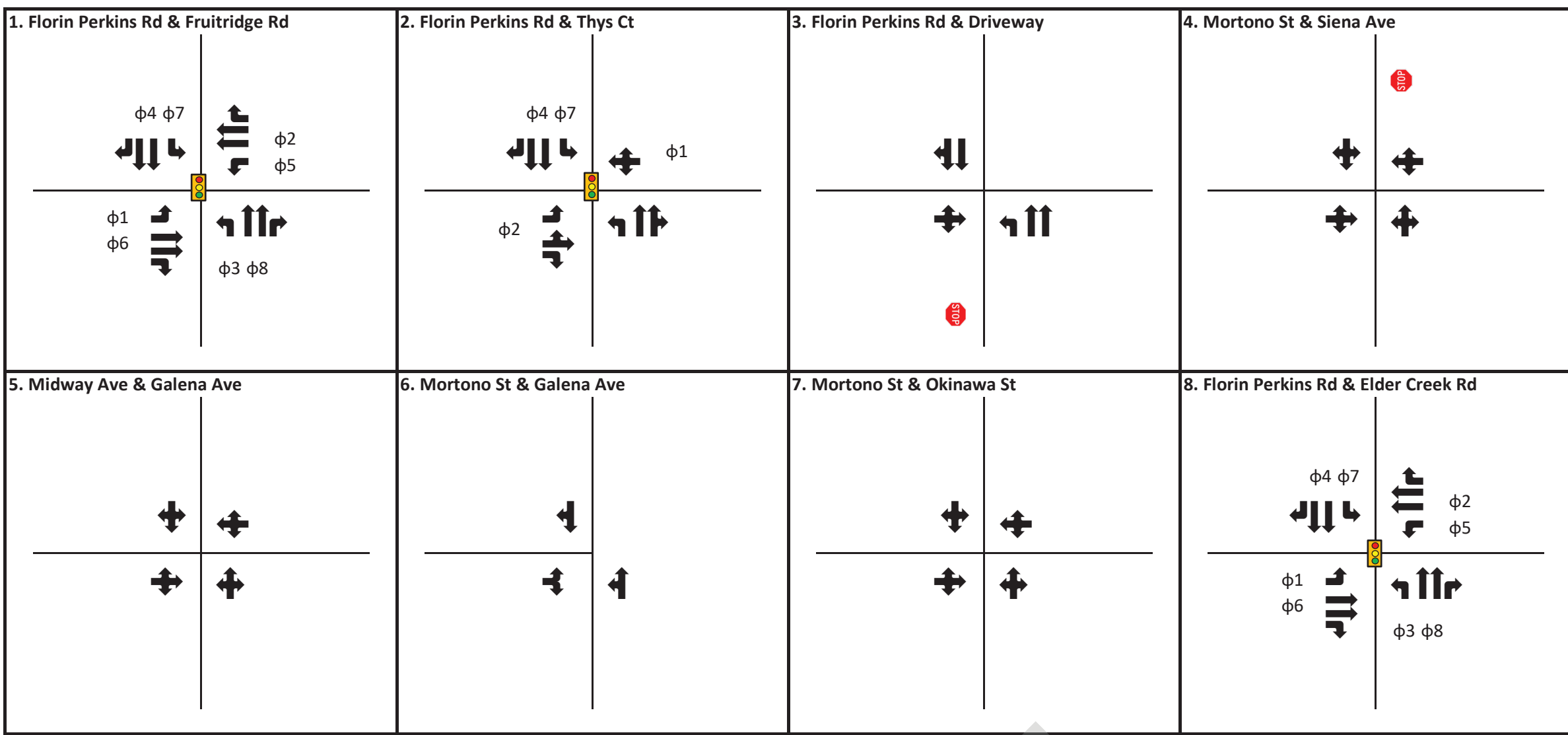
Traffic counts were performed on Tuesday, March 24, 2020. The traffic counts were further adjusted to reverse the impact of reduced travel demand volumes due to the COVID-19 pandemic and shelter-in-place order in California. Traffic counts from 2019 and 2035/2040 traffic volume forecast from the 2040 General Plan were available for Southbound Florin Perkins Road (North of Fruitridge).

Year 2019 traffic counts and Year 2035 traffic forecast were used to interpolate Year 2020 Traffic volume. A multiplier was calculated based on Year 2020 traffic count and Year 2020 traffic volume estimate. As shown in 'Multiplier calculation' in appendix B, the multiplier is calculated to be 1.6.



It is assumed that the approach splits have not been impacted by shelter-in-place for local streets as the project area has homogenous land use. This multiplier was applied to the traffic count of all 8 intersections in the study area to scale up the traffic volume.

Similarly, Year 2019 peak hour counts, and daily counts are used to interpolate year 2020 daily counts from year 2020 scaled peak hour volume. **Figure 6** illustrates the peak hour traffic volumes used in the analysis. Detailed traffic count data are included in appendix A and adjusted traffic counts are included in the technical appendix B.

DRAFT



**LEGEND**

-  Stop Control
-  Traffic Signal

**Figure 5**

Lane Configurations and Traffic Signal Phasing  
Sacramento Depot Park TIA

