Raising Cane's Delta Shores Project

(P06-197)

Addendum to the
City of Sacramento

Environmental Impact Report for the Delta Shores(P06-197)

(SCH No.2007042070)

Prepared for
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1.0 INTRODUCTION & PURPOSE

The project applicant is requesting the City of Sacramento's consideration of the approval of the Raising Cane's Delta Shores Project (proposed project or project), an approximately 2,768-square-foot (sf) drive-thru restaurant on a 1.24-acre project site within the Delta Shores commercial development located in southern Sacramento.

1.1 Project Location

The project site is located in the southern area of the City of Sacramento (City) in Sacramento County (County), approximately 0.31 miles east of Interstate 5 (I-5) and approximately 4.0 miles west of State Route 99 (SR 99). The site is at the southwest corner of the intersection of Delta Shores Circle and Consumnes River Boulevard. Existing vehicular access to the site is provided from one driveway on Consumnes River Boulevard. The site is generally bordered by Consumnes River Boulevard to the north, a multi-family residential development to the east, a undeveloped lot to the south, and an existing ARCO gas station, associated am/pm convenience store, and Delta Shores Circle to the west (see ***Figure 1: Regional Vicinity Map***, ***Figure 2: Site Vicinity Map*****, and *Figure 3: USGS Topographic Map***).

1.2 Background

The project site is within the Delta Shores Planned Unit Development (PUD) adjacent to the southern boundary of the city limits, consisting of approximately 782-acres. The Sacramento City Council originally approved the Delta Shores PUD in the early 1980s to guide long-term development within the southern portion of the city. On February 24, 1983, the Council adopted the Delta Shores Village PUD (P06-197), which established a land use framework emphasizing employment-generating uses such as high-technology industrial, office, commercial, and retail development, with limited residential components intended to support the surrounding employment areas. Although the PUD was approved in the 1980s, the project site remained largely undeveloped aside from the installation of limited utility infrastructure and continued to be used primarily for agricultural purposes through 2009. The P06-197 file also reflects subsequent updates to the original PUD, which refined land use designations and development standards to respond to evolving market conditions, infrastructure requirements, and City planning policies.. On January 13, 2009, the City adopted Resolution No. 2009-340, certifying the Delta Shores Environmental Impact Report (EIR) (referred herein as the Delta Shores EIR (SCH No.2007042070))[1], to which this document is an addendum. This EIR is incorporated by reference into this Addendum. Incorporating the Delta Shores EIR is appropriate because it is the original CEQA document that evaluated development of the project site and the surrounding area. This addendum relies on many of the development parameters used in the analysis of the Delta Shores EIR and as such, this addendum tiers off of that previous analysis. The City Council also approved a series of entitlements related to the development including the approval of the Delta Shores PUD, allowing a mix of residential and commercial development.

On August 29, 2024, the City of Sacramento published an Addendum to the previously certified Environmental Impact Report (EIR) for the Delta Shores project, specifically addressing the Delta Shores East Phase (P23-018). This Addendum would allow a net increase of up to 353 residential dwelling units within areas located east and south of the current proposed project site, within the Delta Shores Planned

[1] City of Sacramento, Delta Shores Final EIR (2009) https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/Delta-Shores/DeltaShoresFEIR.pdf

Unit Development (PUD). The areas analyzed in the 2024 Addendum were designated for residential uses and do not include the commercial-designated land associated with the current project. Although the 2024 Addendum does not apply to the current proposed amendment, its analysis of wildfire-related environmental impacts is referenced in this document, as wildfire was added as a topic under the CEQA Guidelines Appendix G in 2018.

The project site for the proposed project is within the boundaries of the Delta Shores Project area. The Delta Shores EIR identified that the following topical areas would have a less than significant impact with the adoption of mitigation measures: Aesthetics and Visual resources, Agricultural Resources, Air Quality, Biological Resources, Hydrology and Water Quality, Noise, Public Services, Public Utilities, and Transportation and Circulation. The Delta Shores EIR found that impacts would be less than significant without mitigation for Agricultural Resources, Air Quality, Biological Resources, Noise, Public Services, and Transportation and Circulation. No significant impacts were identified for the topic of Energy, Land Use, and Population and Housing. The Delta Shores EIR did not include analysis of impacts for Mineral Resources and Wildfire, but the 2007 Initial Study (P06-197) evaluated emergency access and evacuation in the Hazards and Hazardous Conditions section. The Delta Shores EIR found that there would be no project-specific or cumulative significant and unavoidable impacts to aesthetic and visual resources, agricultural resources, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, public services, public utilities or Global Climate Change.

The Delta Shores project was approved under the land use and density goals of the 2040 General Plan. The proposed project is consistent with these goals as the proposed project is an infill project, and consistent with the site's general plan land use designation (General Commercial) and zoning (C-2-PUD), with the approval of a conditional use permit. As described in the 2040 General Plan, the City's goal is to grow inward, within the city limits, and develop vacant or underutilized parcels. The proposed urban form, with parking interior to the site, and pedestrian connections to sidewalks, complies with the design requirements set forth in the City's Design Guidelines and is similar in nature to other drive-thru restaurant uses near the project site.

1.3 Conclusion

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Sacramento. Pursuant to the provisions of CEQA and the State CEQA Guidelines, City of Sacramento is the Lead Agency charged with the responsibility of deciding whether to approve the project.

Section 15164(b) of the State CEQA Guidelines states that "an addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent Environmental Impact Report (EIR) or Negative Declaration is only required when:

(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.

As part of its decision-making process, the City is required to review and consider whether the project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the *Delta Shores Environmental Impact Report* (Delta Shores EIR). Additional CEQA review beyond this Addendum would be triggered if the proposed project creates new significant impacts or impacts that are more severe than those disclosed in the Delta Shores EIR such that major revisions to the Delta Shores EIR would be required.

The following describes the requirements of an addendum, as defined by State CEQA Guidelines Section 15164:

(a) The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the Final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR prior to making a decision on the project.

A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This Raising Cane's Delta Shores Project Addendum to the Delta Shores EIR finds that potential impacts associated with this project would be less than or the same as those described in the Delta Shores EIR for buildout of the Delta Shores area. As discussed in this Addendum, these conclusions are supported by substantial evidence, including project-specific analyses of potential environmental impacts.

Consistent with State CEQA Guidelines Section 15162, based upon the analysis of potential environmental consequences anticipated to occur from implementation of the project as provided in Section 3, *Evaluation of Environmental Impacts*, the project would not result in any new or more severe impacts that were not disclosed, analyzed, and mitigated for in the Delta Shores EIR. As demonstrated in this Addendum, the project's potential impacts would either be the same or less than those anticipated for the future development on the project site as evaluated in the Delta Shores EIR. In addition, there are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Consistent with CEQA Guidelines Section 15162(a)(3)(C), no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed for the Delta Shores EIR would substantially reduce one or more significant effects on the environment. Therefore, and as set forth below, none of the conditions described in CEQA Guidelines Section 15162 have occurred, thus an addendum is appropriate (CEQA Guidelines §15164(b)).

Therefore, in accordance with State CEQA Guidelines Section 15162 and Section 15164, this Addendum to the previously adopted Delta Shores EIR is the appropriate environmental documentation for the project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the Delta Shores EIR, as augmented by this Addendum. Therefore, preparation of a subsequent environmental impact report is not required and the appropriate CEQA document for the project is this Addendum to the Delta Shores EIR. No additional environmental analysis or review is required for the project. This document will be maintained in the administrative record files at the City of Sacramento offices.

2 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Setting and Location

The approximately 1.24-acre project site is comprised of Assessor Parcel Numbers [APNs] 053-0190-028-0000 and 053-0190-029-0000 and is located in the City of Sacramento, California. The City is approximately 98.61 square miles in Sacramento County. The project site is located in the southern area of the City, approximately 0.31 miles east of Interstate 5 (I-5) and approximately 4.0 miles west of State Route 99 (SR 99). The site is at the southwest corner of the intersection of Delta Shores Circle and Consumnes River Boulevard. Existing vehicular access to the site is provided from one driveway on Consumnes River Boulevard. ***Figure 1: Regional Vicinity Map*** and ***Figure 2: Site Vicinity Map*** depict the project site in a regional and local context, respectively.

The southern and central portions of the project site are vacant, and the northern portion of the site is partially paved consisting of a driveway and parking along Consumnes River Boulevard. A sidewalk and some ornamental landscaping are located along Consumnes River Boulevard directly adjacent to the northern boundary of the project site. There is a sound wall for residential development on the eastern boundary of the project site. The southern boundary of the project site is separated from the vacant lot by temporary fencing. The western boundary of the site is primarily a driveway for cars to access the ARCO gas station and am/pm convenience store. The project site is generally flat, and elevations range from approximately 16 to 17 feet above mean sea level (amsl).

The site is generally bordered by Consumnes River Boulevard to the north, a multi-family residential development to the east, an undeveloped lot to the south, and an existing ARCO gas station, associated am/pm convenience store, and Delta Shores Circle to the west. **Table 2.1-1: Existing Land Uses** summarizes the land uses on and near the project site.

Table 2.1-1: Existing Land Uses

Direction	Land Uses
Project site	Northern portion of site is paved and landscaped. The southern and central portions of the site is graded but not developed.
North	Consumnes River Boulevard and a commercial center
South	A vacant undeveloped lot
East	Multi-family Residential
West	Delta Shores Circle, ARCO gas station and am/pm convenience store

2.2 Existing Land Use Designations

The City's 2040 General Plan Land Use Plan Map depicts the City's land use designations and indicates that the project site has a general commercial land use designation. The general commercial land use designation allows retail stores, dining, entertainment, offices, lodging, recreational, cultural facilities, attached residential dwelling units and compatible public, quasi-public, and special uses.

The City's Zoning Map identifies the project site as general commercial zoning and is located within the Delta Shores PUD.

2.3 Project Characteristics

Site Development

The environmental analysis provided for this Addendum is based on the development of an approximately 2,768-sf Raising Cane's Chicken Fingers Drive-Thru Restaurant on the 1.24-acre project site. The restaurant building would be oriented east-to-west and with a building height of approximately 23 feet along with approximately 34,052 sf of hardscape area, 17,258 sf of landscape area, 27 parking spaces, and a total drive-thru queue stacking of 330 linear feet for the inner lane and 370 linear feet for outer lane. Delivery trucks and Passenger vehicles would access the project site from the northern driveway on Consumnes River Boulevard. ***Figure 4: Conceptual Site Plan*** depicts the proposed development. **Table 2.3-1: Project Building Summary**, summarizes the project's characteristics.

The environmental analysis provided for this Addendum is based on the development of an approximately 115,960-sf of retail, restaurant, and other commercial uses on an approximately 12.54-acre project site for the Delta Shores Project (P06-197). The previously proposed Delta Shores EIR uses consisted of 1,300,000 square feet of retail and commercial in the general commercial commercial/retail center (Village Center) and 161,600 square feet of retail and office in the Residential/Mixed-Use area. Those previously proposed structures proposed single story buildings with heights no greater than 45 feet as described in the Delta Shores PUD Guidelines. The previously proposed Delta Shores internal vehicle circulation proposed parking aisles surrounding the main grouping of retail/restaurant structures with a central driveway providing connectivity between the retail core and surrounding parking areas. Primary access to the project site would be provided by an extension of Cosumnes River Boulevard, a new freeway interchange at the junction of I-5 and the Cosumnes River Boulevard extension will provide regional access to the project.

Table 2.3-1: Project Building Summary

Site (sf)	Building Area (sf)	Hardscape Area (sf)	Landscape (sf)	Automobile Parking Stalls	
				Required	Provided
54,078	2,768	34,052	17,258	11	27

The proposed project would have approximately 55 to 60 total employees with an average of approximately 13 employees per shift (including 2 managers per shift). The proposed hours of operation are 9:00 AM to 3:30 AM seven days a week. Vehicular trip generation is based on the ITE Trip Generation Manual 11th Edition for ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Thru).

Source: ESRI, 2025

Figure 1: Regional Vicinity Map
Raising Cane's Delta Shores Project
City of Sacramento

Not to scale

Kimley»Horn

Source: ESRI, 2025

Figure 2: Site Vicinity Map

Raising Cane's Delta Shores Project
City of Sacramento

Not to scale

Kimley»Horn

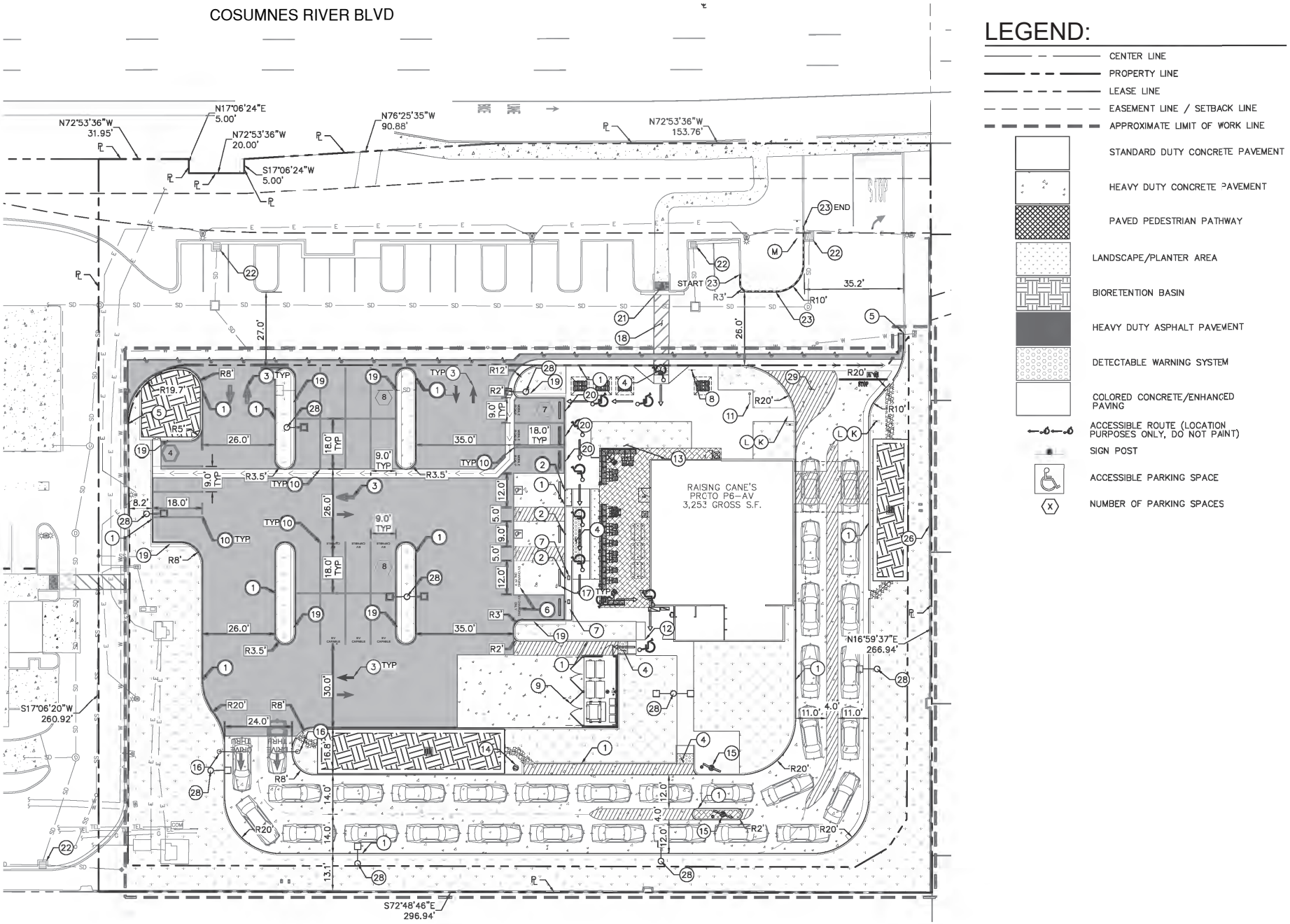
Source: USGS, 2025

Figure 3: USGS Topographic Map

Raising Cane's Delta Shores Project
City of Sacramento

Not to scale

Kimley»Horn



Source: Kimley-Horn, 2025

Figure 4: Conceptual Site Plan

Raising Cane's Delta Shores Project
City of Sacramento

Not to Scale

Kimley»Horn

Architecture, Landscaping, and Lighting

As shown in ***Figure 5A-5B: Conceptual Exterior Elevations***, the conceptual architectural design for the project assumes standing seam roof with architectural treatments, such as metal accent panels and brick veneer, to provide visual interest to the building facades. The exterior elevations would be a mix of white and brick with shades of red, black, and grey accents.

Figure 6: Conceptual Landscape Plan depicts the proposed landscaping plan for the project site. Of the 1.24-acre project site, approximately 17,250 sf (or approximately 32.30%) of the project site would be landscaped. Shopping Center (SC) zone minimum setback requirements are 20 feet for front and street side-yard setbacks and no minimum rear- yard setback unless a rear-yard lot line is adjacent to R- or OB-zoned lot and is not separated by an alley for which 15 feet is required. All minimum required front-yard and street side-yard setbacks shall be landscaped and maintained per Section 17.612.010 for which the proposed project would be consistent.

The dual-lane drive-thru lanes would have a low, decorative wall to provide additional car screening in the western portion of the site. Landscaping consisting of ornamental trees and grasses would be located throughout the front-, street-, and rear-yard setbacks to provide landscaping to be viewed from the public right-of-way along Consumnes River Boulevard. Section 17.612.010 of the City's Municipal Code addresses landscaping for shopping center uses within the City.

Landscaping would be provided along the Consumnes River street frontage, driveway entrances, property boundaries, as well as on the boundaries of the project site. The proposed landscaping would include a mix of ornamental trees and a mix of shrubs and groundcover plants with some bioretention planting.

Site lighting would be provided for circulation, safety, and security. The proposed project would include outdoor security lighting on the building and in the parking area, which would be directed downward onto the project site and installed in accordance with applicable City ordinances. The project assumes that night lighting would be provided seven days per week.

Source: CSRS, 2025

Figure 5A: Conceptual Exterior Elevations - North and West Elevation

Raising Cane's Delta Shores Project
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Source: CSRS, 2025

Figure 5B: Conceptual Exterior Elevations - South and East Elevation

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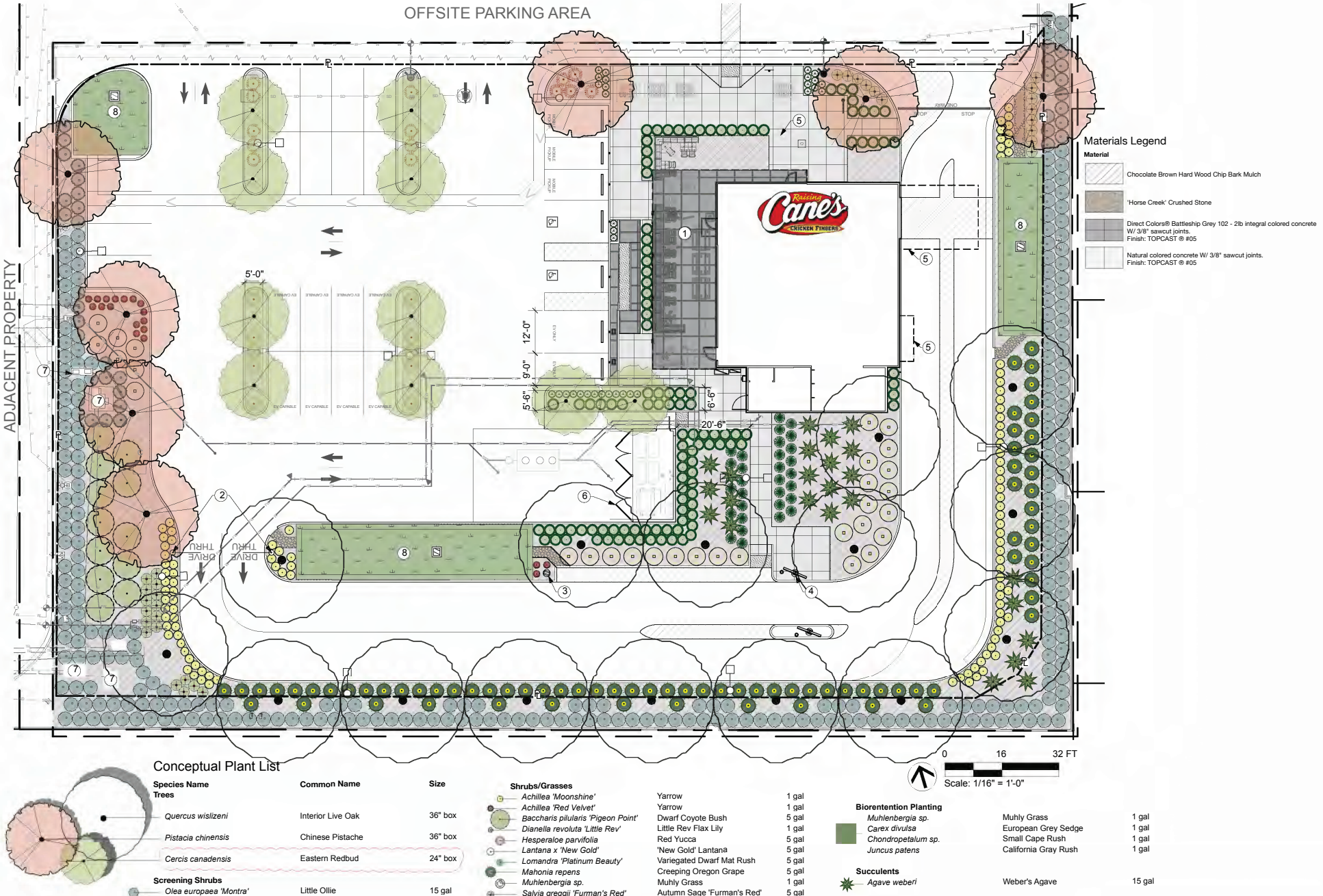

Conceptual Plant List

Species Name	Common Name	Size
Trees		
Quercus wislizeni	Interior Live Oak	36" box
Pistacia chinensis	Chinese Pistache	36" box
Cercis canadensis	Eastern Redbud	24" box
Screening Shrubs		
Olea europaea 'Montra'	Little Ollie	15 gal
Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn	15 gal

Shrubs/Grasses		
Achillea 'Moonshine'	Yarrow	1 gal
Achillea 'Red Velvet'	Yarrow	1 gal
Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Bush	5 gal
Dianella revoluta 'Little Rev'	Little Rev Flax Lily	1 gal
Hesperaloe parvifolia	Red Yucca	5 gal
Lantana x 'New Gold'	'New Gold' Lantana	5 gal
Lomandra 'Platinum Beauty'	Variegated Dwarf Mat Rush	5 gal
Mahonia repens	Creeping Oregon Grape	5 gal
Muhlenbergia sp.	Muhly Grass	1 gal
Salvia greggii 'Furman's Red'	Autumn Sage 'Furman's Red'	5 gal

Biorentention Planting		
Muhlenbergia sp.	Muhly Grass	1 gal
Carex divulsa	European Grey Sedge	1 gal
Chondropetalum sp.	Small Cape Rush	1 gal
Juncus patens	California Gray Rush	1 gal
Succulents		
Agave weberi	Weber's Agave	15 gal

Source: Kiesel Design, 2025

Figure 6: Conceptual Landscape Plan

Raising Cane's Delta Shores Project
City of Sacramento

Kimley»Horn

Site Access and Parking

The project would have one point of access at the proposed driveway on Consumnes River Boulevard. The driveway on Consumnes River Boulevard would be unsignalized and would provide site access for passenger vehicles. Delivery trucks would access the project site at the entrance on Consumnes River Boulevard.

The proposed project would provide 27 parking stalls including 17 standard passenger vehicle parking stalls, 2 standard accessible passenger vehicle parking stalls, 2 standard electric vehicle (EV) stalls, and 6 electric vehicle capable parking stalls.

Non-Vehicular Transportation

Existing accessible pedestrian sidewalks along Consumnes River Boulevard would connect to the existing crosswalk that would connect to the project site.

On-site bike racks would be located in the paved area near the existing driveway near the Consumnes River Boulevard entrance and southwest paved area by the building entrance. Short-term bike racks would be available to customers and long-term bike racks to employees. There are Class II bicycle lanes directly adjacent to the project site along Consumnes River Boulevard and along Delta Shores Circle.

The Sacramento Regional Transit District (SacRT) currently does not provide public transportation along Consumnes River Boulevard near the Delta Shores Development.

Off-Site Improvements

Off-site improvements would be limited to a concrete curb and pedestrian ramp in the existing parking lot just north of the project site.

Utility Infrastructure

The project would connect to existing utility infrastructure with the final sizing and design of on-site facilities occurring during final building design and plan check.

Water and Sewer. The project site is within the service area of the City of Sacramento Water District for the provision of water; sewer treatment is provided by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (Regional San). The project would connect to the existing municipal water main and sewer main located within an existing public utility easement located along the western boundary of the project site.

Drainage and Water Quality. Proposed drainage improvements would include three total bioretention basins each with drop inlets with one located in the northwestern portion of the project site, one located in the eastern portion, and one located in the southern portion. Runoff from the project site would be conveyed via a 12-inch polyvinyl chloride (PVC) storm drain and a 10-inch reinforced concrete pipe (RCP) to the existing connection in Consumnes River Boulevard. The proposed bioretention basins would treat and detain storm water to minimize peak flow rates.

Dry Utilities. The Sacramento Municipal Utility District (SMUD) provides electrical power to the area and the Pacific Gas and Electric Company (PG&E) provides natural gas to the area. The project would connect to existing utility lines located along the project site frontage along Consumnes River Boulevard and along Delta Shores Circle.

Solid Waste Management. WM, formerly known as Waste Management, provides environmental services to City residents and businesses. The Sacramento County Department of Waste Management and Recycling oversees the City's refuse and recycling service contract.

2.4 Construction Activities

Project construction is anticipated to begin in November of 2026 with a construction duration of approximately six months. Construction would occur in a single phase.

The project site is generally flat. Based on information provided by the Applicant, total excavation and fill of soils for the proposed project is anticipated to require 1,392 cubic yards (cy) of cut and 366 cy of fill, anticipating no imported soil.

2.5 Intended Uses of the Addendum

City of Sacramento

The City of Sacramento is the Lead Agency as set forth in CEQA Section 21067 and is responsible for reviewing and approving the Raising Cane's Consumnes River and Delta Shores Project. The City of Sacramento Planning Commission will consider the following discretionary approvals for the project:

- **Conditional Use Permit** to allow development of the drive-thru restaurant, which is a conditionally permitted use in shopping center zones within the City.
- **Site Plan and Design Review** for the construction of a 2,768 square foot, one-story drive through restaurant with parking, landscaping, and a trash enclosure on 1.24 acres (Assessor Parcel Numbers [APNs] 053-0190-028-0000 and 053-0190-029-0000) is bound on the north by a private drive aisle, existing parking, and Cosumnes River Boulevard. The site is bound on the west by a gas station, on the south by a lot for future residential development and on the east by residences. Currently, this site zone C-2 Delta Shores PUD. This site is bound by R-3-PUD zone to the south, R-1A-PUD to the east, C-2-PUD to the west, and Delta Shores to the north.

Responsible Agencies

Central Valley Regional Water Quality Control Board (RWQCB): Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit.

3 EVALUATION OF ENVIRONMENTAL IMPACTS

The scope of the City's review of the proposed Raising Cane's Delta Shores Project is governed by provisions set forth in CEQA and the State CEQA Guidelines (Title 14, CCR §§15000 et seq.). This review is limited to evaluating the environmental effects associated with the proposed project to the environmental effects of the Delta Shores Project as set forth in the City of Sacramento EIR for the Delta Shores. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the City of Sacramento EIR for the Delta Shores was adopted. This evaluation includes a determination as to whether the changes proposed for the project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

Although State CEQA Guidelines Section 15164 does not stipulate the format or content of an Addendum, the topical areas in the CEQA Guidelines environmental checklist were used as guidance for this Addendum. This comparative analysis provides the City with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the City of Sacramento EIR for the Delta Shores was adopted would require additional environmental review or preparation of a subsequent negative declaration or Supplemental EIR.

As previously discussed, pursuant to PRC Section 21166 and State CEQA Guidelines Section 15162, when a negative declaration has been previously adopted for a project, no subsequent or supplemental EIR shall be prepared for that project unless the lead agency determines that one or more of the following three conditions are met: changes in the proposed project result in new or substantially more severe impacts than were disclosed in the previous EIR or negative declaration; changes in the circumstances surrounding the project result in new or substantially more severe impacts than were disclosed in the previous EIR or negative declaration; or new information has come to light showing that new or substantially more severe impacts than were disclosed in the previous EIR or negative declaration.

3.1 Aesthetics

Threshold (a) Create a source of glare that would cause a public hazard or annoyance?

Threshold (b) Create a new source of light that would be cast onto oncoming traffic or residential uses?

Threshold (c) Substantially degrade the existing visual character of the site or its surroundings?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR discussed that the previously proposed project area would include space for retail areas that would introduce small areas of reflective surfaces as a result of, for example, window glazing and other building materials in addition to new sources of night lighting with proposed street and parking lot lights, vehicles on adjacent streets, building signage and interior lighting, and building windows. The Delta Shores EIR states that future development of the project site would be consistent with the existing types of lighting present in the buildings adjacent to the project area. Additionally, there are no significant light sources located on the project site. There are also no structures on the site that would create a significant hazard due to glare from reflective materials. Furthermore, Reflective surfaces would be minimized to the extent possible to reduce glare introduced to the area as a result of the project. Because the proposed project would be required to follow the Guidelines, lighting and glare impacts would be reduced through project design resulting in a less than significant impact. Delta Shores as assessed in the Delta Shores EIR did not make an impact determination specific to conflicts with applicable zoning and regulations governing scenic quality; however, it did state that Delta Shores would be generally consistent with the City's current 1988 General Plan, draft 2030 General Plan, adopted Airport/Meadowview Community Plan, and draft South Area Community Plan policies, which were in place at the time the EIR was drafted. Additionally, all aesthetic impacts in the Delta Shores EIR were determined to be less than significant.

Project-Specific Analysis and Significance Determination: No new impacts; no substantial change from previous analysis.

The project would result in the development of the drive-thru restaurant consistent with the previously proposed uses allow for retail and restaurant development. The project site is almost entirely vacant and undeveloped land that has been previously graded as a result of other construction within the Delta Shores Development. The land uses bordering the project site consist of a private drive aisle to the north, existing parking, and Cosumnes River Boulevard. The site is bound on the west by a gas station, on the south by a lot for future residential development and on the east by residences

The project would change the site appearance from a vacant lot to one with a drive-thru restaurant development. The aesthetic appearance of the site would be consistent with the existing zoning and the intent of the Delta Shores PUD Schematic Plan. Compliance with the design guidelines would create a uniform and consistent theme within the overall plan area. Therefore, although the visual characteristics of the site would change, the project would be consistent with the intent of the Delta Shores PUD Schematic Plan and with adopted development regulations. Compliance and/or exceedance of the applicable development standards would ensure that the project would not substantially impact the visual quality of the project site or its surroundings.

With respect to light and glare, the project would introduce additional sources of lighting to illuminate the restaurant building, signage, and the parking areas. Project lighting would be consistent with existing

sources of nighttime lighting in the area associated with the existing industrial and retail uses bordering and near the project site, as well as street lighting along Consumnes River Boulevard. Project lighting would be designed in accordance with the City's Zoning Code and would comply with all applicable development standards in Shopping Center (SC) zone. New sources of lighting would be oriented to avoid impacts on surrounding properties. The project would comply with General Plan Policies requiring compatibility with adjoining uses, which includes shielded lighting from view and directed downward to minimize impacts on adjacent resident uses, in addition to compliance with City lighting standards. Incorporation of these design features would ensure that the introduction of the new sources of light associated with the project would be less than significant.

Accordingly, no new impacts relative to adverse effects related to scenic vistas, scenic highways, regulations governing scenic quality, or light and glare that would substantially increase the severity of a previously identified impact evaluated in the Delta Shores EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant with the incorporation of mitigation. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As identified in the Delta Shores EIR, implementation of the Raising Cane's Delta Shores Project would be less than significant. Lighting impacts would be consistent with existing City regulations and would be less than significant. As discussed above, the project would not cause a new significant adverse aesthetic impact to occur. Therefore, the project would not cause a new cumulative impact to occur. Implementation of the project would not alter the conclusions of the Delta Shores EIR analysis and would not result in a new or substantially more severe project-specific or cumulative aesthetic impact than those already analyzed.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified impacts with respect to aesthetics. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.2 Agricultural and Forestry Resources

Threshold (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Threshold (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Threshold (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Threshold (d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Threshold (e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Summary of Impacts Identified in the Delta Shores EIR

As discussed in the Delta Shores EIR, the project would not result in new or increased impacts related to the conversion of agricultural or forest land. Although parts of the site are designated as Prime Farmland and other important farmland types, the City previously determined this land is not viable for large-scale agriculture and contributes minimally to the State's farmland inventory. Since the site has long been planned for development and the project does not expand beyond previously analyzed impacts, the farmland conversion remains less than significant, with no new mitigation required. The project also does not conflict with any Williamson Act contracts or agricultural zoning. While there is adjacent farmland, potential land use conflicts were previously addressed with Mitigation Measure 5.2-2, which remains in effect . Additionally, the site is not designated or zoned as forest or timberland, and no such lands would be affected. Overall, the minor zoning revisions stay within the original development footprint and would not introduce any new significant impacts.

Project-Specific Analysis and Significance Determination: No impact; no substantial change from previous analysis.

While there are parts of the site that are designated as Prime Farmland and other important farmland types, the City previously determined this land is not viable for large-scale agriculture and contributes minimally to the State's farmland inventory. However, the site is not zoned for agricultural uses. Further, the project site is not the subject of a Williamson Act Contract. The project site does not include forestry resources, including timberlands. No impacts related to the loss of prime farmland, unique farmland, or farmland of Statewide importance would occur. Accordingly, no new impact relative to agricultural or forestry resources or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of no significant impact. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

Because the project site does not contain agricultural or forestry resources nor does it still have a land use designation that would allow for these uses, the project would not cumulatively contribute to any impact to agriculture or forestry resources. Therefore, the proposed project would not cause a new cumulative impact to occur. Implementation of the project would not alter the conclusions of the Delta Shores EIR analysis and would not result in a new or substantially more severe project-specific or cumulative impact than those already analyzed.

Mitigation Program

5.5-2 The project applicant or developer shall provide all future homeowners with a copy of the Right-to-Farm in California included in the California Code of Regulations (CCR), Title 3, Sections 3482.5 and 3482.6 that outline allowable farming and agricultural operations

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to agricultural or forestry resources would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts with respect to agricultural and forestry resources. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of no impact. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.3 Air Quality and Greenhouse Gas Emissions

Would the proposal:

Threshold (a) Result in construction emissions of NOX above 85 pounds per day?

Threshold (b) Result in operational emissions of NOX or ROG above 65 pounds per day?

Threshold (c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Threshold (d) Result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?

Threshold (e) Result in CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 90 ppm)?

Threshold (f) Result in exposure of sensitive receptors to substantial pollutant concentrations?

Threshold (g) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?

Threshold (h) Conflict with the Climate Action Plan?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR evaluated criteria pollutant emissions from construction and operations against the Sacramento Metropolitan Air Quality Management District (SMAQMD) significance thresholds. The Delta Shores EIR concluded that the Delta Shores project would not exceed SMAQMD construction thresholds with the implementation of **Mitigation Measure 5.3-1 (a)** through **(e)** and **5.3-2 (a)** through **5.3-2 (m)**. Although these mitigation measures would substantially reduce the impacts from the Delta Shores project, construction emissions were determined to remain significant. However, **Mitigation Measure 5.3-1 (e)** proposes to collect an additional mitigation fee to offset any excess NO_X emissions. This contribution was determined to be re-calculated before grading activities to align with the district's current fee schedule and would reduce the construction NO_x emissions impacts to a less than significant level.

Long-term operational criterial pollutant emissions were determined to exceed the SMAQMD thresholds for ROG and NO_X and create a significant impact. **Mitigation Measure 5.3-3** was required to reduce long-term operational ROG and NO_x emissions. However, implementation of **Mitigation Measure 5.3-3** would not reduce the emissions below the standard and the impact was determined to be significant and unavoidable.

The Delta Shores EIR evaluated carbon monoxide (CO) hotspot effects at affected intersections. The analysis identified that project traffic would not contribute a significant amount to CO hotspots and cumulative traffic conditions would not exceed the federal or State 1-hour and 8-hour standards. Construction and operational toxic air contaminant (TAC) emissions were also assessed and determined to result in less than significant impacts. Objectionable odors were also determined to be less than significant for the previously approved project.

Lastly, the previously approved Delta Shores EIR concluded that it is not feasible to determine if the GHG levels for a specific project would be individually significant. However, it also concluded that the Delta Shores project would contribute to reducing GHG emissions and mitigating their impact on global climate change.

Project-Specific Analysis and Significance Determination: No new impacts/reduced impacts; change from previous analysis.

The Delta Shores EIR analyzed impacts from the development of residential areas, retail and commercial uses, and parks and open space. Therefore, impacts associated with the proposed project (a drive-thru restaurant) would be similar to or less than those evaluated in the Delta Shores EIR. The project would comply with regulations and standards established by applicable regulatory agencies, including SMAQMD, California Air Resources board (CARB), Sacramento Area Council of Governments (SACOG), and Environmental Protection Agency (EPA). Compliance with applicable laws and regulations controlling air pollutants would ensure that the project would not cause any significant air quality impacts. As such, the proposed development would not exceed SMAQMD's air pollutant thresholds, nor lead to substantial increase in PM_{10} or CO concentration. The project would not expose sensitive receptors to substantial pollutant concentrations and would not substantially increase the risk of exposure to Toxic Air Contaminants (TACs) from mobile sources. Accordingly, there would be no new impacts associated with the proposed project compared to those identified in the Delta Shores EIR.

Regional Plan Consistency. The project is located within the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the SMAQMD. The SMAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SVAB is in nonattainment. To reduce such emissions, the SMAQMD drafted the latest attainment plan (*Sacramento Regional Plan for the 2015 8-Hour Ozone Standard*). The attainment plans establish rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The attainment plans are a regional and multi-agency effort including the SMAQMD, the CARB, the Sacramento Area Council of Governments (SACOG), and the U.S. Environmental Protection Agency (EPA). The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SACOG's 2020 MTP/SCS, updated emission inventory methodologies for various source categories, and SACOG's latest growth forecasts. SACOG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project was assessed to determine if impacts associated with implementation of the proposed project would conflict with or obstruct the implementation of the applicable attainment plan. Based on the SMAQMD Guide to Air Quality Assessment in Sacramento County (2009) (CEQA Guide), by exceeding the SMAQMD's mass emission thresholds for operational emissions of ROG, NO_x, PM_{10} or $PM_{2.5}$, a project would be considered to conflict with or obstruct implementation of SMAQMD air quality planning efforts.

As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SMAQMD thresholds of significance. Operational emissions associated with the proposed project would also not exceed SMAQMD established significance thresholds for ROG, NO_x, PM_{10}, or $PM_{2.5}$ emissions. Therefore, the proposed project would not conflict with the SMAQMD's ability to achieve emissions reductions as part of their air quality attainment plans at the project level.

Construction Emissions. Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area

include ozone-precursor pollutants (i.e., ROG and NO_X), PM_{10}, and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SMAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site preparation, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities for the project is estimated to be approximately six months, beginning in November 2026. Construction-generated emissions associated with the proposed project were calculated using the California Air Resources Board (CARB)-approved California Emissions Estimator Model version 2022.1 (CalEEMod), which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A: Air Quality and Greenhouse Gas Emissions Data** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the proposed project are identified in **Table 3.3-1 : Project Construction-Related Emissions.**

Table 3.3-1 : Project Construction-Related Emissions

Construction Year	Emissions (Maximum Pounds per Day)[1]			
	NO_X	ROG	PM_{10}	$PM_{2.5}$
2026	13.41	1.47	3.52	1.92
2027	19.87	2.33	0.88	0.73
Maximum Emissions	**19.87**	**2.33**	**3.52**	**1.92**
SMAQMD Threshold[2]	85	None	80	82
SMAQMD Threshold Exceeded?	**No**	**No**	**No**	**No**

1. Basic Construction Emission Control Practices applied, which include the following: control of on-road fugitive dust; water unpaved roads twice daily; and limit vehicle speeds on unpaved roads to 15 miles per hour. Refer to **Appendix A** for Model Data Outputs.
2. Sacramento Metropolitan Air Quality Management District, *SMAQMD Thresholds of Significance Table*, 2020. SMAQMD has established a zero emissions threshold for PM_{10} and $PM_{2.5}$ when projects do not implement Best Available Practices (BMP) during operation. However, since the proposed project would already include BMP measures as part of its final design that is recommended by SMAQMD to reduce operational PM_{10} and $PM_{2.5}$ emissions, project-related emissions of PM_{10} and $PM_{2.5}$ are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.

Table 3.3-1 shows that construction pollutant emissions would remain below their respective thresholds with implementation of SMAQMD Rule 403 (required for all projects). The project would be required to comply with SMAQMD Rules 402 and 442, which prohibit nuisances and limit VOC content in coatings, respectively. Compliance with SMAQMD rules 402 and 442 would further reduce specific construction-related emissions. In addition, the project would comply with Deltha Shores EIR **Mitigation Measure 5.3-2 (b), (c), (f),** and **(g)**, which require covering all disturbed areas, watering unpaved roads and storage piles, and limiting vehicle speeds on unpaved roads to 15 miles per hour. As shown above, all criteria pollutant emissions would be below their respective thresholds and impacts would be less than significant.

Operational Emissions. Operational emissions are typically associated with mobile sources (i.e., motor vehicle use) and area sources (such as the use of landscape maintenance equipment, hearths, consumer products, and architectural coatings). Energy source emissions would be generated due to electricity and natural gas (non-hearth) usage. **Table 3.3-2: Operational Emissions** summarizes the operational emissions attributable to the proposed project. As shown in **Table 3.3-2**, the project's emissions would not exceed SMAQMD thresholds.

Table 3.3-2 : Operational Emissions

Source	Emissions (Maximum Pounds per Day)[1]			
	NO_X	ROG	PM_{10}	$PM_{2.5}$
Area	<0.01	0.1	<0.01	<0.01
Energy	0.11	0.01	0.01	0.01
Mobile	6.19	6.01	10.43	2.71
Drive-Thru Idling[2]	<0.01	<0.01	<0.01	<0.01
Total	**6.3**	**6.12**	**10.44**	**2.72**
SMAQMD Threshold[3]	65	65	80	82
SMAQMD Threshold Exceeded?	**No**	**No**	**No**	**No**

1. Emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Worst-case seasonal maximum daily emissions are reported.
2. On-site drive-thru idling emissions were calculated with emissions factors from EMFAC2021.
3. SMAQMD has established a zero emissions threshold for PM_{10} and $PM_{2.5}$ when projects do not implement Best Available Practices (BMP) during operation. However, since the proposed project would already include BMP measures as part of its final design that is recommended by SMAQMD to reduce operational PM_{10} and $PM_{2.5}$ emissions, project-related emissions of PM_{10} and $PM_{2.5}$ are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

SMAQMD CEQA guidance establishes operational thresholds of zero pounds per day for PM_{10} and $PM_{2.5}$ without implementation of BACT/BMPs. However, the proposed project would already include BMP measures as part of its final design as recommended by SMAQMD to reduce operational PM_{10} and $PM_{2.5}$ emissions. These BMPs include on-site short- and long-term bicycle storage, and on-site electric vehicle charging stations. By incorporating these designs to the project, SMAQMD's PM_{10} and $PM_{2.5}$ operational emissions would utilize the mitigated significance thresholds of 80 and 82 pounds per day, respectively. As shown in **Table 3.3-2**, PM_{10} and $PM_{2.5}$ from the proposed project would not exceed SMAQMD's mitigated significance threshold with implementation of BMPs and impacts would be less than significant.

Carbon Monoxide Hotspots. The preliminary screening methodology provided by the SMAQMD provides lead agencies with a conservative indication of whether project-generated vehicle trips will result in the generation of CO emissions that contribute to an exceedance of the thresholds of significance. The SMAQMD's recommended screening criteria are divided into two tiers. The screening criteria have been developed to help lead agencies analyze potential CO impacts and identify when site-specific CO dispersion modeling is not necessary. According to the SMAQMD, a project will result in a less than significant impact to air quality for local CO if:

Tier 1

- Traffic generated by the project will not result in deterioration of intersection LOS to LOS E or F; and
- The project will not contribute to additional traffic to an intersection that already operates at LOS of E or F.

The SMAQMD guidance states that, if the first tier of screening criteria is not met, then a second tier of screening criteria shall be examined. The second tier of screening criteria is listed below. According to the SMAQMD, the project would result in a less than significant impact to air quality for local CO if all of the following criteria are met:

Tier 2

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project will not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

The proposed Raising Cane's restaurant would result in an increase in vehicle trips along roadways in the site vicinity. However, the Delta Shores EIR concluded that project traffic would not contribute to a significant amount to CO hotspots and determined that impacts would be less than significant. The proposed project is consistent with the land use outlined in the Delta Shores EIR and would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadways. Lastly, the mix of vehicle types at nearby intersections would not be substantially different from the County average. Thus, the proposed project would meet all of SMAQWMD's second tier criteria and CO impacts would be less than significant.

Health Risk Assessment. Construction would result in the generation of diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any

one location and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Odors. The SMAQMD CEQA Guide identifies certain land uses as sources of odors. These land uses include wastewater treatment plants, sanitary landfills, composting and green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting and coating operations, rendering plants, and food packaging plants. The project would not include any of the land uses that have been identified by the SMAQMD as odor sources.

Construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings. However, these standard construction-related odors are temporary with short-term impact and would disperse rapidly. Therefore, the project would not create objectionable odors and impacts would be less than significant.

Climate Action and Adaptation Plan Consistency

The City of Sacramento adopted a community wide Climate Action and Adaptation Plan (CAAP) on February 27, 2024. The CAAP elaborates on the City's 2012 Climate Action Plan, the City's Climate Emergency Declaration, and includes recommendations from the Mayors' Commission on Climate Change. The CAAP identifies new targets for the City and outlines strategies and actions to achieve the City's carbon neutrality goal by 2045. The CAAP measures were used to determine the project's consistency with GHG reduction actions. Compliance with the CAAP would ensure the City's greenhouse gas (GHG) reduction efforts. The project's consistency with the CAAP is provided in **Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency**. As shown in **Table 3.3-3**, the project would be consistent with the stated goals of CAAP. Therefore, the project would not conflict with the CAAP.

Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency

CAAP Measure	Description/Actions	Project Consistency
E-1: Support SMUD as it Implements the 2030 Zero Carbon Plan	Support SMUD in the implementation of the 2030 Zero Carbon Plan.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them. However, the project would meet the CALGreen Code and Title 24 Building Energy Efficiency standards to help achieve carbon reduction goals.
E-2: Eliminate Natural Gas in New Construction	Develop and adopt an ordinance that reduces energy use and GHG emissions in new construction through an Energy Policy and Conservation Act (EPCA) compliant flexible path reach code. Assess the feasibility of requiring or incentivizing net-zero energy (NZE) or net positive design for new buildings and significant retrofitting of existing privately-owned buildings.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them. However, the project would be required to comply with City building ordinances and the most current Title 24 Building Energy Efficiency standards to help reduce energy use and GHG emissions.
E-3: Transition Natural Gas in Existing	Develop a comprehensive existing building electrification strategy. Reduce GHG emissions from existing buildings through	**Not Applicable.** This measure is not applicable to the project since the project involves the development of

Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency		
CAAP Measure	**Description/Actions**	**Project Consistency**
Buildings to Carbon-free Electricity by 2045	electrification or other means. Work with SMUD to expand existing low-income programs to weatherize and retrofit/electrify existing buildings. Promote and educate the community about existing programs and expand electrification retrofit incentives for space and water heating. Provide electrification retrofit incentives and financing for space and water heating. Continue to promote and incentivize electrification supportive energy efficiency in existing buildings.	a new retail restaurant with drive-thru rather than renovation of an existing building.
E-4: Increase the Amount of Electricity Produced from Local Resources and Work with SMUD to Install Additional Local Storage by 2030	Continue to promote and support local energy generation and storage resources. Work with SMUD to site storage and renewable generation at locations in the City. Promote and further incentivize battery storage. Develop a community solar and storage project of at least 1 MW as a pilot project. Assess opportunities to minimize solar shading from new developments on existing solar access of adjacent properties. Assess opportunities to support integration of distributed energy resources into the grid through SMUD's Virtual Power Plant programs.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them. However, the project would meet the CALGreen Code and Title 24 Building Energy Efficiency standards to help reduce energy consumption and increase energy efficiency.
E-5: Support Infill Growth with the Goal that 90% of New Growth is in the Established and Center/Corridor Communities and 90% Small-lot and Attached Homes by 2040	Adopt and implement policies, land use designations, and implementation programs to accommodate 30% of the region's new living-wage jobs and 30% of the region's new housing units by 2040. Enable development of 29,000 new multi-unit dwellings that are public transit accessible by 2040. Enable the development of 8,700 new missing middle and affordable by design housing types by 2040. Permit a greater array of housing types in existing single-family neighborhoods citywide.	**Consistent.** The project is an infill site located in a suburban area close to existing community services, transit routes (i.e., bus stops along Meadowview Road and the Morris Creek light rail station to the east), and access to Interstate 5 (I-5). In addition, the project would introduce approximately 55-60 new jobs/employees to the area adjacent to new single-family residences.
TR-1: Improve Active Transportation Infrastructure to Achieve 6% Active Transportation Mode Share by 2030 and 12% by 2045	Implement the 2016 Bicycle Master Plan. Implement the improvements in the 2006 Pedestrian Master Plan. Complete and adopt the Streets for People: Active Transportation Plan. Conduct a study to identify educational barriers and provide education and outreach to the community on active transportation options. Identify and secure ongoing funding for and then implement active transportation programs. Assess opportunities to support public and private partnerships that	**Not Applicable.** As the proposed project is not a transportation project, TR-1 is not applicable. However, the project includes short- and long-term bicycle storage on-site to help promote alternate modes of transportation. Also, the project site is located proximity to transit routes (i.e., bus stops along Meadowview Road and the Morris Creek light rail station to the east),

Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency		
CAAP Measure	**Description/Actions**	**Project Consistency**
	provide incentives for residents to purchase e-bikes. Assess opportunities to develop or support Safe Routes to School programming.	supporting transportation mode share.
TR-2: Support Public Transit Improvements to Achieve 11% Public Transit Mode Share by 2030 and Maintain Through 2045	Update and implement the City's Transportation System Management Plan (TSMP) ordinance. Eliminate parking minimums Citywide, develop parking maximums and require parking management and transportation demand management plans. Encourage SacRT to provide frequent, reliable transit in the City's priority corridors. Collaborate with SacRT in planning and implementing increased transit services. Work with SacRT to identify changes to signals and other technological enhancements for transit prioritization. Continue to support electric car sharing options. Continue to support shared rideables (bikes and scooters). Support SacRT efforts to secure funding to support improved service/ communications. Continue to implement and improve curbside management strategies. Remove barriers to access transit stops and stations. Implement the City's adopted plans including modal/Citywide plans and corridor/area plans. Identify an Employee Transportation Coordinator and establish an employee commute program for City staff. Investigate and lobby for the development of a TNC user tax.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them. However, the project site is located near existing transit routes (i.e., bus stops along Meadowview Road and the Morris Creek light rail station to the east), which supports public transit improvements.
TR-3: Achieve Zero-Emission Vehicle (ZEV) Adoption Rates of 28% for Passenger Vehicles and 22% for Commercial Vehicles by 2030 and 100% for all Vehicles by 2045	Consider amending the City Building Code to require increased EV charging standards for new development. Continue to support a variety of public and public/private partnerships to provide more publicly accessible chargers. Continue to install and provide EV charger access at City-owned facilities and parking garages. Pursue affordable, zero-emission car share expansions. Collaborate on mobility hub pilot efforts. Continue to maintain a highly streamlined EV infrastructure permit process. Develop and implement a fee for use of City-owned parking facilities and EV chargers. Work and collaborate with major employers to promote ZEV adoption. Continue to provide information and education about currently available	**Consistent.** The project would provide two EV charging stations and six EV capable (conduit provided for future EV charger connection) parking spaces.

Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency		
CAAP Measure	**Description/Actions**	**Project Consistency**
	incentives for expansion of Level II chargers on private property. Coordinate with community-based organizations, agencies, and non-profits to conduct EV education events. Continue to monitor, test, and adapt to new and emerging zero-emission technologies and solutions. Assess opportunities to increase public access to curbside charging. Support regional heavy-duty fleet decarbonization.	
W-1: Work to Reduce Organic Waste Disposal 75% Below 2014 Levels by 2025	Implement the requirements of SB 1383. Work with regional partners and the private sector to assess the feasibility of siting long term organics processing facilities. Continue to provide backyard compost education and reduced-cost compost bins. Continue to provide a food waste diversion program for residential customers. Continue to enforce commercial waste code. Serve as a regional partner in the development and implementation of an edible food recovery program. Explore the feasibility of capital improvement projects for reducing organics in the waste stream. Consider adopting an ordinance that aligns with AB 827.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them.
WW-1: Reduce Water Utility Emissions (in MT CO2e per Million Gallon Delivered) by 100% by 2030 and Maintain that Through 2045	Reduce GHG emissions associated with the water utility by procuring 100% carbon-free electricity by 2030. Investigate the feasibility of allowing on-site non-potable treatment and distributed water resources in new development. Continue to implement the Model Water Efficient Landscape Ordinance each year. Continue to require the use of low impact development (LID) strategies for new construction and development. Continue to investigate the landscaping/irrigation use of non-potable reclaimed water from regional sanitation at parks. Increase the use of renewable energy and storage to reduce GHG emissions and increase resiliency for critical infrastructure. Continue to encourage efficient water use by residents and businesses through expanded education, incentives and assistance services.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them. However, the project would meet the water efficiency standards within the CALGreen Code and City's Model Water Efficient Landscape Ordinance.
WW-2: Reduce Wastewater Emissions by	The Sacramento Regional Sanitation District (Regional San) implements biogas recovery and improvement projects. GHG	**Not Applicable.** These measures are not applicable to the project since

Table 3.3-3: The City of Sacramento Climate Action and Adaptation Plan Consistency		
CAAP Measure	**Description/Actions**	**Project Consistency**
22% by 2030 and 40% by 2045	Emissions Reductions from SB 100 implementation by Regional San. Regional San implements solar PV generation project.	the City is responsible for implementing them.
CS-1: Increase Urban Tree Canopy Cover to 25% by 2030 and 35% by 2045	Implement the Urban Forest Plan and Parks Plan 2040. Utilize compost and mulch for application to City-owned trees and planters. Develop online educational materials about native tree species and species that are adapted to Sacramento's climate and resilient to drought and climate change. Continue to support the SMUD/Sacramento Tree Foundation program which provides free shade trees for residents and businesses.	**Not Applicable.** These measures are not applicable to the project since the City is responsible for implementing them.

Summary

Impacts related to construction and operation of the proposed project would be less than significant. The project would not exceed thresholds considered by the SMAQMD to for construction or operation. The project would implement BMPs and would be consistent with the applicable regional plan. The preparation of a subsequent EIR is not required.

Cumulative Impacts

Project impacts related to air quality would not be cumulatively considerable. Projects that do not exceed project-specific thresholds are considered by the SMAQMD to not have a cumulatively significant impact. The project would not result in significant operational air quality impacts including nonattainment criteria pollutants. The project would not exceed SMAQMD construction thresholds. The project would comply with SMAQMD's attainment plan, which is intended to reduce air pollutant emissions and achieve State (California) and national air quality standards. Therefore, the project's contribution to regional pollutant concentrations would not be cumulatively considerable. As discussed above, the proposed project would not be cumulatively considerable. Therefore, the proposed project would not result in cumulatively considerable impacts.

Mitigation Program

5.3-1 a) The project shall provide a plan, for approval by the lead agency in consultation with the SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

5.3-1 b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.

5.3-1 c) The project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.

5.3-1 d) Limit vehicle idling time to five minutes or less.

5.3-1 e) In consultation with SMAQMD staff, and prior to the issuance of each grading permit, a construction mitigation fee and appropriate SMAQMD administrative fee shall be calculated and paid to the district based on the number of acres to be graded and the equipment to be used during grading activities. Fees shall be calculated using the Carl Moyer cost effectiveness figure of $16,000 per ton of NOx plus the 5% administrative fee, or applicable fee in effect at the time the grading permit is issued.

5.3-2 a) The project applicant shall limit the project's maximum acreage graded per day to no more than 15 acres or the project applicant shall model the project using a PM modeling program, such as the BEEST or AERMOD models, to determine the full PM impact of the project under the proposed grading acreages. Upon completion of the PM modeling, the results and recommended mitigation measures to reduce PM emissions below SMAQMD thresholds shall be submitted to the City for their approval. If more than 15 acres will be graded per day, dispersion modeling following SMAQMD procedures shall be completed, and mitigation measures shall be approved by the City prior to the issuance of grading permits. In either case, the project applicant shall implement Mitigation Measures 5.3-2(b) through (m) below and other mitigation measures, deemed appropriate, as a result of the PM modeling to reduce local particulate matter concentrations below 50 $\mu g/m^3$ per day.

5.3-2 b) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be covered or watered with sufficient frequency as to maintain soil moistness.

5.3-2 c) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.

5.3-2 d) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 2 feet of freeboard space from the top of the container.

5.3-2 e) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.

5.3-2 f) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.

5.3-2 g) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5.3-2 h) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.

5.3-2 i) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent.

5.3-2 j) Excavation and grading activities shall be suspended when winds exceed 20 mph.

5.3-2 k) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

5.3-2 l) The text of this measure shall be included in all construction plans and specifications.

5.3-2 m) For all future discretionary projects associated with this project, either this measure shall apply, or additional PM analysis shall be required, which may include BEEST modeling if maximum acreage graded per day exceeds the acreage ranges in Table B.1 of the SMAQMD Guide.

Conclusion

Based on the analysis set forth in this Addendum, the project would not cause a new air quality impact to occur, nor an increase in the severity of air quality impact previously disclosed in the Delta Shores EIR. Therefore, the project would not cause either a new cumulative impact to occur, nor an increase in the severity of air quality impact. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was certified is available that would impact the prior finding less than significant impact with mitigation. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.4 Biological Resources

The proposed project would be located on an approximately 1.24-acre site.. The site is generally bordered by Consumnes River Boulevard to the north, a multi-family residential development to the east, an undeveloped lot to the south, and an existing ARCO gas station, associated am/pm convenience store, and Delta Shores Circle to the west. The project site is vacant and consists entirely of ruderal grassland and relatively flat topography. The site has been previously disturbed, having already undergone mass grading subsequent to approval of the Delta Shores Project EIR as part of implementation of the area's roadways and utilities.

Chapter 5.4 of the Delta Shores Project EIR analyzed impacts to biological resources that would occur as a result of implementing the Delta Shores Master Plan. The EIR concluded that with incorporation of the mitigation measures specified within the chapter, all impacts would be reduced to a less-than-significant level. For example, as part of the EIR's analysis of potential impacts to on-site wetlands, the EIR addressed the fill of jurisdictional wetlands, non-jurisdictional wetlands, and other waters of the U.S. by including **Mitigation Measures 5.4-1(a) through (d)**, which would require the preservation of wetlands on-site or at an approved mitigation bank, thereby compensating for the local loss of wetland habitat. The wetlands mitigation measures would be satisfied by obtaining and complying with the terms of a Clean Water Act Section 404 Permit and Section 401 Water Certification. Additionally, the EIR analyzed potential impacts to special-status wildlife species. In response to potential disturbance of vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley tadpole shrimp, and California linderiella, the EIR included **Mitigation Measures 5.4-2(a),** which would require pre-construction surveys for federally listed branchiopods. If the presence of such branchiopods were confirmed, **Mitigation Measure 5.4-2(b)** would require preservation or avoidance of habitat areas or contribution to a mitigation bank approved by the U.S. Fish and Wildlife Service (USFWS) for the creation and preservation of habitat. The EIR analyzed potential impacts to Swainson's hawk and other raptors. In response, the EIR included **Mitigation Measure 5.4-3**, which would require the preservation and management in perpetuity of suitable foraging habitat, contiguous with other areas of suitable foraging habitat, for Swainson's hawk, white-tailed kite, burrowing owl, and other raptors. In addition, the EIR included **Mitigation Measures 5.4-5(a) and (b)** to further protect against impacts to Swainson's hawk and **Mitigation Measures 5.4-6(a) through (c)** to further protect against impacts to burrowing owl. Following an analysis on potential impacts to birds protected under the Migratory Bird Treaty Act of 1918 (MBTA), the EIR included **Mitigation Measure 5.4-4(a) through (d)**, which would require pre-construction surveys for protected bird species and if construction activities could not take place outside the nesting season, steps to ensure active nests would be protected by way of appropriate buffer zones. The EIR also included Mitigation **Measures 5.4-7(a) through (c)** to protect against impacts to valley elderberry longhorn beetle (VELB) and **Mitigation Measures 5.4-9(a) through (c)** to protect against impacts to special-status bats. Finally, the EIR addressed potential impacts to on-site trees that would require removal as part of implementing the Delta Shores Master Plan, and in response, included **Mitigation Measures 5.4-8(a) through (c)**, which would mandate permitting and additional steps to offset the loss of heritage trees. Several of the cited mitigation measures have already been implemented as various sections of the Delta Shores Master Plan have been developed.

Because the proposed project would not change the area of disturbance beyond what was analyzed previously in the Delta Shores Project EIR, the project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to riparian habitat, State and federally protected wetlands, and conformance with local policies or

ordinances from what was previously analyzed in the EIR. Therefore, the conclusions of the EIR pertaining to the aforementioned issue areas remain applicable. However, the possibility remains that new special-status species have been recorded in the project area since the approval of the EIR. To address this possibility, a new search of the California Natural Diversity Database (CNDDB) for special-status plant and wildlife species was completed for this Addendum to account for the prospect of new on-site special-status species.

The CNDDB search returned results for 53 special-status plant and wildlife species that have occurred within a nine-quadrangle boundary surrounding the project site. Among the special-status plants occurring within the project site's U.S. Geological Survey quadrangle, Florin, that were not previously addressed within the EIR, the CNDDB search returned results for saline clover, Peruvian dodder, and alkali-sink goldfields. However, due to the previous disturbance of the project site subsequent to approval of the EIR, the plants would not likely exist on-site. Additionally, all on-site special-status plant species would be addressed per General Plan Policy ER 2.1.10, which requires pre-construction surveys for projects requiring discretionary approval, if a site's conditions are such that potential habitat for sensitive plant and/or wildlife species may be present. The EIR previously addressed all special-status wildlife species returned in the CNDDB search with occurrences in Florin. Because the mitigation measures identified above which have not yet been completed would be included as part of the proposed project, particularly those applying to migratory birds and raptors, the project would remain consistent with the conclusions of the EIR.

Finally, the City does not participate in the South Sacramento Habitat Conservation Plan (SSHCP). Therefore, the proposed project would not conflict with the provisions of an adopted HCP. However, as the special-status species protected under the SSHCP were previously addressed by the EIR and would be protected through mitigation measures established by the EIR and pre-construction surveys mandated by General Plan Policy ER 2.1.10, the proposed project would still not conflict with the provisions established by the SSHCP. The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as the City's tree preservation ordinance. The proposed project would also be required to comply with General Plan policies, such as Policy ER 2.1.9, which states that if wildlife corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value. Compliance with General Plan policies would ensure the proposed project would not result in significant impacts to wildlife corridors.

In conclusion, because the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to biological resources beyond what was previously analyzed in the Delta Shores Project EIR, through compliance with General Plan policies and the following Delta Shores Project EIR mitigation measures, the proposed project would result in a less-than-significant impact.

The following mitigation measures contained within the EIR would apply to the proposed project: **Mitigation Measures 5.4-3, 5.4-4(a) through (d)**, **5.4-5(a) and (b)**, and **5.4-6(a) through (c)**. **Mitigation Measure 5.4-3** has already been implemented and is not listed here.

Mitigation Program

5.4-4(a): Between March 1 and August 1, the project applicant or developer(s) shall have a qualified biologist conduct nest surveys within 30 days prior to any demolition/ construction or ground disturbing activities that are within 0.25-mile of potential nest trees. A preconstruction survey shall be submitted to

CDFW and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of raptor and migratory bird nests observed on the project site. If no active nests of MBTA, CDFW or USFWS covered species are identified then no further mitigation is required.

5.4.4(b): Should active nests of protected bird species be identified in the survey conducted in accordance with Mitigation Measure 5.4-4(a), the applicant, or developer(s), in consultation with the City of Sacramento and CDFW, shall delay construction in the vicinity of active nest sites during the breeding season (March 1 through August 1) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFW, but will be a minimum of 100 feet and no more than ¼ mile. The buffer zone shall be delineated with highly visible temporary construction fencing.

5.4-4 (c): No intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest between March 1 and August 1.

5.4-4(d): If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall consult with CDFW and the City, to develop CDFW approved appropriate impact reduction and take avoidance measures, which may include retaining a qualified biologist to monitor the nest site or taking any nestlings to a local wildlife rehabilitation center.

5.4-5(a): Prior to any demolition/construction activities that occur between March 1 and September 15 the applicant or developer(s) shall have a qualified biologist conduct surveys for nesting migratory birds on the project site and within a half mile of demolition/construction activities unless the City and CDFW approve a reduced survey area. Surveys shall be conducted no more than 30 days prior to the start of any site disturbance for each phase of the project. If there is a lapse in construction of more than two weeks, new surveys would be required. If no active nests are identified on or within a quarter mile of construction activities, a letter report summarizing the survey results shall be sent to the City of Sacramento and no further mitigation is required.

5-5(b): If active nests are found, measures that will avoid impacts to nesting migratory birds, including measures consistent with the CDFW Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California shall be implemented as follows:

1. Nest trees shall not be removed unless there is no feasible way of avoiding their removal.

2. If there is no feasible alternative to removing a nest tree, a Management Authorization (including conditions to offset the loss of the nest tree) shall be obtained from CDFW with the tree removal period (generally between October 1 and February 1) to be specified in the Management Authorization.

3. No intensive disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within half mile or less, as

determined by CDFW, (buffer zone as defined in the CDFW Staff Report) of an active Swainson's hawk nest or 500 feet for other nesting migratory birds, between March 1 and September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained from CDFW for the project. The buffer zone may be reduced in consultation with CDFW.

4. If demolition/construction activities are unavoidable within the buffer zone of an active Swainson's hawk nest site, the project applicant or developer(s) shall consult with the CDFW and the City, and if necessary, obtain an incidental take permit issued pursuant to Fish and Game Code section 2081.

3.5 Cultural Resources

Threshold (a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Threshold (b) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to § 15064.5?

Threshold (c) Disturb any human remains, including those interred outside of formal cemeteries?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR, along with its supporting Initial Study, concluded that impacts to cultural resources would be less than significant with mitigation incorporated. According to the Initial Study prepared for the EIR, ECORP Consulting Inc. conducted a cultural resources investigation for the Project in 2007. The Initial Study evaluated the potential for impacts to cultural resources, including known and unknown archaeological resources, historic structures, and tribal cultural resources, within the approximately 800-acre Delta Shores Planned Unit Development (PUD) area. The EIR identified that, due to the scale of ground disturbance proposed under the PUD, there existed the potential to encounter previously unknown subsurface cultural or tribal cultural resources. To address this potential, the EIR included **Mitigation Measures 14-4 and 14-5** requiring pre-construction review of cultural resources records, coordination with local tribes, and the implementation of monitoring and response procedures in the event that cultural materials are discovered during construction. These mitigation measures were adopted and remain applicable to all development within the PUD area, including the subject site.[2]

Project-Specific Analysis and Significance Determination: No new impacts; no substantial change from previous analysis.

An additional record search was completed for the Addendum for the Delta Shores MDR-5 and MDR-8 Project (P20-024). In combination with this record search, background research, and a field survey conducted in 2007, for the Delta Shores PUD Project site, there are currently no recorded archaeological sites within the project site. The project is consistent with the assumptions set forth in the Delta Shores EIR, which assumed development of the project site with commercial-related uses. Although the project site has been disturbed, consistent with the findings of the Delta Shores EIR, there is a potential for previously unknown archeological and tribal cultural resources to be uncovered during ground-disturbing activities. Implementation of **Mitigation Measures 14-4 and 14-5** would ensure impacts to archaeological resources would be less than significant. Furthermore, as determined in the Delta Shores EIR, any earth disturbing activities could affect unknown paleontological resources related to the former Russian Embarcadero. However, the proposed Project would occur entirely within the footprint of the Delta Shores PUD, as analyzed in the Delta Shores EIR. As such, the proposed Project would not impact any archaeological resources outside of what was assessed in the Delta Shores EIR. The proposed Project is not within the Russian Embarcadero area of the Delta Shores site. Therefore, no further mitigation is needed, and the impacts would remain less than significant with mitigation incorporated.

The project site is not located within a known or suspected cemetery and there are no known human remains within the project site. However, this does not preclude the discovery of human remains during project-related ground disturbance. In compliance with State regulations, should any human remains be

[2] Cultural resources were addressed in the Delta Shores Initial Study, mitigation measures were included, and the topic was not further evaluated in the EIR. However, MM 14-4 and MM 14-5 are still applicable to the proposed Project assessed in Section 3.5.1(b) in this addendum.

encountered during construction activities, State Health and Safety Code Section 7050.5 states that no further disturbances shall occur in the immediate area until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. In addition, in accordance with State and local guidelines, if the Coroner determines the remains to be Native American, the Coroner must contact the Native American Heritage Commission within 24 hours for identification of the most likely descendent of the deceased Native American. Additionally, if the remains are determined to be Native American, the City would work with local Native American representatives to ensure that the remains and any associated artifacts are treated in a respectful and dignified manner. Although the potential for disturbance of undiscovered resources during grading and excavation activities is considered low, incorporation of the Delta Shores EIR mitigation measures below would reduce this potential impact to a level considered less than significant.

Accordingly, no new known impacts relative to adverse effects related to archeological and tribal cultural resources would substantially increase the severity of a previously identified potential impact evaluated in the Delta Shores EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant with mitigation. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, the project would not cause a known cultural resources impact to occur, nor an increase in the severity of a potential archeological or tribal cultural resources impact previously disclosed in the Delta Shores EIR, with adherence to State and local regulations and mitigation measures discussed in this section. Implementation of the project would not alter the conclusions of the Delta Shores EIR analysis and would not result in a new or substantially more severe project-specific or cumulative cultural resources impact than those already analyzed.

Mitigation Program[3]

14-4 In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Sacramento Development Services Department shall be notified. The Development Services Department shall consult with a qualified archaeologist and the Native American Heritage Commission (NAHC) to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.

14-5 If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Sacramento Development Services Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, and the NAHC shall be notified within 24 hours, and the guidelines of the NAHC

[3] The numbering for the mitigation measures in this section differ from the numbering in other sections because these mitigation measures are from the Initial Study prepared for the Delta Shores project, were as the mitigation measures listed in the other sections are from the Final EIR.

shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The County coroner shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Sacramento Development Services Department, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to cultural resources or a substantial increase in the severity of a previously identified potential significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts, or increase the severity of the previously identified potential impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant with mitigation. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.6 Energy

Threshold (a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Threshold (b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of Impacts Identified in the Delta Shores EIR

Impacts related to energy were briefly discussed in the Delta Shores EIR because they were not on the State CEQA Guidelines' Appendix G checklist until January 1, 2019, which was subsequent to the adoption of the Delta Shores EIR. Nonetheless, the Delta Shores Raising Cane's would be subject to the 2040 General Plan Master EIR, which determined that energy impacts from construction and operation in the City would be less than significant with implementation of General Plan Policies U 6.1.6 through U 6.1.8 pertaining to the use of renewable resources and implementation of General Plan Policies U 6.1.10 and U 6.1.13 pertaining to the promotion of new energy conservation technologies among utility providers and industries. The Delta Shores Raising Cane's Project proposed land uses consistent with those analyzed in the 2040 General Plan Master EIR. Furthermore, the structures previously proposed would be subject to Titles 20 and 24 of the California Code of Regulations, requiring energy-efficient standards for residential and non-residential buildings. Therefore, the Delta Shores EIR determined that impacts related to construction and operation of the Delta Shores Raising Cane's Project would be less than significant.

Project-Specific Analysis and Significance Determination: No new impacts; no substantial change from previous analysis.

The proposed project proposes a drive-thru restaurant. The project would be allowed and would be consistent with the planned land uses outlined in the 2040 General Plan for general commercial land use designation. Impacts related to energy for the proposed restaurant land use are accounted for in the 2040 General Plan Master EIR. Furthermore, the proposed project would be subject to Title 20 and 24 of the California Code of Regulations. Impacts related to construction and operation of the proposed project would be less than significant. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, the proposed project would not cause an energy impact to occur. Implementation of the proposed project would not result in significant unavoidable energy impacts and would therefore not result in a new or substantially more severe project-specific or cumulative energy impact than those already analyzed. The project's contribution to energy use would be less than cumulatively considerable.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to energy or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the proposed project would

be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance is known that would impact the prior finding of less than significant. The proposed project would have a less than significant impact on energy. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.7 Geology and Soils

Threshold **Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?**

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR found that impacts related to geology and soils would be less than significant with mitigation incorporated. The project site is generally flat and not located within an Alquist-Priolo Earthquake Fault Zone or other known active fault zone, and therefore, the potential for surface fault rupture is low. The EIR concluded that while the area could be subject to strong seismic ground shaking, standard design and construction practices in accordance with applicable California Building Code (CBC) and City of Sacramento regulations would reduce associated risks.

The EIR also determined that the project site is not at significant risk for landslides or other forms of slope instability due to the flat topography. Potential impacts related to soil erosion during construction activities were addressed through compliance with City grading requirements and implementation of stormwater best management practices (BMPs).

Although expansive or unstable soils could occur in localized areas, these concerns were found to be manageable through standard geotechnical investigation and engineering design measures required as part of the development review and permitting process. The EIR also considered the potential for the presence of paleontological resources and concluded that impacts would be less than significant with implementation of mitigation measures requiring monitoring and treatment of any inadvertent discoveries.

Overall, geology and soils impacts were determined to be less than significant with the incorporation of appropriate design standards, mitigation measures, and regulatory compliance.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The Proposed Project is consistent with the type and intensity of commercial uses analyzed in the Delta Shores EIR and would occur on a site that is relatively flat, graded, and partially paved. No new or expanded geologic hazards have been identified since the prior environmental review.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active faults traverse or are located near the site. As such, the risk of surface fault rupture is low. Although the Sacramento region is subject to occasional seismic activity, the area is considered to have relatively low seismicity. Adherence to the seismic design standards of the California Building Code, in effect at the time of construction, would ensure the building is designed to withstand expected ground shaking and other seismic forces. Compliance with the City's grading and erosion control regulations would also reduce potential impacts related to ground failure, lateral spreading, or liquefaction. These hazards were previously evaluated and determined to be less than significant in the Delta Shores EIR, and the current project does not represent a substantial change to those findings.

The project site is not located in an area susceptible to landslides, subsidence, or unstable soils. Although the underlying soils may include silty clay components with expansive characteristics, the use of appropriate engineering design and construction techniques consistent with the California Building Code would minimize risks to life and property. No septic systems are proposed, as the project would connect to the existing municipal sewer system.

Ground-disturbing construction activities, including grading and excavation, would be limited in scope and consistent with prior site assumptions. As the site is underlain by the Riverbank Formation, there remains

a potential for discovery of previously unknown paleontological resources. However, implementation of previously adopted **Mitigation Measure 14-1** would ensure that appropriate procedures are followed in the event of such a discovery, reducing impacts to less than significant.

Overall, the proposed project would not result in any new significant impacts related to geology or soils, nor would it increase the severity of any previously identified impacts evaluated in the Delta Shores EIR. All potential effects would remain less than significant with continued compliance with existing regulations and previously adopted mitigation measures. Therefore, preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, the project would not cause a new geologic impact to occur, nor an increase in the severity of an impact previously disclosed in the Delta Shores EIR. As such, the project would not cumulatively contribute to a cumulatively considerable impact related to geologic resources.

Mitigation Program

14-1 Should paleontological resources be encountered during project-related earth-disturbing construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted, and the City of Sacramento Development Services Department shall be notified. The project applicant shall retain a paleontological professional to evaluate the find. Mitigation shall be conducted as follows: 1 Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2 Assess effects on identified sites; 3 Consult with the institutional/academic paleontologists conducting research investigations within the geological formation that are slated to be impacted; 4 Obtain comments from the researchers; and 5 Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, Development Services Department staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasibly, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to geology and soils or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.8 Hazards and Hazardous Materials

Threshold (a) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?

Threshold (b) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?

Threshold (c) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?

Summary of Impacts Identified in the Delta Shored EIR

The proposed changes in land use would not create new or more severe hazards related to the routine transport, use, or disposal of hazardous materials beyond what was previously analyzed in the Delta Shores EIR. While construction activities may involve limited use of hazardous substances such as fuels, paints, or solvents, these would be managed in compliance with all applicable federal, State, and local regulations to ensure safe handling, storage, and disposal. The project site is not listed on the Cortese List of hazardous materials sites, and all previously identified contamination was remediated and cleared, with a closure letter issued in 2019. Mitigation Measure 9-2 remains in effect to address the unlikely event of encountering unforeseen soil or groundwater contamination during construction. The site is also located over three miles from the nearest airport, is not in a high wildfire risk area, and does not interfere with emergency response or evacuation plans. Furthermore, there are no nearby schools within one-quarter mile that would be exposed to hazardous emissions or materials. As such, the project would not result in any new or substantially more severe significant impacts related to hazardous materials, and all prior environmental conclusions and mitigation measures from the Delta Shores EIR remain applicable and sufficient. Therefore, impacts related to contaminated groundwater during dewatering activities would be less than significant with mitigation.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

Development of the project site with restaurant uses was discussed in the Delta Shores EIR. Therefore, impacts associated with the project would be similar to or less than those evaluated in the Delta Shores EIR.

Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods, improper handling of hazardous materials or hazardous wastes, and/or emergencies such as explosions or fires. The severity of these potential effects varies by type of activity, concentration and/or type of hazardous materials or wastes, and proximity to sensitive receptors.

The project would be required to comply with regulations and standards established by applicable regulatory agencies, including the Department of Toxic Substances Control (DTSC), the U.S. EPA, and the Occupational Safety and Health Administration (OSHA). Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous material would ensure that the project would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials.

Construction of the project would involve the transport, use and disposal of hazardous materials on and off the project site. Such materials would include fuels, paints, mechanical fluids, and solvents but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. The routine transport, use, and disposal of these materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure that project construction would not create a significant hazard to the public or environment.

The project would include the construction of one drive-thru restaurant building and associated on-site and off-site improvements and is not anticipated to result in the release of hazardous materials into the environment. The proposed drive-thru restaurant building would be expected to use limited hazardous materials and substances which include cleaners, paints, solvents, and fertilizers and pesticides for the proposed landscaping. Project implementation would not create a significant impact through the transport, use, or disposal of hazardous materials as the proposed development would be required to comply with all applicable federal, State, and local regulations which are intended to avoid impacts to the public and environment. These regulations ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce potential threats to public health and safety.

Per Envirostor and Geotracker, no active contaminated sites have been identified on the project site with the nearest active site located approximately over 0.66 miles away. The nearest contaminated site is a completed and closed LUST Cleanup site located approximately 0.77 miles north of the project site.

There are no existing or planned schools within 0.5 miles of the project site. Nonetheless, the project would be subject to school district impact fees[4]. Accordingly, no new impacts relative to proximity to schools would occur.

The closest airport is the Sacramento Executive Airport Runway 2-20, located approximately 3.3 miles northwest of the project site. Accordingly, the project site is not located within the vicinity of a public use airport and would not create a safety hazard or excessive noise for people at the project site.

Project implementation would not impair or physically interfere with an adopted emergency response or evacuation plan. Project construction may require the temporary closure of a lane on Consumnes River Boulevard along the project frontage. Access to the planned residential area east of the project site would be maintained during construction for residents and emergency access. Access to the commercial area directly southwest would be maintained. Adherence to all applicable regulations and General Plan policies would result in a less than significant impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

Similar to the Delta Shores EIR, hazards and hazardous materials related impacts would be less than significant with mitigation and there are no changes or new information requiring preparation of subsequent CEQA documentation. No new impact would result, nor would the impact previously identified be any more severe as a result of the proposed project. Therefore, the project would be consistent with the effects of implementation of the Delta Shores Project. The preparation of a subsequent MND or EIR is not required.

[4] City of Sacramento. (2024). *School District Impact Fees*. https://www.cityofsacramento.gov/content/dam/portal/cdd/Building/Forms/CDD-0226_School-Disctrict-Impact-Fees.pdf. Accessed February 2025.

Cumulative Impacts

Project impacts related to hazards and hazardous materials would not be cumulatively considerable. There are no identified active contaminated sites on the project site or within 0.5 miles of the project site. The proposed project would not cumulatively contribute known groundwater contamination, but mitigation will be implemented in order to prevent any accidental soil or groundwater contamination. Accordingly, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from cumulative projects.

Mitigation Program

9-2 In the event that previously unidentified soil or groundwater contamination, USTs, or other features or materials that could present a threat to human health or the environment are discovered during excavation and grading or construction activities, all construction within the project site shall cease immediately, and the applicant shall retain a qualified professional to evaluate the type and extent of the hazardous materials contamination and make appropriate recommendations, including, if necessary, the preparation of a site remediation plan. Pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code, the plan shall include: a proposal in compliance with application law, regulations, and standards for conducting a site investigation and remedial action, a schedule for the completion of the site investigation and remedial action, and a proposal for any other remedial actions proposed to respond to the release or threatened release of hazardous materials at the property. Work within the project site shall not proceed until all identified hazards are managed to the satisfaction of the City and the SCEMD.

Conclusion

Based on the analysis set forth in this Addendum, the project would not cause a new hazardous materials impact to occur, nor an increase in the severity of a hazardous material impact previously disclosed in the Delta Shores EIR. Project impacts related to hazards and hazardous materials would be less than those analyzed in the Delta Shores EIR with the reduced project footprint and would not be altered significantly from the conclusions of the Delta Shores EIR. Therefore, the project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding less than significant impact with mitigation. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.9 Hydrology and Water Quality

Threshold (a) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?

Threshold (b) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR notes that construction-related activities have the potential to impact water quality. However, implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity and the implementation of a Storm Water Pollution Prevention Plan (SWPPP) prior to construction and grading activities, would mitigate these impacts. The use of best management practices (BMPs) would further reduce the potential for sediment or contaminant runoff. Additionally, construction and grading activities would be subject to the requirements of the City of Sacramento's Stormwater Quality Improvement Program (2024) and Standard Specifications for Construction (2020b). Compliance with applicable regulations, including the California Green Building Standards Code (CALGreen) and the Central Valley Regional Water Quality Control Board (RWQCB) Basin Plan (2019), would ensure that water quality impacts remain less than significant. The Delta Shores EIR identifies the project area as within FEMA floodplain designation of Shaded Zone X, these areas are areas protected by levees from a 100-year flood by the Federal Emergency Management Agency (FEMA). Flood insurance is not required for properties in Zone X, and local floodplain zoning ordinances do not apply to Zone X. With compliance to floodplain management and building requirements, the project would not result in substantially increasing exposure of people or property to risk of injury or damage from the event of a 100-year flood and therefor would not result in more severe significant impacts than those considered in the Delta Shores EIR.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The Delta Shores EIR assumed that the project site would be developed and potential impacts associated with drainage and water quality would be addressed. The land use designation for the project site in the 2040 General Plan is general commercial. Therefore, the 2040 General Plan EIR evaluated potential drainage and water quality impacts assuming that the project site would be developed with uses permitted under the general commercial land use designation, which includes retail, restaurant, high-density residential, office, and public uses for which the project would be consistent with the proposed drive-thru restaurant. It is also noted that the project site has been previously disturbed and is partially graded. Runoff from the site would flow into backbone storm drains and regional detention/water quality basins of Basin 89 prior to discharge into Pump Station 89, Morrison Creek/Beach Lake, Stone Lake, and ultimately the Sacramento River.

The project would obtain coverage under the NPDES administered by the Regional Water Quality Control Board (RWQCB). The project would prepare a Post-Construction Erosion and Sediment Control Plan as outlined in the Delta Shores EIR. Stormwater generated by the proposed development would be captured by bio-retention basins into catch-basins and conveyed to the existing stormwater system. To minimize water quality impacts during construction of the project, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The

SWPPP would incorporate BMPs such as gravel bags, silt fence, and fiber rolls. The project would result in an increase in impervious surfaces on-site; however, similar to the development assumed for the Delta Shores commercial area, the proposed project use would still include 85% or less impervious surfaces and would not substantially decrease groundwater recharge with the proposed bioretention basins. The project is consistent with the General Plan and zoning designations and therefore the development envisioned for the project site would have been accounted for in the water supply estimates included in the General Plan. Further, there are no public water wells located on the project site and groundwater is not drawn from the area.

The project would not substantially alter the existing drainage patterns of the project site. The proposed project would continue to discharge to the existing stormwater connection located within Consumnes River Boulevard. The project site does not contain any streams or rivers; therefore, none would be altered by the project. Additionally, the project site is located approximately 74 miles inland and northeast of the Pacific Ocean. There is no risk of exposure to inundation by seiche of tsunami. Accordingly, there is no significant risk of release pollutants due to site inundation.

The project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts to hydrology and water quality would be less than significant and there are no changes or new information on requiring preparation of subsequent environmental documentation. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, the project would not cause a new drainage or water quality impact to occur, nor an increase in the severity of a drainage or water quality impact previously disclosed in the Delta Shores EIR. As such, the project would not cumulatively contribute to a cumulatively significant impact related to water quality and drainage.

Mitigation Program

None

Conclusion

Based on the comparative analysis provided in this Addendum, no new impacts relative to hydrology and water quality or an increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts, or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in a new or more severe environmental impacts that previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding less than significant impact. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.10 Land Use and Planning

Threshold (a) Would the project physically divide an established community?

Threshold (b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores Project would not physically divide an established community or conflict with land use plans or policies. The Delta Shores EIR evaluated the development of a 782-acre master-planned community on previously undeveloped agricultural land, meaning there was no existing community to divide. A new 25-foot-wide public access trail easement would also improve internal connections. These features maintain and even enhance community connectivity, resulting in a less than significant impact. Regarding land use policy consistency, the Delta Shores EIR assessed the project's alignment with all applicable local and regional plans, including the City's General Plan, Community Plans, and PUD Guidelines. While formal significance determinations were not made, the EIR emphasized that adherence to the PUD Guidelines would ensure internal and external compatibility. The current project remains consistent with these plans and policies, resulting in no new significant impacts or increases in the severity of previously identified impacts.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The land use designation for the project site is subject to the 2040 General Plan and listed as general commercial. Although two pedestrian bridges would be removed, they would be replaced with signalized pedestrian crossings and new trail linkages, including enhanced crossings at Cosumnes River Boulevard. A new 25-foot-wide public access trail easement would also improve internal connections. These features maintain and even enhance community connectivity. Therefore, the project would not physically divide an established community and there would be no impacts. Therefore, there are no changes or new significant information that would require preparation of subsequent CEQA documentation.

The City's 2040 General Plan Land Use Plan Map depicts the City's land use designations and indicates that the project site has a general commercial land use designation. The general commercial land use designation allows retail, restaurant, high-density residential, office, and public uses for which the project would be consistent with the proposed drive-thru restaurant. The City's Zoning Map identifies the project site as being located within a C-2-PUD – General Commercial/Planned Unit Development. The project site is within the Delta Shores Project area and would be consistent with the PUD Schematic Plan of the Delta Shores EIR. The project's proposed restaurant use would comply with the allowable uses identified in the 2040 General Plan. A Conditional Use Permit is required to allow the development of a drive-thru restaurant, which is a conditionally permitted use in shopping center zones within the City. Additionally, as required by Chapter 17.216 of the City's Municipal Code, the proposed project has prepared a Site Plan. No mitigation measures are applicable to the proposed project as none were applicable to the Delta Shores Project.

The project is consistent with the pertinent land use planning and policy documents, including the General Plan, the City's Zoning Ordinance, and the Delta Shores PUD. Therefore, the project, similar to

development pursuant to the General Plan, would not physically divide an established community and there would be no impacts. Therefore, there are no changes or new significant information that would require preparation of subsequent CEQA documentation. The preparation of a subsequent MND or EIR is not required.

Cumulative Impact

The project is consistent with applicable land use goals and policies. Although other changes in land use plans and regulations may have occurred with past and present projects in the area and may be necessary for individual future projects, such changes have been, and would be, required to demonstrate consistency with General Plan and other City policies such that no significant adverse cumulative impact has occurred or would occur from such changes. Given that the project is consistent with the land use policies of the applicable plans, the project would not cumulatively contribute to cause an adverse land use impact based on a conflict with a plan or policy. Any associated physical impacts are covered in the individual topic sections. Therefore, the project would not cumulatively contribute to any cumulative land use impacts.

Mitigation Program

None.

Conclusion

Based on the comparative analysis provided in this Addendum, no new impacts relative to land use or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts, or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the proposed project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of no impact. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.11 Mineral Resources

Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Threshold (b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR did not originally assess mineral resource impacts, as the applicable CEQA guidelines at the time did not require such analysis. However, subsequent evaluation confirms that the Delta Shores project site is not located within an area containing known significant mineral resources. According to the California Geologic Survey's mineral land classifications, the site includes areas designated as MRZ-1, where no significant mineral deposits are known, and MRZ-3, where mineral deposits may be present but lack sufficient data to determine their significance. No portion of the site has been identified in the General Plan or other land use plans as a locally important mineral resource recovery area. Therefore, the proposed project would not result in the loss of availability of known or locally important mineral resources, and all related impacts would remain less than significant.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The proposed project within the Delta Shores Planned Unit Development (PUD) would not result in new or more severe impacts to mineral resources than those addressed in the Delta Shores EIR. As noted in the EIR, the project site is not located within an area identified by the California Geologic Survey or the City of Sacramento General Plan as containing significant or locally important mineral resources. The site is designated as MRZ-1 and MRZ-3, indicating either the absence of significant mineral deposits or insufficient data to determine their significance. The proposed commercial use is consistent with the land use designations analyzed in the EIR and would not involve or interfere with mineral resource extraction activities. As such, the project would not result in the loss of availability of a known or locally important mineral resource. Therefore, there would be no new impact and no substantial change from the previous analysis.

Cumulative Impact

The proposed project would not contribute to cumulative impacts related to the loss of known or locally important mineral resources. As discussed in the Delta Shores EIR, the project site and surrounding area have not been identified as containing significant mineral deposits, and the site is not designated for mineral resource extraction under any local or regional plans. Given the lack of identified mineral resources and the limited scale of the proposed commercial development, the project would not result in cumulatively considerable impacts when considered in combination with other past, present, or reasonably foreseeable future projects in the area. Cumulative impacts to mineral resources would remain less than significant.

Mitigation Program

None.

Conclusion

Based on the comparative analysis provided in this Addendum, no new impacts related to land use or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. The proposed project is consistent with the land uses evaluated in the Delta Shores EIR and does not introduce new activities that would affect mineral resources. The site is not located in an area with known significant or locally important mineral deposits, and no new information suggests the presence of valuable resources that would be impacted by development. Therefore, the proposed project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts related to mineral resources. The findings of the Delta Shores EIR remain valid.

3.12 Noise

Would the project:

Threshold (a) **Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increase?**

Threshold (b) **Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project?**

Threshold (c) **Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?**

Threshold (d) **Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?**

Threshold (e) **Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?**

Threshold (f) **Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?**

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR evaluated noise and vibration impacts from construction and operation of the previously approved project. The Delta Shores EIR concluded that the previously proposed project would reduce construction noise impacts to a less than significant level with implementation of **Mitigation Measure 5.6-1 (a) through (d)**. Traffic noise was determined to result in significant and unavoidable impact. Also, the project's operation noise analysis concluded that stationary noise sources would have less than significant impact with **Mitigation Measure 5.6-5 (a)** through **(d)**.

The Delta Shores EIR analyzed vibration impact from construction activities. The evaluation concluded that construction-related vibration levels would be below the Federal Transit Administration (FTA) vibration impact thresholds for residential, commercial, and historic uses and result in a less than significant impact. The groundborne vibration for the nearest residential was also identified to be below the FTA vibration impact threshold with less than a significant impact.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

Noise Measurements

To quantify existing ambient noise levels in the project area, Kimley-Horn conducted five short-term (10-minute) measurements on August 26, 2025, and one long-term noise measurement (24 hours in duration) starting on August 26, 2025, and ending August 27, 2025; see **Appendix B: Noise Data**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute daytime measurements were taken between 8:48 a.m. and 10:26 a.m. Measurements of L_{eq} are considered representative of the noise levels throughout the day.

The average noise levels and sources of noise measured at each location are listed in **Table 3.11-1: Existing Noise Measurements** and shown on ***Exhibit 7: Noise Measurement Locations Map***.

Table 3.11-1: Existing Noise Measurements

Site	Location	Measurement Period	Duration	Daytime Average L_{eq} (dBA)[1]	Nighttime Average L_{eq} (dBA)[1]
Short-Term Noise Measurements (10-minute measurements)					
ST-1	Adjacent to single-family residences to the east of the project site, along Gravel Bar Way.	8:48 a.m. to 8:58 a.m., Tuesday, August 26, 2025	10 min	56.4	-
ST-2	Adjacent to single-family residences to the east of the project site, on the corner of Gravel Bar Way.	9:15 a.m. to 9:25 a.m., Tuesday, August 26, 2025	10 min	50.6	-
ST-3	Adjacent to single-family residences to the east of the project site, along Flowing Way.	9:30 a.m. to 9:40 a.m., Tuesday, August 26, 2025	10 min	49.4	-
ST-4	Adjacent to the gas station to the west of the project site, along Delta Shores Circle South and Cosumnes River Boulevard.	9:56 a.m. to 10:06 a.m., Tuesday, August 26, 2025	10 min	57.6	-
ST-5	Parking lot of the commercial mall to the north of the project site, along Delta Shores North and Cosumnes River Boulevard.	10:16 a.m. to 10:26 a.m., Tuesday, August 26, 2025	10 min	59.3	-
Long-Term Noise Measurements (continuous 24-hour measurement)					
LT-1	Eastern portion of the project site.	Tuesday, August 26, 2025, to Wednesday, August 27, 2025	24 hr	56.4	53.9
			24-hour Average L_{eq}	**55.7**	

Notes:
1. Daytime hours are from 7:00 a.m. to 10:00 p.m., and nighttime hours are from 10:00 p.m. to 7:00 a.m.

Source: Noise measurements taken by Kimley-Horn and Associates, August 26-27, 2025. See **Appendix B** for noise measurement results.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Healthcare facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds are treated as the sensitive receptors, and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive land uses nearest to the project site are the single-family residences located adjacent to the east.

Exhibit 7: Noise Measurement Locations Map

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving, etc.). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect nearby sensitive receptors.

Construction of the project would take approximately six months. Construction activities would include site preparation, grading, building construction, paving, architectural coating, and infrastructure improvement. Such activities could require graders, dozers and tractors during site preparation; tractors, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; air compressors during architectural coating; and trenchers, pavers, rollers, and dozers during infrastructure improvement. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). In this case, project construction would not require the use of pile drivers. Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are identified in **Table 3.11-2: Typical Construction Noise Levels**.

Table 3.11-2: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA Lmax) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Table 3.11-2: Typical Construction Noise Levels	
Equipment	**Typical Noise Level (dBA Lmax) at 50 feet from Source**
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.	

The City's Municipal Code (Chapter 8.68.080) states that noise sources generated during the erection, excavation, demolition, alteration or repair of any building or structure between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays is exempt from the City's noise standards. However, this exemption would be effective only if the operation of an internal combustion engine is equipped with suitable exhaust and intake silencers and are in good working order. Construction noise would have less than a significant impact if the construction of proposed project occurs within the City's construction exempt hours. However, if construction takes place outside the City's exempt hours, the project must adhere to the City's noise standards. Per Sacramento Municipal Code Chapter 8.68.060, the City does not allow exterior noise levels at residential properties to exceed 55 dBA L_{eq} and 75 dBA L_{max} from 7 a.m. to 10 p.m. and 50 dBA L_{eq} and 70 dBA L_{max} from 10 p.m. to 7 a.m.

The nearest noise-sensitive land uses are the single-family residences adjacent to the east of the project. Following FTA's methodology for quantitative construction noise assessments, the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM) was used to predict construction noise. The noise levels calculated in **Table 3.11-3: Project Construction Noise Levels** shows the estimated exterior construction noise that would be generated during construction of the project. Consistent with FTA methodologies, all construction equipment was assumed to operate simultaneously at the center of the project construction area as construction activities would routinely be spread throughout the construction site and would operate at different intervals. The modeled receptor in **Table 3.11-3** represents the closest noise-sensitive land use to project construction activities. Noise levels at other sensitive receptors surrounding the project site would be located further away and would experience lower construction noise levels than the closest receptors modeled.

Table 3.11-3: Project Construction Noise Levels

Construction Phase	Receptor Land Use	Direction	Distance (feet)[1]	Modeled Noise Level (dBA L_{eq}/dBA L_{max})[1]
Site Preparation	Residential	East	138	75.7/79.7
Grading	Residential	East	138	77.1/81.0
Building Construction	Residential	East	70	81.0/85.2
Paving	Residential	East	153	76.0/81.4
Architectural Coating	Residential	East	70	70.8/74.8
Infrastructure Improvement	Residential	East	200	70.0/74.1
1. Distances are measured from the center of the Project construction area to the nearest sensitive receptor.				
Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to **Appendix B** for noise modeling results.				

Table 3.11-3 indicates the nearest receptor (single-family residences), located adjacent to the east of the project site, could be exposed to construction noise levels up to approximately 81.0 dBA L_{eq} and 85.2 L_{max}. However, project construction would occur during the City's allowable construction hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays and construction equipment would be equipped with suitable exhaust and intake silencers that are in good working order in compliance with **Mitigation Measure 5.6-1 (b)**. Additionally, the proposed project would be required to comply with **Mitigation Measure 5.6-1 (a)**, **(c)**, and **(d)**, which require the use of temporary

barriers to reduce noise levels by at least 5 dBA near residential uses, a plan demonstrating the locations of construction equipment staging areas far from residential areas prior to construction permits, and the restriction of high noise activities to 7:00 a.m. to 6:00 p.m. Monday through Friday. Implementation of these mitigation measures would further reduce project construction noise levels. Therefore, project construction noise would be exempt fromthe City's noise standards, and impacts would be less than significant.

Operations

On-Site Operations

The project proposes to operate a Raising Cane's restaurant with drive-thru access and an outdoor seating area. The primary noise sources associated with the proposed Raising Cane's restaurant would consist of drive-thru operations (i.e., sound from the ordering intercom and vehicles idling/queuing in the drive-thru lanes), parking lot noise, outdoor dining, mechanical equipment, truck deliveries (i.e., maneuvering and idling trucks, and loading/unloading activities), and trash/recycling pickup noise. A discussion of each of these project noise sources is provided below.

Drive-Thru Operations. The proposed restaurant would be open between 9:00 a.m. and 2:00 a.m. Sunday through Wednesday and between 9:00 a.m. and 3:30 a.m. Thursday through Saturday. Two drive-thru menu boards and intercoms would be located to the south of the proposed restaurant building in the southeastern portion of the project site. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, vehicles circulating along the drive-thru lanes. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet.[5] The closest sensitive receptors to the project site are the single-family residences located approximately 77 feet from the closest menu board and intercom, and approximately 28 feet from the drive-thru lane/queuing area.

Parking Lot Noise. Traffic associated with parking lots is typically not sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the one-hour L_{eq} and CNEL scales. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA[6] and may be an annoyance to nearby noise-sensitive receptors. Conversations in parking areas may also be an annoyance to nearby sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.[7] Parking lot noise would occur at the proposed surface parking lot as close as approximately 130 feet from the single-family residences to the east of the project site.

Outdoor Dining Noise. The project would include an outdoor dining area on the western façade of the proposed Raising Cane's restaurant. The outdoor dining areas would be used by individuals or small groups to gather outside for a meal and may include low-level background music. Outdoor dining areas with music can generate noise levels up to approximately 82 dBA at one meter from the source.[8] The nearest sensitive receptors (single-family residences to the east) would be located approximately 97 feet from the outdoor dining area of the proposed restaurant.

[5] Drive-thru noise sample collected at Raising Cane's restaurant by Kimley-Horn on August 17, 2018.

[6] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

[7] Elliott H. Berger, Rick Neitzel1, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[8] Obtained from the SoundPLAN Essential version 5.1 reference noise level database.

Mechanical Equipment. The project would include HVAC units located on the rooftop of the restaurant building. Mechanical equipment (e.g., HVAC equipment) would generate noise levels of approximately 54 dBA at 50 feet[9] and 74 dBA at 5 feet.[10] The nearest sensitive receptors (single-family residences to the east) would be located approximately 50 feet from the proposed rooftop HVAC equipment.

Truck Deliveries and Loading Activities. The project would include infrequent truck deliveries to the restaurant for goods replenishment. Noise would be generated during loading and unloading activities by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting and braking activities; dropping down the truck ramps; and maneuvering away from the delivery area. Slow-moving heavy truck movements generate noise levels up to approximately 70 dBA at 50 feet.[11] Loading dock operations typically generate a noise level of 86.3 dBA at a distance of 50 feet.[12] Typically, noise levels from truck deliveries and unloading would be intermittent and infrequent. As a result, actual noise levels associated with truck deliveries would be far lower. Truck loading was modeled to occur in the parking lot west of the proposed restaurant building. The delivery truck route through the parking lot was modeled conservatively assuming one heavy truck trip per hour. Truck loading activities would occur approximately 130 feet from the single-family residences to the east.

Trash/Recycling Collection. The proposed project would involve occasional deliveries and weekly trash/recycling collection from slow-moving trucks during normal daytime hours. Trash/recycling trucks typically generate noise levels up to approximately 75 dBA at 50 feet.[13] Trash/recycling truck activities would occur approximately 123 feet from the single-family residences to the east.

Modeled Noise Levels. Exterior noise levels associated with drive-thru operations, parking lot noise, outdoor dining, mechanical equipment, truck movements and loading activities, and trash/recycling pickup noise were modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening walls and structures. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations, sound power level data.

Noise levels were calculated at the nearest sensitive receptors surrounding the project site. Four SoundPLAN model runs were quantified for the project: Standard Operations, Truck Deliveries and Loading Activities, and Trash/Recycling Pickups. The maximum modeled noise levels for the project are provided in **Table 3.11-4: Project Operational Exterior Noise Levels** and **Table 3.11-5: Project Operational Interior Noise Levels.** The complete noise modeling results and contours for the project are provided in **Appendix B**.

[9] Lennox, *Miscellaneous Engineering Data - Expanded Soud Data (R-454B)*, March 2025.

[10] CaptiveAire, August 2025.

[11] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

[12] Truck loading noise level was taken from the SoundPLAN system library.

[13] Trash/recycling truck noise level obtained from the SoundPLAN system library.

Table 3.11-4: Project Operational Exterior Noise Levels

Noise Source	Daytime			Nighttime		
	Maximum Noise Level at Residential Uses (dBA L_{eq})	City Noise Standard (dBA L_{eq})[1]	Exceeds Standard?	Maximum Noise Level at Residential Uses (dBA L_{eq})	City Noise Standard (dBA L_{eq})[1]	Exceeds Standard?
Standard Operations	50.7	55	No	50.6	55	No
Truck Deliveries and Loading	61.3	65[2]	No	61.2	65[2]	No
Trash/Recycling Collection	51.7	65[2]	No	57.1	65[2]	No

Notes:
1. SMC Section 8.68.080 limits exterior noise standards for residential properties to 55 dBA from 7:00 a.m. to 10:00 p.m. and 50 dBA from 10:00 p.m. to 7:00 a.m.
2. SMC Section 8.68.060(B) allows for an increase above the City's noise standards of up to 10 dBA for a cumulative period of 5 minutes per hour. Truck movements and loading, and trash/recycling collection activities would not last more than five minutes in any hour during operation; therefore, 10 dBA is added to the City's adjusted noise standard to account for these brief activities.

Source: SoundPLAN version 5.1. See **Appendix B** for noise modeling data and results.

Table 3.11-5: Project Operational Interior Noise Levels

Noise Source	Daytime			Nighttime		
	Maximum Noise Level at Residential Uses (dBA L_{eq})[1]	City Noise Standard (dBA)[2]	Exceeds Standard?	Maximum Noise Level at Residential Uses (dBA L_{eq})[1]	City Noise Standard (dBA)[2]	Exceeds Standard?
Standard Operations	25.7	45	No	25.6	45	No
Truck Deliveries and Loading	33.2	45	No	33.2	45	No
Trash/Recycling Collection	32.1	45	No	32.1	45	No

Notes:
1. Interior noise levels were calculated assuming an exterior-interior sound reduction of 25 dBA from standard construction practices, per the United States Department of Housing and Urban Development, *Noise Guidebook*, available at: https://www.hudexchange.info/resource/313/hud-noise-guidebook/ (2009).
2. SMC Section 8.68.070(A) and General Plan Policy ERC-10.3 establish an interior noise standard of 45 dBA for residential uses.

Source: SoundPLAN version 5.1. See **Appendix B** for noise modeling data and results.

As shown in **Table 3.11-4**, exterior noise levels from project operations would reach a maximum of approximately 61.3 dBA L_{eq} at the single-family residences to the east of the project site and would not exceed the City's daytime or nighttime noise standards. In addition, as shown in **Table 3.11-5**, interior noise levels from project operations would also not exceed the City's standards for residential uses. Therefore, impacts from on-site operations at the project site would be less than significant.

Mitigation Measure 5.6-5 (a) requires HVAC equipment design to reduce the noise levels at nearby residential and noise-sensitive land uses by minimum 10 dBA below the ambient noise levels. As shown in **Table 3.11-6: HVAC Equipment Exterior Noise Levels**, the proposed rooftop HVAC equipment would generate noise levels that are approximately 15.1 dBA below the measured ambient noise levels during the daytime and by 13.4 dBA during the nighttime. Therefore, the project would comply with **Mitigation Measure 5.6-5 (a)**. It is also noted that the project would include a covered trash enclosure to shield the adjacent residential uses to on-site trash collection activities/noise in compliance with **Mitigation Measure 5.6-5(b).**

Table 3.11-6: HVAC Equipment Exterior Noise Levels

Noise Source	Daytime			Nighttime		
	Maximum Noise Level at Residential Uses (dBA L_{eq})[1]	Ambient Noise Level	Ambient Minus Maximum Noise Level at Residential Uses	Maximum Noise Level at Residential Uses (dBA L_{eq})[1]	Ambient Noise Level	Ambient Minus Maximum Noise Level at Residential Uses
HVAC Operations	35.5	50.6	15.1	35.5	48.9	13.4

Notes:
1. **Mitigation Measure 5.6-5 (a)** requires the applicant to submit HVAC specification to demonstrate that the equipment design would control noise from the equipment to at least 10 dBA below existing ambient noise levels at nearby residential and other noise-sensitive land uses.

Source: SoundPLAN version 5.1. See **Appendix B** for noise modeling data and results.

Off-Site Traffic Noise. In general, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.[14] The proposed project would result in additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. Cosumnes River Boulevard (the primary access roadway to the project site) experiences approximately 13,148 average daily trips.[15] The proposed project would result in approximately 1,412 daily trips, which would not double the existing traffic volumes on Cosumnes River Boulevard. Therefore, traffic noise from the proposed project would be imperceptible when compared to existing conditions, and impacts would be less than significant.

Ground-borne Vibration and Noise Levels. Increases in ground-borne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations in their 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Transit Noise and Vibration Manual). In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human

[14] According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a barely noticeable (i.e., 3 dBA) noise increase.

[15] ReplicaHQ, Annual Average Daily Traffic (AADT) 2024 for the City of Sacramento, https://www.replicahq.com/, accessed September 2025.

perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA Transit Noise and Vibration Manual shows that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

The nearest structures to on-site construction activities are the single-family residences located approximately 38 feet to the east of the project site boundary. **Table 3.11-7: Typical Construction Equipment Vibration Levels**, lists vibration levels at 38 feet for typical construction equipment based on FTA data. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 3.11-7**, at 38 feet, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.002 to 0.112 in/sec PPV at the closest structure, which is well below the FTA's 0.20 in/sec PPV threshold.

Table 3.11-7: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 38 Feet (in/sec)
Large Bulldozer	0.047
Loaded Trucks	0.041
Small Bulldozer	0.002
Vibratory Compactor/Roller	0.112

1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (125/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, based on the significance criteria, vibration impacts associated with the proposed project would be less than significant.

Once operational, the project would not be a significant source of ground-borne vibration. Ground-borne vibration surrounding the project currently result from heavy-duty vehicular travel (e.g., refuse trucks, heavy duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the proposed project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA Transit Noise and Vibration Manual, trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 in/sec PPV) when they are on roadways. Therefore, trucks operating at the project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Impacts would be less than significant.

Airport-Related Noise. The nearest airport to the project site is the Sacramento Executive Airport Runway 2-20, located approximately 3.3 miles northwest of the project site. Therefore, the project site is not within two miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the vicinity. Therefore, the project would not expose people residing or working in the area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Summary

The proposed project would result in construction and operational impacts that are less than significant. The project would be consistent with the City Municipal Code and noise ordinance for construction. Project operational exterior and interior noise levels would not exceed the City's daytime or nighttime noise standards. Increases in ground-borne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities and operational sources of ground-borne vibration would not be significant and would not exceed FTA thresholds for building damage or annoyance. Impacts related to noise would be less than significant with mitigation. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, all construction and operational noise impacts would be less than significant. Construction noise impacts are by nature localized. The distance of separation among the proposed project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. As discussed above, operational noise caused by the proposed project would be less than significant. No known projects would compound or increase the operational noise levels generated by the project. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would be less than significant and within the level of impacts analyzed in the Delta Shores EIR.

Mitigation Program

5.6-1 (a) Whenever construction occurs on parcels adjacent to existing offsite residential neighborhoods or schools or, when it occurs during later project stages on parcels near residential and other noise-sensitive uses built on-site during earlier project stages, temporary barriers shall be constructed around the construction sites to shield the ground floor and lower stories of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. The barrier shall not contain any gaps at its base or face, except for site access and surveying openings. The barrier height shall be designed to break the line-of-sight and provide at least a 5 dBA insertion loss between the noise producing equipment and the upper-most story of the adjacent noise-sensitive uses. If, for practical reasons, which are subject to the review and approval of the City, a barrier cannot be built to provide noise relief to the upper stories of nearby noise-sensitive uses, then it must be built to the tallest feasible height.

5.6-1 (b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines.

5.6-1 (c) Construction equipment staging areas shall be located as far as possible from residential areas while still serving the needs of construction contractor(s). Prior to the approval of all construction related permits, including grading permits, improvement plans, and building permits, a plan shall be submitted for approval to the City showing the proposed location of all staging areas. This plan may be included with grading permit, improvement plan, and building permit submittals (i.e., it may be included in improvement plans) and can be reviewed and approved concurrently with permits.

5.6-1 (d) High noise activities, such as jackhammers, drills, impact wrenches and other generators of sporadic high noise peaks, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not adversely affect nearby noise-sensitive receptors. Prior to any such work outside of the specified hours, the applicant shall obtain written approval from the City.

5.6-5 (a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director (or their designee) demonstrating that the equipment design (types, location, enclosure, specifications) would control noise from the equipment to at least 10 dBA below existing ambient noise levels at nearby residential and other noise-sensitive land uses.

5.6-5 (b) Garbage storage containers and retail/commercial building loading docks shall be placed to allow adequate separation to shield adjacent residential or other noise-sensitive uses. If the placement of garbage storage containers or loading docks away from adjacent noise-sensitive uses is not feasible, these noise-generating areas shall be enclosed or acoustically shielded to reduce noise-related impacts to these noise-sensitive uses. The location of garbage storage containers and loading docks shall be shown on building plans reviewed by the City. If these noise-generating structures will be located near sensitive uses, a plan shall be submitted to the City for review and approval, demonstrating adequate acoustical shielding to reduce noise-related impacts to an appropriate level.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to noise or an increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. There are no substantial changes to the circumstances under which the proposed project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was certified is available that would impact the prior finding of less than significant with mitigation. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.13 Population and Housing

Threshold (a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure?

Threshold (b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shore EIR would not induce substantial unplanned population growth or displace existing housing. The Delta Shores EIR originally evaluated a master-planned community of up to 5,222 residential units along with supporting infrastructure and mixed-use development. While infrastructure such as roads and utilities would be extended within the project site, these improvements were already planned and analyzed in the EIR and are primarily intended to serve Delta Shores. Most of the surrounding area is already developed or restricted from future development, limiting potential for induced growth. Therefore, the impact on population growth remains less than significant. Additionally, the project would not displace any existing housing or people. The proposed land use changes apply only to undeveloped parcels within the Delta Shores PUD. Since no existing residences would be removed, there is no need for replacement housing, and no new or increased impacts would occur compared to what was analyzed in the original EIR.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The project would result in the construction of a drive-thru restaurant. Development of the project site was anticipated as a part of the General Plan area and is consistent with the project site's zoning; no significant impacts were identified. Additionally, no residential development is proposed as a part of the specific project. The land use designation for the project site in the City's 2040 General Plan Land Use Plan Map depicts is general commercial land use designation. The general commercial land use would allow for the proposed drive-thru restaurant. Consistent with the Delta Shores EIR, no population and housing impacts would occur as a result of the project. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

As discussed above, the project would not cause an impact to population and housing to occur, nor an increase in the severity of any impacts previously disclosed in the Delta Shores EIR. Delta Shores EIR was found to be generally consistent with the City General Plan and zoning designations and was not anticipated to result in growth-inducing impacts related to population or housing. Therefore, the project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum and consistent with the Delta Shores EIR, the project would have no impact on population and housing. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of no impact. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.14 Public Services

Threshold **Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan?**

Summary of Impacts Identified in the Delta Shores EIR

Fire Protection. Fire protection and emergency medical services are provided by the Sacramento Fire Department (SFD). The Delta Shores EIR concluded that impacts to fire services for the Delta Shores PUD were less than significant, specifically compliance with all applicable code and ordinance requirements, including requirements related to fire flow, fire department access, and automatic sprinkler systems, and other applicable requirements into building designs. The Delta Shores EIR noted a need for the development of a new fire station in the eastern portion of the Delta Shores PUD was identified to ensure that the entire development is located within 1.5 miles of a fire station. The permanent fire station north of Consumnes Boulevard shall be completed once 50% of the PUD residential units are developed. The development of the project site would result in no new significant impacts and no substantial increase in the severity of any previously identified significant impacts than what has previously been discussed in the Delta Shores EIR.

Police Protection. The City of Sacramento Police Department provides law enforcement services to the City of Sacramento, inclusive of the Delta Shores Project area. The Delta Shores EIR noted that the Delta Shores PUD represents the first major project that would significantly exceed the capacity of the existing police facility. To address this impact, Mitigation Measure 5.7-1 requires the developer to enter into a funding agreement with the City's Department of Development Services. Through this agreement, the developer would contribute its fair share, based on projected population, toward the development of a new Sacramento Police Department facility in the Meadowview area. Implementation of this measure would reduce impacts to police protection services to a less-than-significant level.

Schools. Delta Shores as assessed in the Delta Shores EIR determined the project would generate a total of approximately 2,734 students. Due to this, The Project now includes 19.95 acres designated for two School Reservation Sites (ES). Because the Project would result in the reduction of housing units from Delta Shores as assessed in the Delta Shores EIR, no additional population growth would take place that has not been previously accounted for. Therefore, Delta Shores EIR determined that impacts related to school services would be less than significant.

Parks. Please refer to Section 3.15, *Recreation*.

Other Public Facilities. The development of the proposed Project would not create any new public roadways and would not create the need for additional roadway maintenance. The Delta Shores EIR determined that the project would have no impact to these public services.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

Fire Protection. The project would result in the construction of a drive-thru restaurant. The project does not involve any residential development and therefore is not expected to substantially increase service demand such that new or altered facilities would need to be constructed. Fire protection and emergency medical services would be provided by the Sacramento Fire Department (SFD). Similar to the Delta Shores PUD, the proposed project would receive first-response service from the permanent fire station north of

Consumnes Boulevard once 50% of the residential development proposed is constructed. The project does not propose or require new or physically altered fire station facilities.

Police Protection. The project site is in a currently developed area served by the Police Department. Because of this, and because law enforcement personnel already patrol the area, the project is not anticipated to increase response times to the project site or surrounding area. Further, the project applicant would be required to pay fair share fees for police services, which requires all development projects to pay a fee to account for any cost increases associated with the law enforcement facilities, equipment, and training resulting from project implementation. The project does not propose or require new or physically altered police protection facilities.

Schools. The project is a non-residential development. Implementation of the project would not directly result in increased population in the City and therefore, would not increase the need for the construction of additional school facilities. Furthermore, given that the project would not generate new residents, the project would not require new school services, new school facilities, or libraries.

Summary. The preparation of a subsequent MND or EIR is not required.

Cumulative

As discussed above, the project would not cause a new public services impact to occur, nor an increase in the severity of any public service impacts previously disclosed in the Delta Shores EIR. Delta Shores EIR did not identify any potential significant cumulative impacts associated with the provision of public services. The project would not cumulatively contribute to any impacts on public services.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to public services or an increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts, or increase the severity of the previously identified impacts. No new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.15 Recreation

Threshold (a) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?

Threshold (b) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan?

Summary of Impacts Identified in the Delta Shores EIR

The City of Sacramento Youth, Parks, and Community Enrichment (Parks) Department manages recreational facilities in the City of Sacramento, inclusive of the Delta Shores Project area. The Delta Shores EIR determined that the proposed project would not cause new or increased impacts to parks or recreational facilities. Although the Community Park size would be reduced from 26.72 acres to 10.98 acres, the City's parkland dedication standard has since changed from 5 acres to 3.5 acres per 1,000 residents. The revised park plan complies with current City requirements and would still adequately serve the expected residential population. Therefore, the project would not lead to increased use or deterioration of existing parks or facilities, and impacts remain less than significant. Additionally, the project does not include the expansion of recreational facilities that could cause new environmental impacts. Instead, it slightly reduces recreational development by eliminating a planned private community center and converting that area to public open space. As the overall recreational footprint remains consistent with the original EIR analysis, there would be no new significant impacts or increase in severity of previously identified impacts.

Project-Specific Analysis and Significance Determination: No new impact/reduced impact; no change from previous analysis.

Development of the specific project site with non-residential uses was assumed in the Delta Shores EIR. The project does not include residential development, which would directly increase population and result in increased demand for parks and recreational facilities. Accordingly, implementation of the project would not generate an increase in demand on existing public or private parks or other recreational facilities that could result in substantial physical deterioration of the City's parks and recreational facilities. The City of Sacramento requires the payment of development fees for public facilities maintained in the City for uses including but not limited to parks and recreation. The proposed project would be subject to Municipal Code Section 18.56, Development Impact Fees, Article II, Park Impact Fee. In addition, the proposed project site has a general commercial land use designation and is not identified in the Sacramento 2040 General Plan as a park or open space resource. The project does not include the construction of recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, no impact to existing recreational facilities would occur and no mitigation is required. The preparation of a subsequent MND or EIR is not required.

Cumulative Impacts

Under the significance criteria for recreation, potential cumulative impacts could occur if the project—when combined with cumulative projects—would include new recreational facilities or require the construction or expansion of recreational facilities that might adversely affect the environment in order to maintain acceptable service ratios or other performance objectives for parks; or increase the use of the existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facilities would occur or be accelerated. The project would not cause the need for new or expanded recreational facilities or result in substantial physical deterioration of existing facilities.

As discussed above, the project would not cause an increase in the severity of recreational impacts previously disclosed in the Delta Shores EIR. Implementation of the project would not result in project-specific recreational impacts nor cumulatively contribute to recreation impacts.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to recreation or an increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.16 Transportation

The Delta Shores Project EIR addressed potential impacts related to vehicle miles traveled (VMT) in Chapter 5.10. The discussion regarding VMT does not present a significance conclusion, because at the time of preparation of the EIR, VMT was not the primary metric used as the basis for determining the significance of transportation impacts under CEQA. Therefore, to assess the proposed project's potential impacts related to VMT, this Addendum analyzes the proposed project's consistency with the density standards included in the Delta Shores Project EIR. In accordance with the Delta Shores PUD Guidelines, for lots within the MDR land use designation, the EIR assumed the Delta Shores Master Plan would result in a total of 5,092 units across 178 acres, representing a density of 14 du/ac – the maximum allowed density under the density range of eight to 14 du/ac for the MDR land use designation. The proposed project is consistent with the permitted building intensity identified for the commercial zoning classification of the project site. The proposed project would not result in an increase in housing density or commercial building intensity beyond what was evaluated in the Delta Shores Project EIR. Therefore, the proposed project would result in generally the same VMT as was anticipated in the Delta Shores Project EIR and would not result in new impacts or substantially more severe impacts with respect to VMT than were anticipated in the EIR.

It should be noted that although Level of Service (LOS) no longer serves as the basis for determining the significance of transportation impacts under CEQA, the Delta Shores Project EIR included mitigation to address potentially significant impacts to the LOS of various intersections and street segments. As such, Mitigation Measures 5.9-5, 5.9-9, 5.9-15, and 5.9-17 would still apply to the proposed project.

Because the proposed project is consistent with the land use and zoning designations previously analyzed in the EIR, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts to transportation. Therefore, the proposed project would not result in impacts beyond what was anticipated for the project site in the EIR.

The following mitigation measures contained within the EIR would apply to the proposed project: **Mitigation Measures 5.9-5**, **5.9-9**, and **5.9-10**.

5.9-5: Before issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Caltrans, and local emergency service providers including the City of Sacramento fire and police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- The number of truck trips, time, and day of street closures
- Time of day of arrival and departure of trucks
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a truck circulation Pattern Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)

- Maintain safe and efficient access routes for emergency vehicles
- Manual traffic control when necessary
- Proper advance warning and posted signage concerning street closures
- Provisions for pedestrian safety. A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

5.9-9: The project applicant shall be required to pay a fair share development impact fee towards the I-5/Cosumnes River Boulevard interchange project, as well as the I-5 corridor impact fee that is in effect at the time of issuance of building permits.

5.9-10: The project applicant shall coordinate with Regional Transit to provide transit facilities to serve the project area. This may include but not limited to, creating new bus routes or/ add rerouting existing bus services through the project area to connect the project site with the future light rail station at Morrison Creek or to Meadowview station or to downtown Sacramento. The project applicant, in coordination with Regional Transit, shall also identify the specific locations of sheltered transit stops with bus turnouts. The City of Sacramento Traffic Engineering Division, working in conjunction with Regional Transit, shall approve the location, design, and implementation timing of the sheltered transit stops and bus turnouts prior to the issuance of building permits. Construction of these on-site bus stop facilities shall be phased consistent with the phased development of the project. Once demand for public transit services reaches 50 service requests, the project applicant shall coordinate to begin to provide transit services and shall increase those services in proportion to the development levels and increased rider ship levels occurring on the project site. Final design and operation of the transit service would be subject to the approval of the City and other proposed operating agencies (e.g., RT)

Conclusion

As established in the discussions above regarding the potential effects of the proposed project, would not increase the severity of previously identified impacts that would require major or minor revisions to the original Delta Shores Project EIR, including, but not limited to, air quality, biological resources, noise, public services, transportation, hazards and hazardous materials, and cultural resources and tribal cultural resources. Therefore, the proposed changes would not result in any new significant information of substantial importance, new impacts, new mitigation measures, or new or revised alternatives that would require major or minor revisions to the original Delta Shores Project EIR. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

3.17 Tribal Cultural Resources

Threshold (a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Threshold (b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR, along with its supporting Initial Study, concluded that impacts to tribal cultural resources would be less than significant with mitigation incorporated. A cultural resources investigation conducted for the Delta Shores project in 2007, including a records search, Native American consultation, and a pedestrian survey, found no resources eligible for listing in the California Register of Historical Resources or a local register. Subsequent Sacred Lands File searches conducted by the Native American Heritage Commission (NAHC) in both the original EIR and the 2021 addendum also found no known Native American cultural resources in the project area. Although the Ione Band of Miwok Indians identified the area as within their ancestral territory and requested ongoing communication, no significant tribal cultural resources were identified. Because the proposed project remains within the previously disturbed footprint of the original Delta Shores site, impacts are not expected. However, **Mitigation Measures 14-4 and 14-5** remain in place to address the inadvertent discovery of archaeological materials or human remains, ensuring that any potential impacts to tribal cultural resources would be reduced to less than significant.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The Proposed Project site is part of the previously analyzed Delta Shores Specific Plan area and lies entirely within the original, previously disturbed project footprint.

As documented in the Delta Shores EIR and its addenda, comprehensive cultural and tribal cultural resources investigations, including records searches, Native American Heritage Commission (NAHC) Sacred Lands File reviews, and pedestrian field surveys, identified no eligible tribal cultural resources within or adjacent to the site. The NAHC searches returned negative results, and no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register were found. Although the Ione Band of Miwok Indians acknowledged the site as being within their ancestral territory and requested continued consultation, no specific resources were identified within the project area. Given the small scale of the proposed project and its location within an area already previously evaluated and graded, no new or more severe impacts to tribal cultural resources would occur beyond those previously analyzed. Furthermore, implementation of previously adopted **Mitigation Measures 14-4 and 14-5**, addressing inadvertent discovery of archaeological materials or human remains, would continue to reduce any potential impacts to less than significant. Therefore, no substantial change from the previous environmental analysis would result, and no new mitigation measures are necessary.

Cumulative Impact

As discussed above, the project would not cause a known tribal cultural resources impact to occur, nor an increase in the severity of a potential archeological or tribal cultural resources impact previously disclosed in the Delta Shores EIR, with adherence to State and local regulations and mitigation measures discussed in this section. Implementation of the project would not alter the conclusions of the Delta Shores EIR analysis and would not result in a new or substantially more severe project-specific or cumulative cultural resources impact than those already analyzed.

Mitigation Program

The Delta Shores EIR required mitigation measures related to tribal cultural resources; **MM 14-4** and **MM 14-5** remain applicable to the proposed Project. The full language of these mitigation measures can be found in Section 3.5.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to tribal cultural resources or a substantial increase in the severity of a previously identified potential significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the project would not result in any new impacts or increase the severity of the previously identified potential impacts. There are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant with mitigation. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.18 Utilities and Service Systems

Threshold (a) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?

Threshold (b) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?

Summary of Impacts Identified in the Delta Shores EIR

The proposed Delta Shores Planned Unit Development (PUD) modifications would not result in new or substantially more severe environmental impacts related to the construction or relocation of utility infrastructure than those already analyzed in the certified Delta Shores Environmental Impact Report (EIR). The utility systems evaluated include water supply infrastructure, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications. The conclusions of the EIR remain valid, as discussed below.

Water Infrastructure

The Delta Shores EIR evaluated the need for new potable water infrastructure, including a looped distribution system using 8- to 24-inch water lines connected to existing City of Sacramento systems. Water supply would come from surface water diversions from the Sacramento and American Rivers and groundwater pumped from City wells. The EIR found the City had sufficient treatment and conveyance capacity to serve the full buildout of Delta Shores, and impacts were determined to be less than significant. Under the proposed Project, minor modifications such as high-density development on parcel HDR-12 and the relocation of the previously planned on-site water storage facility (Lot WF-1) off-site would not substantially alter the infrastructure needs or environmental effects. Dual water mains already exist near HDR-12, and additional lines would be constructed in compliance with City standards and environmental protection measures. All construction activities would be regulated under the Construction General Permit, which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce erosion, sedimentation, and water quality impacts. As a result, no new significant impacts would occur.

Wastewater Infrastructure

The Delta Shores EIR evaluated wastewater generation and infrastructure, determining that the site would be served by the Sacramento Regional County Sanitation District via existing interceptors and force mains, as well as two new lift stations. Wastewater would be conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWTP), which was found to have adequate capacity. With the proposed Project, the main change affecting wastewater would be the development of high-density housing on HDR-12, requiring a sewer main extension. However, this extension would connect to existing stubbed infrastructure and would not exceed the system's capacity. Additionally, the Project includes expansion of Lot S-1 for future lift station development. Construction impacts would be similar to those previously evaluated, and trenching activities would be governed by the SWPPP requirements of the Construction General Permit. Consequently, wastewater infrastructure development would not result in new or more severe environmental impacts.

Stormwater Drainage

The EIR identified that Delta Shores would significantly increase impervious surfaces and stormwater runoff. However, drainage infrastructure was designed to accommodate these flows within Drainage

Basin 89. This includes regional detention and water quality basins that prevent flooding and ensure compliance with water quality standards. While runoff patterns have changed due to partial site development since 2009, the system continues to function effectively. Trenching and storm drain installation activities would be subject to BMPs designed to prevent erosion and sediment discharge. Therefore, the proposed changes would not lead to new or more severe drainage-related environmental effects.

Electric Power

Electric service would continue to be provided by Sacramento Municipal Utility District (SMUD). The EIR concluded that SMUD has the infrastructure and capacity to serve the project site, and that electricity demands from the development were not significant relative to overall regional supply. All new electrical lines would be placed underground in compliance with current regulations. Construction activities for electrical lines and transformers—such as trenching—would follow the same environmental safeguards discussed above (e.g., SWPPP), ensuring no new significant impacts occur.

Natural Gas

Natural gas service would continue to be provided by PG&E, which has sufficient supply and infrastructure capacity within its northern and central California service area. The Delta Shores EIR found that the increased demand from the development would be minor in the context of PG&E's overall distribution system. The proposed Project, which does not increase the previously approved residential unit cap, would not change this conclusion. Underground gas line installation would occur as needed and follow standard construction practices, with trenching managed under the SWPPP. There would be no new significant impacts related to natural gas infrastructure.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The land use designation for the project site in the 2040 General Plan is general commercial. Restaurants are a permitted use in the general commercial land use designation.

Water. The project site is in the service area of the City of Sacramento Water District.[16] As it applies to the project, the City of Sacramento 2020 Urban Water Management Plan (UWMP)[17] is the applicable planning document for evaluating water supply and demand. According to the UWMP, the City of Sacramento considered population projections from 2025 to 2035 from the 2035 General Plan, 2040 population projections based on a continuous growth rate plus the Delta Shores Joint Vision Study Area, and 2045 population projections using growth rate of previous projections. The 2020 UWMP determined that supply would exceed demand and anticipates that existing supplies would be sufficient through 2045 with projected retail demands and existing wholesale contracts. Therefore, the proposed project would result in less than significant impacts.

Sewer. The project is a drive-thru restaurant within land zoned for general commercial. As such, the proposed development is consistent with the assumptions in the General Plan for the project site. The proposed project would include restaurant uses accounted for in the Delta Shores EIR for which impacts

[16] Sacramento County. (2010). *Sacramento County Water Districts Map.* https://planning.saccounty.gov/Documents/Maps/Water%20Districts_0110.pdf.

[17] City of Sacramento. (2020). *City of Sacramento 2020 Urban Water Management Plan*. https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F1495274186%2FSacramento%202020%20UWMP%20-%20Final.pdf.

to wastewater was deemed to be less than significant. The proposed project would not exceed the capacity of the SASD Separated Sewer System, impacts related to sewer would be less than significant.

Solid Waste. Implementation of the project would be expected to generate additional waste during the temporary, short-term construction phase, as well as the operational phase, but it would not result in inadequate landfill capacity. Similar to the Delta Shores EIR, the City would provide solid waste and recycling collection and disposal services to the project site. The Kiefer Landfill would have sufficient capacity to serve the project site[18]. The Kieffer Landfill currently has approximately 102 million cubic yards in remaining capacity[19]. Waste as a result of the proposed project would represent a fraction of a percentage of the available capacity from this facility, and there would be no need to expand or create new landfill or solid waste management facilities. Therefore, similar to the impacts evaluated in the Delta Shores EIR, the project would have less than significant impacts on solid waste services.

Electrical and Natural Gas. The project would not require relocation or construction of new backbone infrastructure facilities. The project would connect to existing connections for services. Impacts related to electrical and natural gas would be less than significant.

Summary. The preparation of a subsequent MND or EIR is not required.

Cumulative Impact

Given the existing available water supply, the water supply needs of the project—together with related projects—would not result in the need for new or expanded water entitlements that could result in significant environmental impacts. Since the project would not have a significant impact on the water supply and would have adequate water infrastructure improvements, the project combined with related projects would not result in significant water supply and infrastructure impacts. Therefore, the project would not require or result in the relocation or construction of new or expanded water facilities. Further, the project would have sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. No significant cumulative impact is anticipated with respect to water supply, and the project's contribution is not considered cumulatively considerable.

Given the existing available capacity of the water treatment plant, the wastewater treatment needs of the project—together with related projects—would not result in the need for new or expanded wastewater treatment facilities that could result in significant environmental impacts or that could cause the wastewater treatment to exceed the capacity of the wastewater treatment facilities. The City indicated that sufficient capacity exists for sewer services for the project. Therefore, the project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Further, the project would have adequate wastewater capacity to serve the project and reasonably foreseeable future development. No significant cumulative impact is anticipated with respect to wastewater capacity, and the project's contribution is not cumulatively considerable.

As addressed in Section 3.6, *Energy*, the project would not cause an energy impact to occur, including the use of electricity. Implementation of the proposed project would not result in significant unavoidable energy impacts and would therefore not result in a new or substantially more severe project-specific or

[18] CalRecycle. (2025). *SWIS Facility/Site Summary*. https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2507. Accessed February 21, 2025.
[19] CalRecycle. (2025). SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed February 21, 2025.

cumulative energy impact than those already analyzed. The proposed project's contribution to energy use would less than cumulatively considerable.

Potential future projects in the area would increase solid waste generation and decrease available capacity of the County's landfills. The proposed project does not propose a change to land use or zoning; thus, the solid waste generation for construction and operations of industrial uses on the site were assumed in planning documents. The proposed project would not result in a significant impact and combined with related projects would not result in significant impacts to solid waste standards, infrastructure, or reduction goals. Therefore, the proposed project's contribution would not be cumulative considerable.

In summary, the proposed project would not cause utility impacts to occur, nor an increase in the severity of any utilities impacts previously disclosed in the Delta Shores EIR. The proposed project's contribution would be less than cumulatively considerable.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to Utilities and Services or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. With regard to PRC Section 21166 and State CEQA Guidelines Section 15162(a), the proposed project would not result in any new impacts or increase the severity of the previously identified impacts. There are no substantial changes to the circumstances under which the proposed project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Delta Shores EIR was adopted is available that would impact the prior finding of less than significant. Therefore, preparation of a subsequent environmental analysis is not warranted.

3.19 Wildfire

Threshold (a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Threshold (b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Threshold (c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Threshold (d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Summary of Impacts Identified in the Delta Shores EIR

The Delta Shores EIR did not assess impacts on Wildfire because the version of Appendix G for the Initial Study did not specify the need to analyze Wildfire. However, due to significant time passed since the original EIR was published, wildfire will be analyzed in this addendum.

The proposed Delta Shores Planned Unit Development (PUD) modifications would not result in new or substantially more severe environmental impacts related to wildfire risk than those already analyzed in the certified Delta Shores EIR. The wildfire related topics evaluated include emergency response and evacuation planning, exacerbation of wildfire risk due to environmental factors, installation of infrastructure with potential fire risk, and exposure to post-fire hazards such as flooding or landslides. The proposed Project would be developed entirely within the boundaries of the Delta Shores PUD and would remain subject to City requirements for emergency access and fire safety. Modifications, such as the addition of a new Connector Road and reconfiguration of park and residential uses, would not interfere with adopted emergency response or evacuation plans. Surrounding land uses are not considered high fire risk, and all new development would comply with City Fire Department regulations. Furthermore, the proposed Project would not include uses or features that would increase the risk of wildfire or result in additional environmental impacts associated with the construction or maintenance of infrastructure. The site is relatively flat, minimizing the risk of landslides or post-fire runoff issues, and existing drainage infrastructure would accommodate potential increases in stormwater flow. As such, there would be no new significant wildfire-related impacts and no substantial increase in the severity of any previously identified significant impacts in the Delta Shores EIR. Impacts would be less than significant.

Project-Specific Analysis and Significance Determination: No new impact; no substantial change from previous analysis.

The Proposed Project falls within the boundaries of the Delta Shores Planned Unit Development (PUD) and is consistent with the general commercial land use designation evaluated in the Delta Shores EIR. The project site is not located within a designated High or Moderate Fire Hazard Severity Zone, and surrounding land uses, including commercial and residential, do not represent a wildfire risk. The project site is currently undeveloped aside from existing utility stubs and a transformer, and the proposed

development would not introduce new land uses or features that would exacerbate wildfire risk. Additionally, the site is relatively flat and fully served by existing infrastructure, with no risk of post-fire landslides or flooding. As with all development within the PUD, the project would be subject to applicable City of Sacramento Fire Department requirements. Based on this analysis, the proposed project would not result in new or more severe wildfire-related impacts beyond those previously identified in the Delta Shores EIR. Therefore, no new impact would occur, and there is no substantial change from the previous analysis.

Mitigation Program

None.

Conclusion

Based on the comparative analysis set forth in this Addendum, no new impacts relative to Wildfire or a substantial increase in the severity of a previously identified significant impact evaluated in the Delta Shores EIR would occur. The proposed project is consistent with the land uses analyzed in the certified Delta Shores EIR and falls within the boundaries of the existing PUD. The site is not located within a designated fire hazard severity zone and does not introduce new or more intense uses that would increase wildfire risk. All project components would comply with applicable City requirements, including fire safety and emergency access standards. As such, the project would not result in new significant environmental impacts or a substantial increase in the severity of previously identified impacts. The conclusions of the Delta Shores EIR remain valid, and no additional mitigation is required.

4 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

Based upon the analysis of potential environmental consequences anticipated to occur from implementation of the proposed project as provided in Section 3, *Evaluation of Environmental Impacts*, the proposed project would not result in any new or more severe impacts that were not disclosed, analyzed, and mitigated for in the Delta Shores EIR. As demonstrated in this Addendum, the proposed project's potential impacts would either be the same or less than those anticipated for the approved project as evaluated in the Delta Shores EIR. In addition, there are no substantial changes to the circumstances under which the proposed project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the Delta Shores EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified.

Therefore, in accordance with State CEQA Guidelines Section 15164, this Addendum to the previously adopted Delta Shores EIR is the appropriate environmental documentation for the proposed project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the Delta Shores EIR, as augmented by this Addendum. Therefore, preparation of a subsequent negative declaration is not required and the appropriate CEQA document for the proposed project is this Addendum to the Delta Shores EIR. No additional environmental analysis or review is required for the proposed project.

Section 15162 – Subsequent EIRs and Negative Declarations

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

(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;

The land use designation for the project site in the 2040 General Plan is general commercial. Restaurants are a permitted use in the general commercial land use designation. The proposed project proposes restaurant uses accounted for within the Delta Shores EIR.

The City of Sacramento proposes to implement the project within the context of the Delta Shores Project, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or more severe significant environmental effects beyond what was evaluated in the Delta Shores EIR would occur that would require substantive revisions to the Delta Shores EIR. The proposed project would not result in increased impacts above what was evaluated in the Delta Shores EIR with regard to environmental factors such as air quality, noise, public services, transportation, and utilities.

(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

As documented herein, subsequent to the implementation and adoption of the Delta Shores EIR, the Sacramento City Council adopted resolutions adopting the Raising Cane's Delta Shores Project Addendum to the Delta Shores EIR to allow entitlements to construct an approximately 2,768-square-foot (sf) drive-thru restaurant on a 1.24-acre project site in the Delta Shores PUD. The Raising Cane's Delta Shores project would not result in new or more significant impacts that would require a substantial change to the conclusions of the previous Delta Shores EIR.

Accordingly, this change in circumstances does not result in new or substantially more severe significant environmental effects than previously identified. As discussed in the Environmental Impact Analysis section of this Addendum, no substantial changes have occurred with respect to the circumstances under which the project will be undertaken which will require major revisions of the Delta Shores EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(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 environmental 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;

No new information that was not known at the time the Delta Shores EIR was prepared is now available that demonstrates that the proposed project will result in a new or increased impact. Based on the analysis prepared for the proposed project, the project-related effects would not be substantially more severe than were disclosed in the Delta Shores EIR as a result of the proposed project. Implementation of the proposed project within the context of the Delta Shores Project would not substantially increase the severity of previously identified impacts.

(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

No mitigation measures or alternatives were found infeasible in the Delta Shores EIR.

(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.

No feasible alternatives have been identified that would substantially reduce significant impacts associated with the buildout of the Delta Shores Project. However, the proposed project would not result in any significant unavoidable impacts.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Additional technical analyses were performed for the proposed project and are the subject of this Addendum. Based on the analysis in this document, the proposed project would not result in any new significant environmental effects that are substantially different from those identified in the Delta Shores EIR nor would it substantially increase the severity of significant effects previously identified in the Delta Shores EIR. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR or negative declaration.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the proposed project. Therefore, no subsequent EIR or negative declaration is required.

Section 15164 – Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration would occur as a result of the proposed project. Therefore, an Addendum to the Delta Shores EIR is the appropriate CEQA document for the proposed project.

(c) An addendum need not be circulated for public review but can be included in or attached to the EIR or adopted negative declaration.

This Addendum will be attached to the Delta Shores EIR and maintained in the administrative record files at the City of Sacramento.

(d) The decision making body shall consider the addendum with the EIR or adopted negative declaration prior to making a decision on the project.

The City of Sacramento would consider this Addendum with the Delta Shores EIR prior to making a decision on the proposed project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Sacramento records to support the preparation of this Addendum for the proposed project.

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Appendix A
Air Quality and Greenhouse Gas Emissions Data

[Sacramento Raising Cane's Delta Shores]
CalEEMod Assumptions

Land Use

Land Use	Size	Metric
Fast Food Restaurant with Drive Thru	3.25	KSF
Parking Lot	34.05	KSF
KSF = thousand square feet; DU = dwelling unit		

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Site Preparation	11/1/2026	11/30/2026	21
Grading	12/1/2026	12/31/2023	23
Building Construction	1/1/2027	3/31/2027	64
Paving	4/1/2027	4/30/2027	22
Architectural Coating	4/1/2027	4/30/2027	22
Infrastructure Improvement	2/1/2027	2/28/2027	20

Equipment

Construction Phase	Equipment	Number per Day	Hours Per Day
Site Preparation	Graders	1	8
	Rubber Tired Dozers	1	7
	Tractors/Loaders/Backhoes	1	8
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	2	7
Building Construction	Cranes	1	6
	Forklifts	1	6
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	6
	Welders	3	8
Paving	Cement and Mortar Mixers	1	6
	Pavers	1	6
	Paving Equipment	1	8
	Rollers	1	7
	Tractors/Loaders/Backhoes	1	8
Architectural Coating	Air Compressors	1	6
Infrastructure Improvement	Trenchers	1	8
	Pavers	1	8
	Rollers	1	8
	Rubber Tired Dozers	1	8

Grading/Earthwork

Phase	Import (CY)	Export (CY)	Haul Distance (mi)
Site Preparation	0	0	
Grading	0	690.38	
CY = cubic yards; mi = miles			

Worker, Vendor, and Haul Trips

Trip Type	# One-Way Trips/Day	Trip Length (miles)
Site Preparation		
Worker	8	14.3
Vendor	-	8.8
Hauling	0	20
On-Site Truck	-	-
Grading		
Worker	10	14.3
Vendor	-	8.8
Hauling	4	20
On-Site Truck	-	-
Building Construction		
Worker	1	14.3
Vendor	1	8.8
Hauling	0	20
On-Site Truck	-	-
Paving		
Worker	13	14.3
Vendor	-	8.8
Hauling	0	20
On-Site Truck	-	-
Architectural Coating		
Worker	0	14.3
Vendor	-	8.8
Hauling	0	20
On-Site Truck	-	-
Infrastructure Improvement		
Worker	10	14.3
Vendor	-	8.8
Hauling	0	20
On-Site Truck	-	-

Demolition

Phase	Amount (CY)
Demolition	50,000

CY = cubic yards

Operations

Vehicle Data

Land Use	Size	Metric	Trip Rate	Daily Trip Generation
Fast Food Restaurant with Drive Thru	3.25	KSF	434.06	1,412
Parking Lot	34.05	KSF	0	0
Total Daily Trips	-	-	-	**1,412**
KSF = thousand square feet; DU = dwelling unit				
100% primary trips; trip lengths and trip type distributions are CalEEMod defaults				

Trip Length

Land Use	Trip Length (miles)		
	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Fast Food Restaurant with Drive Thru	0	13.14	10.26
Parking Lot	0	13.14	10.26

Trip Purpose and Percent

Land Use	Trip Percent (%)			Trip Purpose (%)		
	Primary	Diverted	Pass-By	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Fast Food Restaurant with Drive Thru	100	0	0	0	2.65	97.35
Parking Lot	100	0	0	0	2.65	97.35

Fleet Mix

Land Use	HHD %	LDA %	LDT1 %	LDT2 %	LHD1 %	LHD2 %	MCY %	MDV %	MH %	MHD %	OBUS %	SBUS %	UBUS %
Retail	1.00	49.04	4.22	22.81	3.08	0.75	2.43	14.48	0.32	1.62	0.10	0.10	0.05
SF Housing	1.00	49.04	4.22	22.81	3.08	0.75	2.43	14.48	0.32	1.62	0.10	0.10	0.05

Drive-Thru On-Site Emissions

Total Trips/Day for Project	1,521
Percent Drive-thru Trips[1]	0.70
Drive-Thru Trips	1,065
Minutes/Trip	5
Distance (miles/trip)	0.07

	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
EMFAC Emissions Rate (g/mi)	0.0162210	0.0708104	0.8042785	0.0030386	0.0017674	0.0016463
Pounds/Day	0.0002221	0.0009696	0.0110125	0.0000416	0.0000242	0.0000225
tons/year	0.0000405	0.0001769	0.0020098	0.0000076	0.0000044	0.0000041

	CO_2	CH_4	N_2O	CO_2e
EMFAC Emissions Rate (g/mi)	307.7523298	0.00314555	0.00619934	--
MT/year	0.70	0.00	0.00	0.70201726

Source: EMFAC2021 (v1.0.2) Emission Rates, Riverside (SC) Sub-Area, Year 2024, Annual.

Notes

1. Drive-thru percent is assumed with 70%.
2. Drive -thru distances measured as 0.07 mile from GoogleEarth.

Sacramento RC Delta Shores Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Sacramento RC Delta Shores
Construction Start Date	11/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	36.6
Location	38.4643989954852, -121.4879843186998
County	Sacramento
City	Sacramento
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	718
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Fast Food Restaurant with Drive Thru	3.25	1000sqft	0.47	3,253	17,258	—	—	—
Parking Lot	34.1	1000sqft	0.78	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.28	2.17	5.16	8.29	0.01	0.19	0.13	0.32	0.17	0.03	0.20	—	1,265	1,265	0.05	0.01	0.46	1,270
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.78	2.33	19.9	21.7	0.04	0.76	2.94	3.52	0.70	1.38	1.92	—	3,970	3,970	0.16	0.07	0.02	3,985
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	0.38	2.40	2.88	0.01	0.08	0.33	0.40	0.08	0.16	0.22	—	514	514	0.02	0.01	0.03	516
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.07	0.44	0.53	< 0.005	0.02	0.06	0.07	0.01	0.03	0.04	—	85.0	85.0	< 0.005	< 0.005	0.01	85.4

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.28	2.17	5.16	8.29	0.01	0.19	0.13	0.32	0.17	0.03	0.20	—	1,265	1,265	0.05	0.01	0.46	1,270
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.77	1.47	13.4	14.6	0.02	0.58	2.94	3.52	0.54	1.38	1.92	—	2,828	2,828	0.13	0.07	0.02	2,852
2027	2.78	2.33	19.9	21.7	0.04	0.76	0.12	0.88	0.70	0.03	0.73	—	3,970	3,970	0.16	0.04	0.01	3,985
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.20	0.17	1.48	1.62	< 0.005	0.07	0.33	0.40	0.06	0.16	0.22	—	302	302	0.01	0.01	0.03	304
2027	0.43	0.38	2.40	2.88	0.01	0.08	0.02	0.10	0.08	< 0.005	0.08	—	514	514	0.02	< 0.005	0.03	516
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04	0.03	0.27	0.29	< 0.005	0.01	0.06	0.07	0.01	0.03	0.04	—	49.9	49.9	< 0.005	< 0.005	0.01	50.3
2027	0.08	0.07	0.44	0.53	< 0.005	0.02	< 0.005	0.02	0.01	< 0.005	0.01	—	85.0	85.0	< 0.005	< 0.005	< 0.005	85.4

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.66	6.12	5.37	54.0	0.12	0.09	10.3	10.4	0.09	2.63	2.72	22.3	12,581	12,604	2.55	0.50	44.0	12,861
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.05	5.49	6.29	45.4	0.11	0.09	10.3	10.4	0.09	2.63	2.72	22.3	11,516	11,538	2.61	0.55	6.10	11,773
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.06	5.51	5.90	44.9	0.11	0.09	10.1	10.2	0.09	2.57	2.66	22.3	11,736	11,759	2.58	0.52	21.9	12,001

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	1.01	1.08	8.20	0.02	0.02	1.84	1.86	0.02	0.47	0.48	3.69	1,943	1,947	0.43	0.09	3.63	1,987

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.54	6.01	5.27	53.8	0.12	0.09	10.3	10.4	0.08	2.63	2.71	—	12,338	12,338	0.51	0.49	38.9	12,537
Area	0.11	0.10	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Energy	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	240	240	0.02	< 0.005	—	241
Water	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Waste	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Total	6.66	6.12	5.37	54.0	0.12	0.09	10.3	10.4	0.09	2.63	2.72	22.3	12,581	12,604	2.55	0.50	44.0	12,861
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.95	5.40	6.19	45.3	0.11	0.09	10.3	10.4	0.08	2.63	2.71	—	11,273	11,273	0.57	0.54	1.01	11,450
Area	0.08	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	240	240	0.02	< 0.005	—	241
Water	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Waste	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Total	6.05	5.49	6.29	45.4	0.11	0.09	10.3	10.4	0.09	2.63	2.72	22.3	11,516	11,538	2.61	0.55	6.10	11,773
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.95	5.41	5.79	44.8	0.11	0.09	10.1	10.2	0.08	2.57	2.65	—	11,493	11,493	0.53	0.52	16.8	11,678

Area	0.10	0.10	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.40	0.40	< 0.005	< 0.005	—	0.40
Energy	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	240	240	0.02	< 0.005	—	241
Water	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Waste	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Total	6.06	5.51	5.90	44.9	0.11	0.09	10.1	10.2	0.09	2.57	2.66	22.3	11,736	11,759	2.58	0.52	21.9	12,001
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.09	0.99	1.06	8.17	0.02	0.02	1.84	1.86	0.01	0.47	0.48	—	1,903	1,903	0.09	0.09	2.78	1,933
Area	0.02	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.07	0.07	< 0.005	< 0.005	—	0.07
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	39.8	39.8	< 0.005	< 0.005	—	39.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.35	0.37	0.72	< 0.005	< 0.005	—	0.98
Waste	—	—	—	—	—	—	—	—	—	—	—	3.34	0.00	3.34	0.33	0.00	—	11.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	1.11	1.01	1.08	8.20	0.02	0.02	1.84	1.86	0.02	0.47	0.48	3.69	1,943	1,947	0.43	0.09	3.63	1,987

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.47	1.24	11.0	11.7	0.02	0.51	—	0.51	0.47	—	0.47	—	2,065	2,065	0.08	0.02	—	2,072

Dust From Material Movement	—	—	—	—	—	—	2.44	2.44	—	1.17	1.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.64	0.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	119	119	< 0.005	< 0.005	—	119
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.12	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	19.7	19.7	< 0.005	< 0.005	—	19.7
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.31	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.1	74.1	< 0.005	< 0.005	0.01	75.1

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.38	4.38	< 0.005	< 0.005	0.01	4.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.72	0.72	< 0.005	< 0.005	< 0.005	0.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.42	12.9	14.0	0.02	0.58	—	0.58	0.53	—	0.53	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.81	0.88	< 0.005	0.04	—	0.04	0.03	—	0.03	—	155	155	0.01	< 0.005	—	155
Dust From Material Movement	—	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.6	25.6	< 0.005	< 0.005	—	25.7
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.8	98.8	< 0.005	< 0.005	0.01	100
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.52	0.19	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	—	274	274	0.03	0.04	0.01	288
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.39	6.39	< 0.005	< 0.005	0.01	6.48

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	18.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.06	1.06	< 0.005	< 0.005	< 0.005	1.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.86	2.86	< 0.005	< 0.005	< 0.005	3.01

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.17	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.45	1.74	< 0.005	0.05	—	0.05	0.04	—	0.04	—	316	316	0.01	< 0.005	—	317
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.04	0.03	0.26	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	52.3	52.3	< 0.005	< 0.005	—	52.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.3	13.3	< 0.005	< 0.005	< 0.005	13.4
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.8	14.8	< 0.005	< 0.005	< 0.005	15.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.39	2.39	< 0.005	< 0.005	< 0.005	2.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.59	2.59	< 0.005	< 0.005	< 0.005	2.71
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.40
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.54	0.46	4.30	6.49	0.01	0.17	—	0.17	0.16	—	0.16	—	992	992	0.04	0.01	—	995
Paving	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.03	0.03	0.26	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.8	59.8	< 0.005	< 0.005	—	60.0
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.89	9.89	< 0.005	< 0.005	—	9.93
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.66	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	137	137	< 0.005	< 0.005	0.45	139
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.51	7.51	< 0.005	< 0.005	0.01	7.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.24	1.24	< 0.005	< 0.005	< 0.005	1.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.46	1.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.99	2.99	< 0.005	< 0.005	0.01	3.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	0.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Infrastructure Improvement (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.32	11.6	11.3	0.02	0.50	—	0.50	0.46	—	0.46	—	2,043	2,043	0.08	0.02	—	2,050
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.63	0.62	< 0.005	0.03	—	0.03	0.03	—	0.03	—	112	112	< 0.005	< 0.005	—	112
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	18.5	18.5	< 0.005	< 0.005	—	18.6

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.39	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.1	97.1	< 0.005	< 0.005	0.01	98.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.46	5.46	< 0.005	< 0.005	0.01	5.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.90	0.90	< 0.005	< 0.005	< 0.005	0.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	6.54	6.01	5.27	53.8	0.12	0.09	10.3	10.4	0.08	2.63	2.71	—	12,338	12,338	0.51	0.49	38.9	12,537
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.54	6.01	5.27	53.8	0.12	0.09	10.3	10.4	0.08	2.63	2.71	—	12,338	12,338	0.51	0.49	38.9	12,537
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	5.95	5.40	6.19	45.3	0.11	0.09	10.3	10.4	0.08	2.63	2.71	—	11,273	11,273	0.57	0.54	1.01	11,450
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.95	5.40	6.19	45.3	0.11	0.09	10.3	10.4	0.08	2.63	2.71	—	11,273	11,273	0.57	0.54	1.01	11,450
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	1.09	0.99	1.06	8.17	0.02	0.02	1.84	1.86	0.01	0.47	0.48	—	1,903	1,903	0.09	0.09	2.78	1,933
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.09	0.99	1.06	8.17	0.02	0.02	1.84	1.86	0.01	0.47	0.48	—	1,903	1,903	0.09	0.09	2.78	1,933

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	93.0	93.0	< 0.005	< 0.005	—	93.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	21.8	21.8	< 0.005	< 0.005	—	21.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	115	115	0.01	< 0.005	—	115
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	93.0	93.0	< 0.005	< 0.005	—	93.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	21.8	21.8	< 0.005	< 0.005	—	21.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	115	115	0.01	< 0.005	—	115
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	15.4	15.4	< 0.005	< 0.005	—	15.4

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.61	3.61	< 0.005	< 0.005	—	3.62
Total	—	—	—	—	—	—	—	—	—	—	—	—	19.0	19.0	< 0.005	< 0.005	—	19.1

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	125	125	0.01	< 0.005	—	126
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	125	125	0.01	< 0.005	—	126
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	125	125	0.01	< 0.005	—	126
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	125	125	0.01	< 0.005	—	126
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.8

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	0.02	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Total	0.11	0.10	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.58	0.58	< 0.005	< 0.005	—	0.58
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Product	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.08	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.07	0.07	< 0.005	< 0.005	—	0.07
Total	0.02	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.07	0.07	< 0.005	< 0.005	—	0.07

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.11	2.24	4.35	0.01	< 0.005	—	5.91
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.35	0.37	0.72	< 0.005	< 0.005	—	0.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.35	0.37	0.72	< 0.005	< 0.005	—	0.98

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.34	0.00	3.34	0.33	0.00	—	11.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.34	0.00	3.34	0.33	0.00	—	11.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.09	5.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	11/1/2026	11/30/2026	5.00	21.0	—
Grading	Grading	12/1/2026	12/31/2026	5.00	23.0	—
Building Construction	Building Construction	1/1/2027	3/31/2027	5.00	64.0	—
Paving	Paving	4/1/2027	4/30/2027	5.00	22.0	—
Architectural Coating	Architectural Coating	4/1/2027	4/30/2027	5.00	22.0	—
Infrastructure Improvement	Trenching	2/1/2027	2/28/2027	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45

Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Infrastructure Improvement	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Infrastructure Improvement	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Infrastructure Improvement	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Infrastructure Improvement	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	3.78	20.0	HHDT

Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.37	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	0.53	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.27	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Infrastructure Improvement	—	—	—	—
Infrastructure Improvement	Worker	10.0	14.3	LDA,LDT1,LDT2
Infrastructure Improvement	Vendor	—	8.80	HHDT,MHDT
Infrastructure Improvement	Hauling	0.00	20.0	HHDT
Infrastructure Improvement	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	4,880	1,627	2,043

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	19.7	0.00	—
Grading	0.00	690	23.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.78

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Fast Food Restaurant with Drive Thru	0.00	0%
Parking Lot	0.78	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	279	0.01	< 0.005
2027	0.00	267	0.01	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	1,412	1,412	1,412	515,379	14,589	14,589	14,589	5,324,994
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	4,880	1,627	2,043

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant with Drive Thru	127,067	267	0.0129	0.0017	391,479
Parking Lot	29,830	267	0.0129	0.0017	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	987,395	241,031
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	37.5	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.5	annual days of extreme heat
Extreme Precipitation	5.80	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	37.6
AQ-PM	27.8
AQ-DPM	18.0
Drinking Water	16.8
Lead Risk Housing	34.1
Pesticides	65.6
Toxic Releases	20.9
Traffic	76.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	16.8
Haz Waste Facilities/Generators	19.2
Impaired Water Bodies	94.6
Solid Waste	0.00
Sensitive Population	—
Asthma	95.2
Cardio-vascular	95.0
Low Birth Weights	54.3
Socioeconomic Factor Indicators	—
Education	63.0
Housing	59.3
Linguistic	62.7
Poverty	74.7
Unemployment	72.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	25.03528808
Employed	24.27819838
Median HI	36.84075452
Education	—
Bachelor's or higher	29.56499423
High school enrollment	24.08571795
Preschool enrollment	55.10073143
Transportation	—
Auto Access	66.18760426
Active commuting	48.76170923
Social	—
2-parent households	8.802771718
Voting	38.90671115
Neighborhood	—
Alcohol availability	82.88207366
Park access	81.35506224
Retail density	22.61003465
Supermarket access	35.46772745
Tree canopy	78.96830489
Housing	—
Homeownership	58.06493007
Housing habitability	44.95059669
Low-inc homeowner severe housing cost burden	52.17502887
Low-inc renter severe housing cost burden	38.76555883

Uncrowded housing	21.89144104
Health Outcomes	—
Insured adults	34.33850892
Arthritis	31.2
Asthma ER Admissions	5.8
High Blood Pressure	12.9
Cancer (excluding skin)	66.1
Asthma	13.4
Coronary Heart Disease	43.7
Chronic Obstructive Pulmonary Disease	20.5
Diagnosed Diabetes	18.3
Life Expectancy at Birth	20.5
Cognitively Disabled	20.1
Physically Disabled	23.7
Heart Attack ER Admissions	8.1
Mental Health Not Good	23.9
Chronic Kidney Disease	27.1
Obesity	28.2
Pedestrian Injuries	58.5
Physical Health Not Good	27.6
Stroke	17.3
Health Risk Behaviors	—
Binge Drinking	89.9
Current Smoker	12.6
No Leisure Time for Physical Activity	25.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	19.0
Elderly	68.4
English Speaking	30.6
Foreign-born	58.8
Outdoor Workers	43.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	69.0
Traffic Density	77.8
Traffic Access	23.0
Other Indices	—
Hardship	80.0
Other Decision Support	—
2016 Voting	14.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	61.0
Healthy Places Index Score for Project Location (b)	32.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Based on the site plan.
Construction: Construction Phases	Based on construction questionnaire.
Operations: Vehicle Data	Based on trip gen.
Construction: Off-Road Equipment	Trenching equipment based on assumption.

Appendix B
Noise Data

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	ST-1	**Date:**	8/26/2025
Analyst:	Max Macke	**Time:**	8:48 - 8:58 a.m.
Location:	Adjacent to single-family residences east to the project site, along Gravel Bar Way.		
Noise Sources:	Active Construction on homes, and vehicles and truck pass-bys.		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
56.4	49.4	70.2	90.4

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	68
Wind (mph):	7 mph
Sky:	Partly Cloudy
Bar. Pressure:	29.91
Humidity:	70%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	ST_Data.001.s	Computer's File Name	LxTse_0006073-20250826 084845-ST_Data.001.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 08:48:45	Duration	0:10:00.0		
End Time	2025-08-26 08:58:45	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-08-26 08:47:12	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	56.4 dB		
LAE	84.2 dB	SEA	--- dB
EA	29.1 µPa²h		
LA_{peak}	90.4 dB	2025-08-26 08:58:28	
LAS_{max}	70.2 dB	2025-08-26 08:55:37	
LAS_{min}	49.4 dB	2025-08-26 08:54:14	
LA_{eq}	56.4 dB		
LC_{eq}	67.6 dB	LC_{eq} - LA_{eq}	11.2 dB
LAI_{eq}	59.4 dB	LAI_{eq} - LA_{eq}	3.0 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
56.4 dB	56.4 dB	--- dB

LDEN	LDay	LEve	LNight
56.4 dB	56.4 dB	--- dB	--- dB

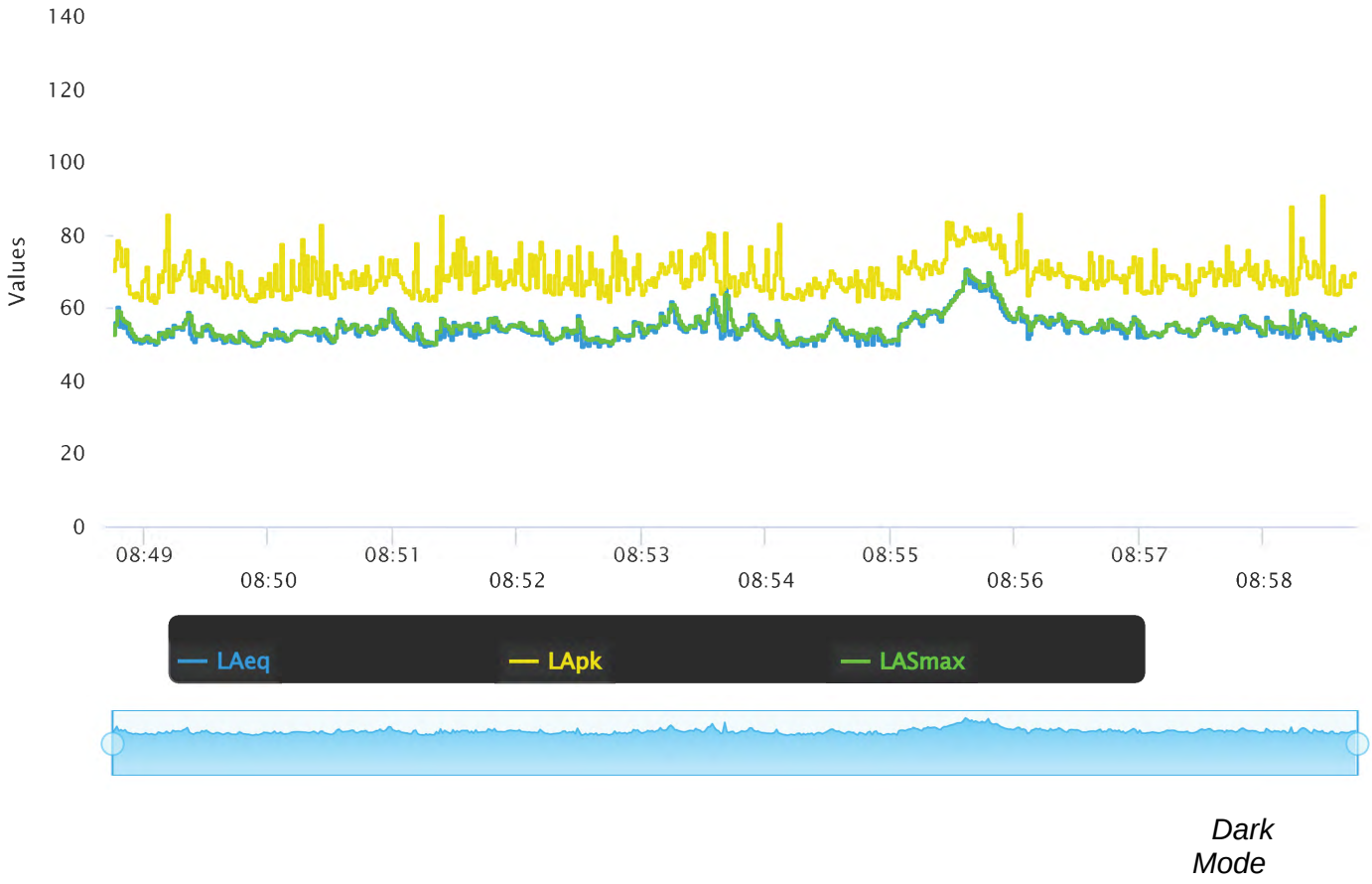
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	56.4 dB		67.6 dB		--- dB	
$L_{S(max)}$	70.2 dB	2025-08-26 08:55:37	--- dB	None	--- dB	None
$L_{S(min)}$	49.4 dB	2025-08-26 08:54:14	--- dB	None	--- dB	None
$L_{Peak(max)}$	90.4 dB	2025-08-26 08:58:28	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	60.2 dB
LAS 10.0	57.5 dB
LAS 33.3	54.9 dB
LAS 50.0	53.9 dB
LAS 66.6	52.9 dB
LAS 90.0	51.0 dB

Time History



Dark Mode

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	ST-2	**Date:**	8/26/2025
Analyst:	Max Macke	**Time:**	9:15 - 9:25 a.m.
Location:	Adjacent to single-family residences to the east of the project site, on the corner of Gravel Bar Way.		
Noise Sources:	Distant Construction, cars on Consumnes River Boulevard, birds chirping		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
50.6	44.9	59.5	91.4

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	70
Wind (mph):	8 mph
Sky:	Partly Cloudy
Bar. Pressure:	29.91
Humidity:	66%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	ST_Data.002.s	Computer's File Name	LxTse_0006073-20250826 091507-ST_Data.002.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 09:15:07	Duration	0:10:00.0		
End Time	2025-08-26 09:25:07	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-08-26 09:14:28	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	50.6 dB		
LAE	78.4 dB	SEA	--- dB
EA	7.7 µPa²h		
LA_{peak}	91.4 dB	2025-08-26 09:20:59	
LAS_{max}	59.5 dB	2025-08-26 09:20:59	
LAS_{min}	44.9 dB	2025-08-26 09:23:46	
LA_{eq}	50.6 dB		
LC_{eq}	62.5 dB	LC_{eq} - LA_{eq}	11.9 dB
LAI_{eq}	53.7 dB	LAI_{eq} - LA_{eq}	3.1 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
50.6 dB	50.6 dB	--- dB

LDEN	LDay	LEve	LNight
50.6 dB	50.6 dB	--- dB	--- dB

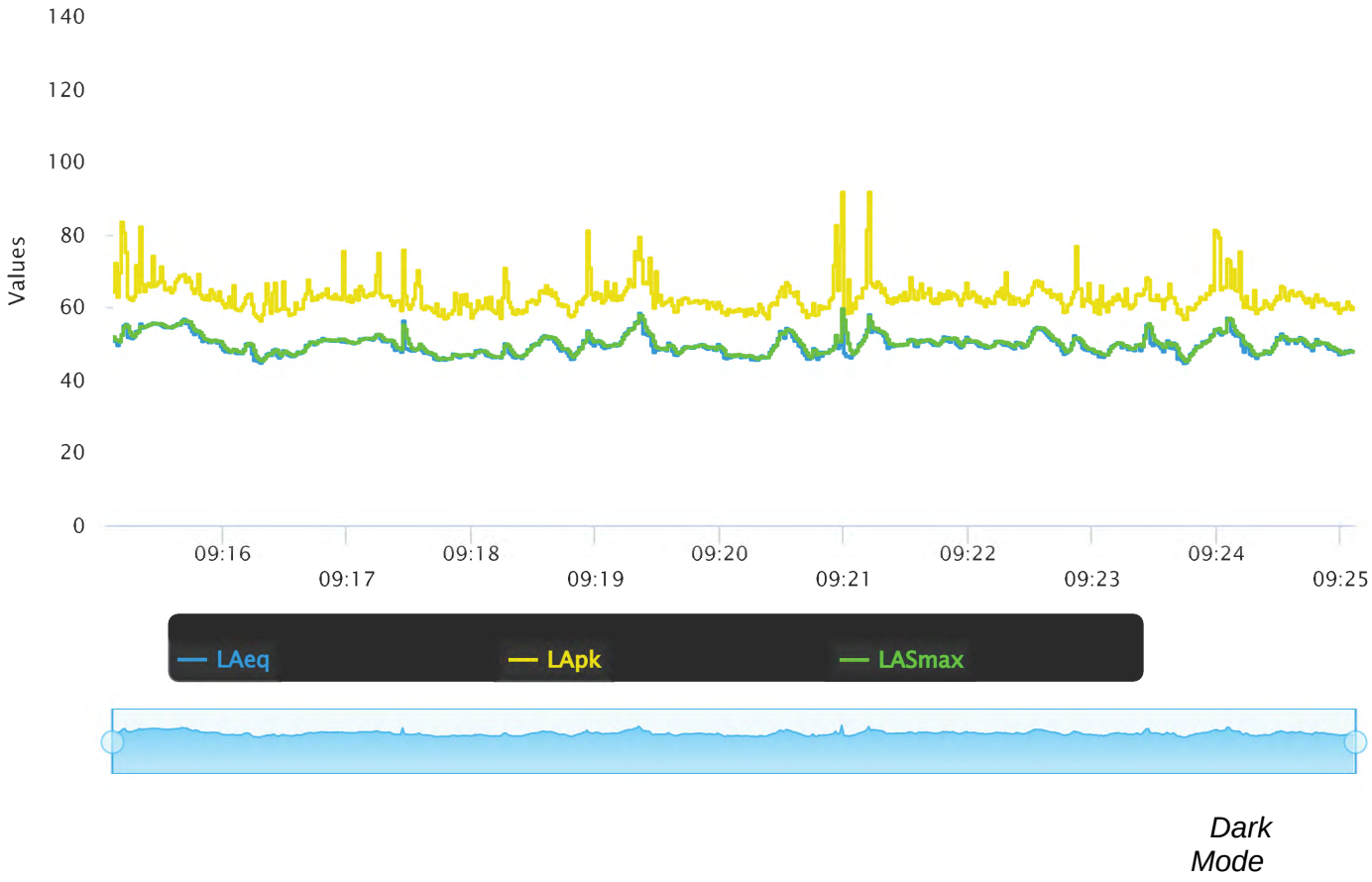
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	50.6 dB		62.5 dB		--- dB	
$LS_{(max)}$	59.5 dB	2025-08-26 09:20:59	--- dB	None	--- dB	None
$LS_{(min)}$	44.9 dB	2025-08-26 09:23:46	--- dB	None	--- dB	None
$L_{Peak(max)}$	91.4 dB	2025-08-26 09:20:59	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	54.7 dB
LAS 10.0	53.4 dB
LAS 33.3	50.6 dB
LAS 50.0	49.6 dB
LAS 66.6	48.6 dB
LAS 90.0	46.7 dB

Time History



Dark Mode

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	ST-3	**Date:**	8/26/2025
Analyst:	Max Macke	**Time:**	9:30 - 9:40 a.m.
Location:	Adjacent to single-family residences to the east of the project site, along Flowing Way.		
Noise Sources:	Distant Construction and Dog Barking. Vehicle pass-by and door slamming.		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
49.4	44.8	58.3	82.2

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	71
Wind (mph):	7 mph
Sky:	Partly Cloudy
Bar. Pressure:	29.91
Humidity:	68%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	ST_Data.003.s	Computer's File Name	LxTse_0006073-20250826 093017-ST_Data.003.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 09:30:17	Duration	0:10:00.0		
End Time	2025-08-26 09:40:17	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-08-26 09:28:17	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	49.4 dB		
LAE	77.2 dB	SEA	--- dB
EA	5.8 µPa²h		
LA_{peak}	82.2 dB	2025-08-26 09:39:10	
LAS_{max}	58.3 dB	2025-08-26 09:39:11	
LAS_{min}	44.8 dB	2025-08-26 09:32:19	
LA_{eq}	49.4 dB		
LC_{eq}	62.9 dB	LC_{eq} - LA_{eq}	13.5 dB
LAI_{eq}	52.9 dB	LAI_{eq} - LA_{eq}	3.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
49.4 dB	49.4 dB	--- dB

LDEN	LDay	LEve	LNight
49.4 dB	49.4 dB	--- dB	--- dB

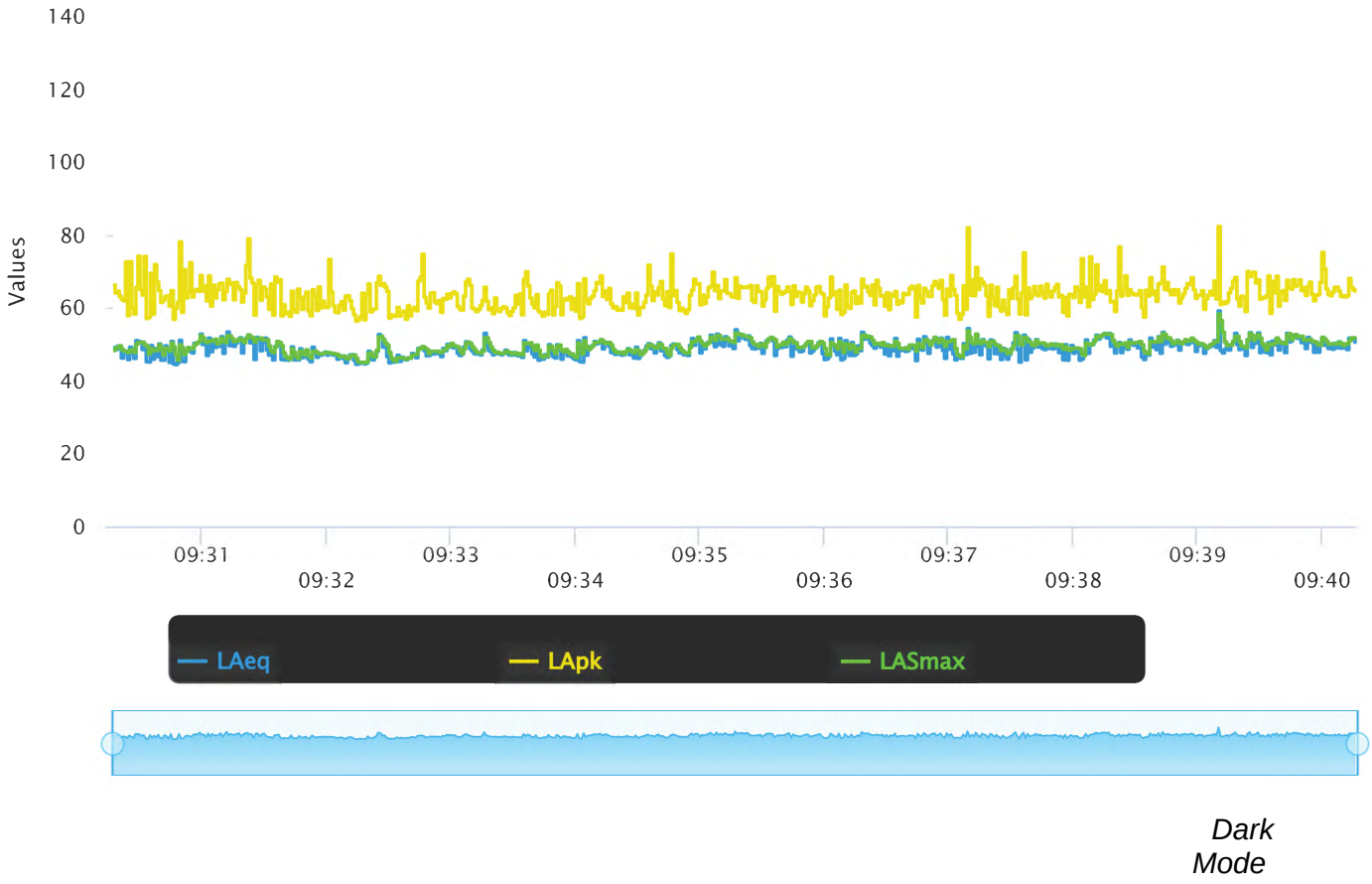
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	49.4 dB		62.9 dB		--- dB	
$L_{S(max)}$	58.3 dB	2025-08-26 09:39:11	--- dB	None	--- dB	None
$L_{S(min)}$	44.8 dB	2025-08-26 09:32:19	--- dB	None	--- dB	None
$L_{Peak(max)}$	82.2 dB	2025-08-26 09:39:10	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	51.8 dB
LAS 10.0	51.2 dB
LAS 33.3	49.8 dB
LAS 50.0	49.1 dB
LAS 66.6	48.2 dB
LAS 90.0	46.8 dB

Time History



Dark Mode

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	ST-4	**Date:**	8/26/2025
Analyst:	Max Macke	**Time:**	9:56 - 10:06 a.m.
Location:	West of the project site, adjacent to the gas station along Delta Shores Cir S. and Cosumnes River Blvd.		
Noise Sources:	Vehicles at the gas station, trucks passing by, and people yelling		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
57.6	48.2	77.9	99.2

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	73
Wind (mph):	7 wind, 13 gusts
Sky:	Partly Cloudy
Bar. Pressure:	29.91
Humidity:	65%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	ST_Data.004.s	Computer's File Name	LxTse_0006073-20250826 095655-ST_Data.004.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 09:56:55	Duration	0:10:00.0		
End Time	2025-08-26 10:06:55	Run Time	0:08:22.1	Pause Time	0:01:37.9
Pre-Calibration	2025-08-26 09:53:31	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	57.6 dB		
LAE	84.6 dB	SEA	--- dB
EA	32.1 µPa²h		
LA_{peak}	99.2 dB	2025-08-26 10:05:14	
LAS_{max}	77.9 dB	2025-08-26 10:05:14	
LAS_{min}	48.2 dB	2025-08-26 10:01:44	
LA_{eq}	57.6 dB		
LC_{eq}	69.6 dB	LC_{eq} - LA_{eq}	12.0 dB
LAI_{eq}	63.6 dB	LAI_{eq} - LA_{eq}	6.0 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
57.6 dB	57.6 dB	--- dB

LDEN	LDay	LEve	LNight
57.6 dB	57.6 dB	--- dB	--- dB

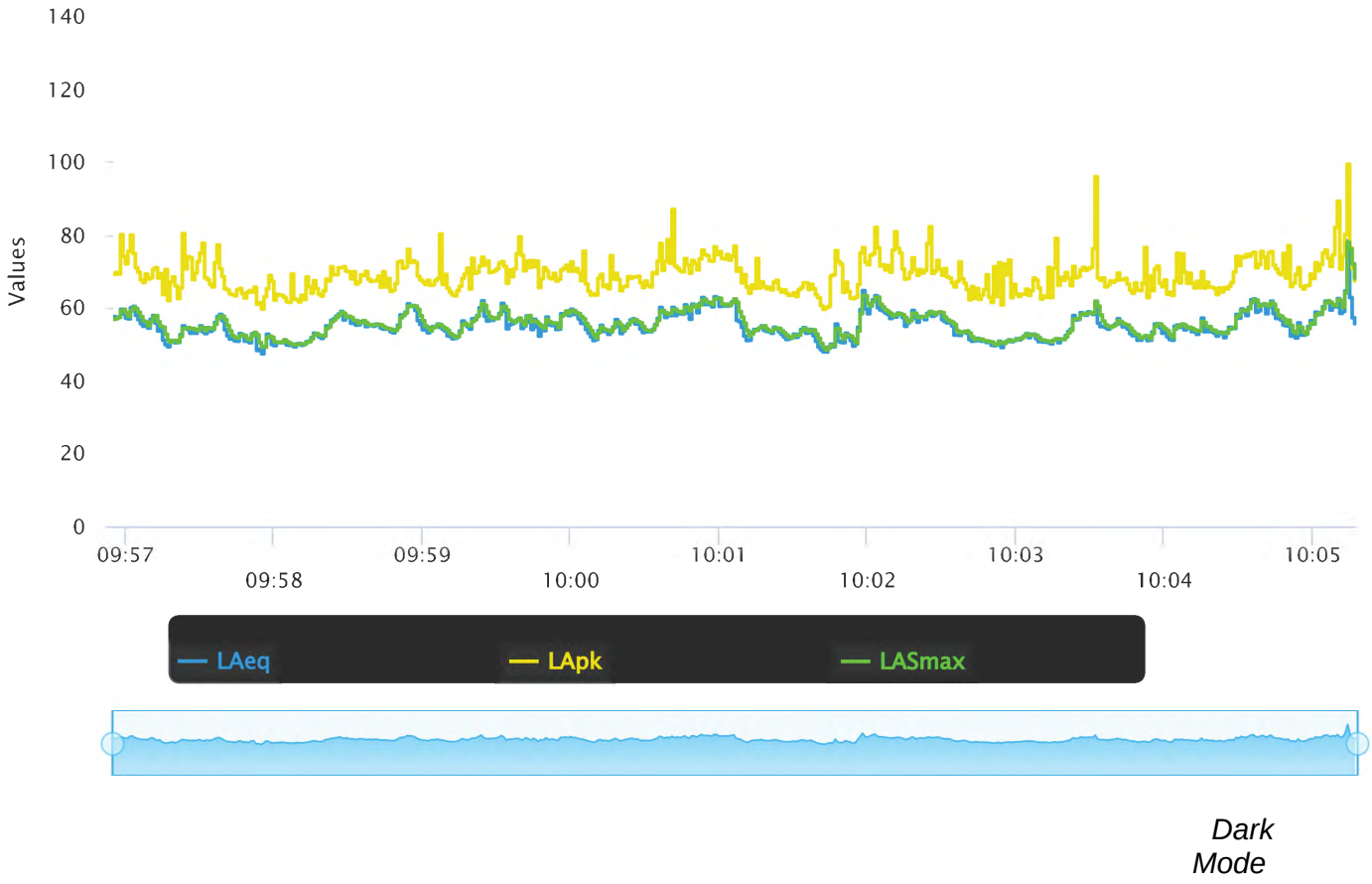
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	57.6 dB		69.6 dB		--- dB	
$LS_{(max)}$	77.9 dB	2025-08-26 10:05:14	--- dB	None	--- dB	None
$LS_{(min)}$	48.2 dB	2025-08-26 10:01:44	--- dB	None	--- dB	None
$L_{Peak(max)}$	99.2 dB	2025-08-26 10:05:14	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	61.0 dB
LAS 10.0	60.0 dB
LAS 33.3	56.7 dB
LAS 50.0	54.9 dB
LAS 66.6	53.7 dB
LAS 90.0	51.1 dB

Time History



Dark Mode

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	ST-5	**Date:**	8/26/2025
Analyst:	Max Macke	**Time:**	10:16 - 10:26 a.m.
Location:	Parking lot of the commercial mall to the north of the project site, along Delta Shores N and Cosumnes River Blvd.		
Noise Sources:	Vehicle pass-bys, trucks driving by, pedestrians talking and walking		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
59.3	45.5	68.3	85.0

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	74
Wind (mph):	8 mph
Sky:	Clear
Bar. Pressure:	29.91
Humidity:	62%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	ST_Data.005.s	Computer's File Name	LxTse_0006073-20250826 101643-ST_Data.005.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 10:16:43	Duration	0:10:00.0		
End Time	2025-08-26 10:26:43	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2025-08-26 09:53:28	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	59.3 dB		
LAE	87.1 dB	SEA	--- dB
EA	56.7 µPa²h		
LA_{peak}	85.0 dB	2025-08-26 10:16:56	
LAS_{max}	68.3 dB	2025-08-26 10:18:20	
LAS_{min}	45.5 dB	2025-08-26 10:22:45	
LA_{eq}	59.3 dB		
LC_{eq}	70.1 dB	LC_{eq} - LA_{eq}	10.8 dB
LAI_{eq}	60.8 dB	LAI_{eq} - LA_{eq}	1.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
59.3 dB	59.3 dB	--- dB

LDEN	LDay	LEve	LNight
59.3 dB	59.3 dB	--- dB	--- dB

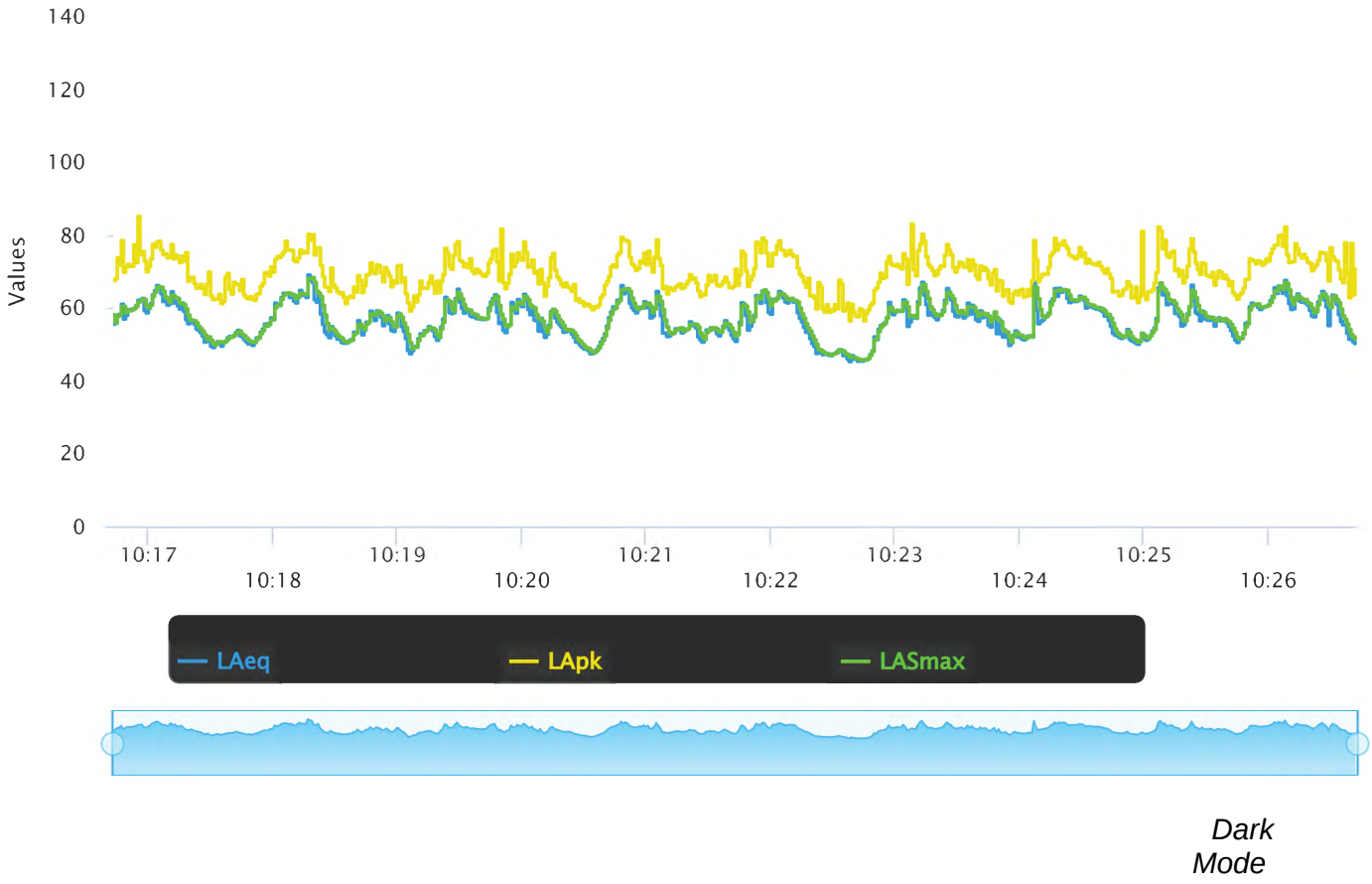
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.3 dB		70.1 dB		--- dB	
$LS_{(max)}$	68.3 dB	2025-08-26 10:18:20	--- dB	None	--- dB	None
$LS_{(min)}$	45.5 dB	2025-08-26 10:22:45	--- dB	None	--- dB	None
$L_{Peak(max)}$	85.0 dB	2025-08-26 10:16:56	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	64.2 dB
LAS 10.0	63.1 dB
LAS 33.3	59.7 dB
LAS 50.0	57.3 dB
LAS 66.6	54.4 dB
LAS 90.0	50.7 dB

Time History



Dark Mode

Noise Measurement Field Data

Project:	Raising Cane's Delta Shores Project	**Job Number:**	197445028.E.313
Site No.:	LT-1	**Date:**	8/26/2025 -8/27/2025
Analyst:	Max Macke	**Time:**	
Location:	East portion of the project site.		
Noise Sources:			
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
55.7	39.7	80.9	102.2

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	
Wind (mph):	
Sky:	
Bar. Pressure:	
Humidity:	

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LT_Data.002.s	Computer's File Name	LxTse_0006073-20250826 110127-LT_Data.002.ldbin
Meter	LxT SE 0006073	Firmware	2.404
User		Location	
Job Description			
Note			

Measurement

Start Time	2025-08-26 11:01:27	Duration	24:24:24.1		
End Time	2025-08-27 11:25:51	Run Time	24:24:24.1	Pause Time	0:00:00.0
Pre-Calibration	2025-08-26 10:35:14	Post-Calibration	None	Calibration Deviation	0.0

Results

Overall Metrics

LA_{eq}	55.7 dB		
LAE	105.1 dB	SEA	--- dB
EA	3.6 mPa²h		
LA_{peak}	102.2 dB	2025-08-26 11:14:57	
LAS_{max}	80.9 dB	2025-08-26 13:24:45	
LAS_{min}	39.7 dB	2025-08-27 01:13:38	
LA_{eq}	55.7 dB		
LC_{eq}	68.8 dB	LC_{eq} - LA_{eq}	13.1 dB
LAI_{eq}	57.3 dB	LAI_{eq} - LA_{eq}	1.6 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	60.8 dB	56.4 dB	53.9 dB

	LDEN	LDay	LEve	LNight
	61.4 dB	56.0 dB	57.9 dB	53.9 dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	55.7 dB		68.8 dB		--- dB	
$Ls_{(max)}$	80.9 dB	2025-08-26 13:24:45	--- dB	None	--- dB	None
$LS_{(min)}$	39.7 dB	2025-08-27 01:13:38	--- dB	None	--- dB	None
$L_{Peak(max)}$	102.2 dB	2025-08-26 11:14:57	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	59.6 dB
LAS 10.0	58.2 dB
LAS 33.3	55.3 dB
LAS 50.0	53.8 dB
LAS 66.6	52.2 dB
LAS 90.0	48.5 dB

Time History

Dark Mode

Project: **Sacramento Raising Cane's Delta Shores**

Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	Daytime hours (7 am to 7 pm)	8
	Evening hours (7 pm to 10 pm)	0
	Nighttime hours (10 pm to 7 am)	0
Leq to L10 factor		3

	Receptor (Land Use)	Average Distance (feet)	Distance to Property Line (feet)	Shielding	Direction
1	Residential	1	60	0	W

Construction Noise Levels by Phase (Leq)

Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Infrastructure Improvement
N/A	75.7	77.1	81.0	76.0	70.8	70.0

Construction Phase	Equipment Type	No. of Equip.	Acoustical Usage Factor	Reference Noise Level at 50ft per Unit, Lmax	RECEPTOR 1: Distance (feet)	Noise Level at Receptor 1, Lmax	Noise Level at Receptor 1, Leq
Site Preparation							
	Grader	1	40%	85	138	76.2	72.2
	Dozer	1	40%	82	138	72.9	68.9
	Tractor	1	40%	84	138	75.2	71.2
	Combined LEQ					**79.7**	**75.7**
Grading							
	Grader	1	40%	85	138	76.2	72.2
	Tractor	2	40%	84	138	78.2	74.2
	Dozer	1	40%	82	138	72.9	68.9
	Combined LEQ					**81.0**	**77.1**
Building Construction							
	Crane	1	16%	81	70	77.7	69.7
	Generator	1	50%	81	70	77.7	74.7
	Tractor	1	40%	84	70	81.1	77.1
	Welder/Torch	3	40%	74	70	75.8	71.9
	Forklift	1	40%	80	70	77.1	73.1
	Combined LEQ					**85.2**	**81.0**
Paving							
	Tractor	1	40%	84	153	74.3	70.3
	Paver	1	50%	77	153	67.5	64.5
	Pavement Scarafier	1	20%	90	153	79.8	72.8
	Drum Mixer	1	50%	80	153	70.3	67.3
	Roller	1	20%	80	153	70.3	63.3
	Combined LEQ					**81.4**	**76.0**
Architectural Coating							
	Compressor (air)	1	40%	78	70	74.8	70.8
Combined LEQ						**74.8**	**70.8**
Infrastructure Improvement							
	Slurry Trenching Machine	1	50%	80	200	68.4	65.3
	Paver	1	50%	77	200	65.2	62.1
	Roller	1	20%	80	200	68.0	61.0
	Dozer	1	40%	82	200	69.7	65.7
	Combined LEQ					**74.1**	**70.0**

Source for Ref. Noise Levels: RCNM, 2005

Project: **Sacramento Raising Cane's Delta Shores**

Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	Daytime hours (7 am to 7 pm)	8
	Evening hours (7 pm to 10 pm)	0
	Nighttime hours (10 pm to 7 am)	0
Leq to L10 factor		3

	Receptor (Land Use)	Average Distance (feet)	Distance to Property Line (feet)	Shielding	Direction
1	Residential	1	60	0	W

Construction Phase	Equipment Type	No. of Equip.	Acoustical Usage Factor	Reference Noise Level at 50ft per Unit, Lmax
Site Preparation				
	Grader	1	40%	85
	Dozer	1	40%	82
	Tractor	1	40%	84
	Combined LEQ			
Grading				
	Grader	1	40%	85
	Tractor	2	40%	84
	Dozer	1	40%	82
	Combined LEQ			
Building Construction				
	Crane	1	16%	81
	Generator	1	50%	81
	Tractor	1	40%	84
	Welder/Torch	3	40%	74
	Forklift	1	40%	80
	Combined LEQ			
Paving				
	Tractor	1	40%	84
	Paver	1	50%	77
	Pavement Scarafier	1	20%	90
	Drum Mixer	1	50%	80
	Roller	1	20%	80
	Combined LEQ			
Architectural Coating				
	Compressor (air)	1	40%	78
Combined LEQ				
Infrastructure Improvement				
	Slurry Trenching Machine	1	50%	80
	Paver	1	50%	77
	Roller	1	20%	80
	Dozer	1	40%	82
	Combined LEQ			

Source for Ref. Noise Levels: RCNM, 2005

On-Site Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
1	1	West	1.Fl	-	-	-	-	46.4	46.3	52.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.9	48.8	55.2	0.0	-	-	-	-
2	2	South	1.Fl	-	-	-	-	38.2	37.9	44.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.8	41.5	47.9	0.0	-	-	-	-
3	3	West	1.Fl	-	-	-	-	41.2	41.0	47.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	46.6	46.5	53.0	0.0	-	-	-	-
4	4	South	1.Fl	-	-	-	-	44.8	44.8	51.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	47.6	47.6	54.0	0.0	-	-	-	-
5	5	West	1.Fl	-	-	-	-	49.7	49.7	56.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	53.8	53.8	60.2	0.0	-	-	-	-
6	6	South	1.Fl	-	-	-	-	38.4	38.3	44.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.1	48.1	54.5	0.0	-	-	-	-
7	7	West	1.Fl	-	-	-	-	50.7	50.6	57.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	55.5	55.5	61.9	0.0	-	-	-	-
8	8	South	1.Fl	-	-	-	-	37.0	37.0	43.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	47.8	47.7	54.2	0.0	-	-	-	-
9	9	West	1.Fl	-	-	-	-	49.9	49.9	56.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.2	54.2	60.6	0.0	-	-	-	-
10	10	South	1.Fl	-	-	-	-	44.4	44.3	50.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	47.6	47.6	54.0	0.0	-	-	-	-
11	11	West	1.Fl	-	-	-	-	49.3	49.3	55.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	52.4	52.4	58.8	0.0	-	-	-	-
12	12	South	1.Fl	-	-	-	-	44.5	44.5	50.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	46.8	46.7	53.2	0.0	-	-	-	-
13	13	West	1.Fl	-	-	-	-	46.4	46.4	52.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.9	48.9	55.3	0.0	-	-	-	-
14	14	West	1.Fl	-	-	-	-	44.6	44.5	50.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	46.3	46.3	52.7	0.0	-	-	-	-
15	15	West	1.Fl	-	-	-	-	43.9	43.8	50.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	45.1	45.1	51.5	0.0	-	-	-	-
16	16	West	1.Fl	-	-	-	-	43.6	43.5	50.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	44.7	44.6	51.1	0.0	-	-	-	-
17	17	West	1.Fl	-	-	-	-	40.4	40.3	46.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.4	41.3	47.7	0.0	-	-	-	-
18	18	West	1.Fl	-	-	-	-	39.2	39.1	45.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	40.1	40.0	46.4	0.0	-	-	-	-
19	19	North	1.Fl	-	-	-	-	22.3	22.0	28.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	26.5	26.3	32.7	0.0	-	-	-	-
20	20	North w	1.Fl	-	-	-	-	21.8	21.4	27.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	28.3	27.9	34.3	0.0	-	-	-	-
21	21	West	1.Fl	-	-	-	-	32.4	32.2	38.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.7	35.4	41.9	0.0	-	-	-	-
22	22	South	1.Fl	-	-	-	-	30.7	30.6	37.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.4	33.2	39.6	0.0	-	-	-	-
23	23	West	1.Fl	-	-	-	-	26.2	26.0	32.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	28.9	28.7	35.1	0.0	-	-	-	-
24	24	South	1.Fl	-	-	-	-	31.4	31.3	37.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.5	33.3	39.8	0.0	-	-	-	-
25	25	West	1.Fl	-	-	-	-	26.6	26.4	32.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	29.4	29.2	35.7	0.0	-	-	-	-
26	26	West	1.Fl	-	-	-	-	24.2	24.0	30.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	27.0	26.7	33.2	0.0	-	-	-	-
27	27	West	1.Fl	-	-	-	-	23.0	22.8	29.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	25.6	25.3	31.8	0.0	-	-	-	-
28	28	West	1.Fl	-	-	-	-	23.1	22.9	29.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	26.0	25.8	32.2	0.0	-	-	-	-
29	29	West	1.Fl	-	-	-	-	22.2	22.0	28.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	24.8	24.6	31.0	0.0	-	-	-	-
30	30	West	1.Fl	-	-	-	-	20.1	19.9	26.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	22.8	22.5	29.0	0.0	-	-	-	-
31	31	West	1.Fl	-	-	-	-	36.0	35.9	42.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.1	38.9	45.3	0.0	-	-	-	-
32	32	West	1.Fl	-	-	-	-	28.1	27.9	34.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	30.8	30.6	37.1	0.0	-	-	-	-
33	33	West	1.Fl	-	-	-	-	24.8	24.7	31.1	0.0	-	-	-	-

On-Site Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
33	33	West	2.Fl	-	-	-	-	27.4	27.1	33.6	0.0	-	-	-	-
34	34	West	1.Fl	-	-	-	-	24.0	23.8	30.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	26.5	26.3	32.8	0.0	-	-	-	-
35	35	West	1.Fl	-	-	-	-	23.9	23.7	30.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	27.0	26.8	33.3	0.0	-	-	-	-
36	36	West	1.Fl	-	-	-	-	31.9	31.7	38.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.8	34.6	41.0	0.0	-	-	-	-
37	37	West	1.Fl	-	-	-	-	26.6	26.4	32.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	29.5	29.4	35.8	0.0	-	-	-	-
38	38	West	1.Fl	-	-	-	-	29.7	29.4	35.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	32.1	31.8	38.3	0.0	-	-	-	-
39	39	West	1.Fl	-	-	-	-	32.0	31.8	38.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.0	33.8	40.3	0.0	-	-	-	-
40	40	West	1.Fl	-	-	-	-	30.6	30.5	36.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.0	32.9	39.3	0.0	-	-	-	-
41	41	West	1.Fl	-	-	-	-	21.1	20.9	27.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	23.1	22.9	29.4	0.0	-	-	-	-
42	42	West	1.Fl	-	-	-	-	28.1	27.8	34.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	30.3	30.0	36.4	0.0	-	-	-	-

HVAC Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
1	1	West	1.Fl	-	-	-	-	33.6	33.6	40.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.7	34.7	41.1	0.0	-	-	-	-
2	2	South	1.Fl	-	-	-	-	31.2	31.2	37.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	32.3	32.3	38.7	0.0	-	-	-	-
3	3	West	1.Fl	-	-	-	-	34.6	34.6	41.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.7	35.7	42.1	0.0	-	-	-	-
4	4	South	1.Fl	-	-	-	-	33.0	33.0	39.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.1	34.1	40.5	0.0	-	-	-	-
5	5	West	1.Fl	-	-	-	-	35.5	35.5	41.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	36.3	36.3	42.7	0.0	-	-	-	-
6	6	South	1.Fl	-	-	-	-	30.6	30.6	37.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	31.7	31.7	38.1	0.0	-	-	-	-
7	7	West	1.Fl	-	-	-	-	33.2	33.2	39.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.4	34.4	40.8	0.0	-	-	-	-
8	8	South	1.Fl	-	-	-	-	30.6	30.6	37.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	31.4	31.4	37.8	0.0	-	-	-	-
9	9	West	1.Fl	-	-	-	-	31.3	31.3	37.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	32.3	32.3	38.7	0.0	-	-	-	-
10	10	South	1.Fl	-	-	-	-	25.1	25.1	31.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	26.3	26.3	32.7	0.0	-	-	-	-
11	11	West	1.Fl	-	-	-	-	29.3	29.3	35.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	30.1	30.1	36.5	0.0	-	-	-	-
12	12	South	1.Fl	-	-	-	-	23.0	23.0	29.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	24.3	24.3	30.7	0.0	-	-	-	-
13	13	West	1.Fl	-	-	-	-	27.5	27.5	33.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	28.1	28.1	34.5	0.0	-	-	-	-
14	14	West	1.Fl	-	-	-	-	27.8	27.8	34.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	28.3	28.3	34.7	0.0	-	-	-	-
15	15	West	1.Fl	-	-	-	-	24.7	24.7	31.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	25.1	25.1	31.5	0.0	-	-	-	-
16	16	West	1.Fl	-	-	-	-	20.0	20.0	26.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	20.7	20.7	27.1	0.0	-	-	-	-
17	17	West	1.Fl	-	-	-	-	22.7	22.7	29.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	23.0	23.0	29.4	0.0	-	-	-	-
18	18	West	1.Fl	-	-	-	-	21.1	21.1	27.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	21.4	21.4	27.9	0.0	-	-	-	-
19	19	North	1.Fl	-	-	-	-	13.9	13.9	20.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	15.1	15.1	21.6	0.0	-	-	-	-
20	20	North w	1.Fl	-	-	-	-	11.4	11.4	17.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	13.7	13.7	20.1	0.0	-	-	-	-
21	21	West	1.Fl	-	-	-	-	23.2	23.2	29.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	25.0	25.0	31.5	0.0	-	-	-	-
22	22	South	1.Fl	-	-	-	-	23.0	23.0	29.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	24.8	24.8	31.2	0.0	-	-	-	-
23	23	West	1.Fl	-	-	-	-	21.2	21.2	27.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	22.4	22.4	28.8	0.0	-	-	-	-
24	24	South	1.Fl	-	-	-	-	23.0	23.0	29.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	24.4	24.4	30.8	0.0	-	-	-	-
25	25	West	1.Fl	-	-	-	-	21.0	21.0	27.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	22.3	22.3	28.7	0.0	-	-	-	-
26	26	West	1.Fl	-	-	-	-	18.1	18.1	24.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	19.4	19.4	25.8	0.0	-	-	-	-
27	27	West	1.Fl	-	-	-	-	16.1	16.1	22.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	17.4	17.4	23.8	0.0	-	-	-	-
28	28	West	1.Fl	-	-	-	-	15.0	15.0	21.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	16.3	16.3	22.7	0.0	-	-	-	-
29	29	West	1.Fl	-	-	-	-	14.0	14.0	20.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	15.2	15.2	21.6	0.0	-	-	-	-
30	30	West	1.Fl	-	-	-	-	13.1	13.1	19.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	14.5	14.5	20.9	0.0	-	-	-	-
31	31	West	1.Fl	-	-	-	-	25.9	25.9	32.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	27.1	27.1	33.6	0.0	-	-	-	-
32	32	West	1.Fl	-	-	-	-	19.5	19.5	25.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	20.8	20.8	27.2	0.0	-	-	-	-
33	33	West	1.Fl	-	-	-	-	19.0	19.0	25.4	0.0	-	-	-	-

HVAC Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
33	33	West	2.Fl	-	-	-	-	20.1	20.1	26.5	0.0	-	-	-	-
34	34	West	1.Fl	-	-	-	-	18.3	18.3	24.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	19.6	19.6	26.0	0.0	-	-	-	-
35	35	West	1.Fl	-	-	-	-	17.1	17.1	23.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	18.9	18.9	25.3	0.0	-	-	-	-
36	36	West	1.Fl	-	-	-	-	23.0	23.0	29.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	24.4	24.4	30.8	0.0	-	-	-	-
37	37	West	1.Fl	-	-	-	-	18.8	18.8	25.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	20.3	20.3	26.7	0.0	-	-	-	-
38	38	West	1.Fl	-	-	-	-	21.1	21.1	27.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	22.5	22.5	28.9	0.0	-	-	-	-
39	39	West	1.Fl	-	-	-	-	18.3	18.3	24.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	19.5	19.5	25.9	0.0	-	-	-	-
40	40	West	1.Fl	-	-	-	-	18.3	18.3	24.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	19.3	19.3	25.7	0.0	-	-	-	-
41	41	West	1.Fl	-	-	-	-	13.3	13.3	19.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	14.0	14.0	20.4	0.0	-	-	-	-
42	42	West	1.Fl	-	-	-	-	17.5	17.5	23.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	18.4	18.4	24.8	0.0	-	-	-	-

Trash Trucks Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
1	1	West	1.Fl	-	-	-	-	51.3	50.9	57.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	53.1	52.6	59.0	0.0	-	-	-	-
2	2	South	1.Fl	-	-	-	-	49.2	49.2	55.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	51.4	51.3	57.8	0.0	-	-	-	-
3	3	West	1.Fl	-	-	-	-	52.5	52.4	58.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.5	54.3	60.7	0.0	-	-	-	-
4	4	South	1.Fl	-	-	-	-	50.7	50.7	57.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	52.8	52.8	59.2	0.0	-	-	-	-
5	5	West	1.Fl	-	-	-	-	54.4	54.4	60.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	57.7	57.7	64.1	0.0	-	-	-	-
6	6	South	1.Fl	-	-	-	-	51.3	51.3	57.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	55.2	55.2	61.6	0.0	-	-	-	-
7	7	West	1.Fl	-	-	-	-	54.0	54.0	60.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	57.8	57.8	64.2	0.0	-	-	-	-
8	8	South	1.Fl	-	-	-	-	46.1	46.1	52.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.9	48.9	55.3	0.0	-	-	-	-
9	9	West	1.Fl	-	-	-	-	57.1	57.1	63.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	60.5	60.5	66.9	0.0	-	-	-	-
10	10	South	1.Fl	-	-	-	-	51.9	51.9	58.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	55.6	55.6	62.0	0.0	-	-	-	-
11	11	West	1.Fl	-	-	-	-	55.4	55.4	61.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	59.1	59.1	65.5	0.0	-	-	-	-
12	12	South	1.Fl	-	-	-	-	52.4	52.4	58.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	55.7	55.7	62.1	0.0	-	-	-	-
13	13	West	1.Fl	-	-	-	-	54.2	54.2	60.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	57.6	57.6	64.0	0.0	-	-	-	-
14	14	West	1.Fl	-	-	-	-	53.7	53.7	60.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	55.9	55.9	62.3	0.0	-	-	-	-
15	15	West	1.Fl	-	-	-	-	52.3	52.3	58.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.4	54.4	60.8	0.0	-	-	-	-
16	16	West	1.Fl	-	-	-	-	52.2	52.2	58.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.9	54.9	61.3	0.0	-	-	-	-
17	17	West	1.Fl	-	-	-	-	50.3	50.3	56.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	52.1	52.0	58.5	0.0	-	-	-	-
18	18	West	1.Fl	-	-	-	-	48.4	48.4	54.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	50.8	50.8	57.2	0.0	-	-	-	-
19	19	North	1.Fl	-	-	-	-	35.1	35.1	41.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	38.2	38.2	44.6	0.0	-	-	-	-
20	20	North w	1.Fl	-	-	-	-	33.9	33.9	40.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.3	41.3	47.7	0.0	-	-	-	-
21	21	West	1.Fl	-	-	-	-	40.6	40.4	46.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	43.2	43.0	49.5	0.0	-	-	-	-
22	22	South	1.Fl	-	-	-	-	40.8	40.8	47.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	43.2	43.2	49.6	0.0	-	-	-	-
23	23	West	1.Fl	-	-	-	-	37.5	37.4	43.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.6	39.6	46.0	0.0	-	-	-	-
24	24	South	1.Fl	-	-	-	-	41.2	41.1	47.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	43.0	43.0	49.4	0.0	-	-	-	-
25	25	West	1.Fl	-	-	-	-	37.1	37.1	43.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.2	39.2	45.6	0.0	-	-	-	-
26	26	West	1.Fl	-	-	-	-	36.2	36.2	42.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	38.3	38.3	44.7	0.0	-	-	-	-
27	27	West	1.Fl	-	-	-	-	34.0	34.0	40.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	36.0	36.0	42.4	0.0	-	-	-	-
28	28	West	1.Fl	-	-	-	-	33.2	33.1	39.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.3	35.3	41.7	0.0	-	-	-	-
29	29	West	1.Fl	-	-	-	-	33.4	33.4	39.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.1	35.1	41.5	0.0	-	-	-	-
30	30	West	1.Fl	-	-	-	-	31.8	31.8	38.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.9	33.9	40.3	0.0	-	-	-	-
31	31	West	1.Fl	-	-	-	-	47.7	47.7	54.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	50.7	50.7	57.1	0.0	-	-	-	-
32	32	West	1.Fl	-	-	-	-	38.9	38.9	45.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	40.7	40.7	47.1	0.0	-	-	-	-
33	33	West	1.Fl	-	-	-	-	38.0	38.0	44.4	0.0	-	-	-	-

Trash Trucks Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
33	33	West	2.Fl	-	-	-	-	39.4	39.4	45.8	0.0	-	-	-	-
34	34	West	1.Fl	-	-	-	-	35.6	35.6	42.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	37.3	37.3	43.7	0.0	-	-	-	-
35	35	West	1.Fl	-	-	-	-	34.4	34.4	40.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	37.0	37.0	43.4	0.0	-	-	-	-
36	36	West	1.Fl	-	-	-	-	42.0	42.0	48.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	44.6	44.6	51.0	0.0	-	-	-	-
37	37	West	1.Fl	-	-	-	-	36.8	36.8	43.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.1	39.1	45.5	0.0	-	-	-	-
38	38	West	1.Fl	-	-	-	-	41.0	41.0	47.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	42.9	42.9	49.3	0.0	-	-	-	-
39	39	West	1.Fl	-	-	-	-	41.8	41.8	48.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	44.2	44.2	50.6	0.0	-	-	-	-
40	40	West	1.Fl	-	-	-	-	39.7	39.7	46.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.8	41.8	48.2	0.0	-	-	-	-
41	41	West	1.Fl	-	-	-	-	31.1	31.1	37.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.0	33.0	39.4	0.0	-	-	-	-
42	42	West	1.Fl	-	-	-	-	39.5	39.5	45.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.8	41.8	48.2	0.0	-	-	-	-

Truck Movement and Beeper Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
1	1	West	1.Fl	-	-	-	-	57.5	57.4	63.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	61.3	61.2	67.6	0.0	-	-	-	-
2	2	South	1.Fl	-	-	-	-	55.1	55.1	61.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	59.3	59.3	65.7	0.0	-	-	-	-
3	3	West	1.Fl	-	-	-	-	55.5	55.4	61.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	59.1	59.0	65.4	0.0	-	-	-	-
4	4	South	1.Fl	-	-	-	-	49.3	49.2	55.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	50.3	50.2	56.6	0.0	-	-	-	-
5	5	West	1.Fl	-	-	-	-	52.0	51.9	58.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.1	54.0	60.4	0.0	-	-	-	-
6	6	South	1.Fl	-	-	-	-	46.7	46.7	53.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.5	48.5	54.9	0.0	-	-	-	-
7	7	West	1.Fl	-	-	-	-	53.9	53.9	60.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	57.7	57.7	64.1	0.0	-	-	-	-
8	8	South	1.Fl	-	-	-	-	46.4	46.4	52.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	47.7	47.6	54.0	0.0	-	-	-	-
9	9	West	1.Fl	-	-	-	-	53.9	53.9	60.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	58.2	58.2	64.6	0.0	-	-	-	-
10	10	South	1.Fl	-	-	-	-	46.5	46.4	52.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	50.8	50.8	57.2	0.0	-	-	-	-
11	11	West	1.Fl	-	-	-	-	53.9	53.8	60.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	57.6	57.6	64.0	0.0	-	-	-	-
12	12	South	1.Fl	-	-	-	-	46.5	46.5	52.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	49.7	49.7	56.1	0.0	-	-	-	-
13	13	West	1.Fl	-	-	-	-	52.6	52.6	59.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	56.0	56.0	62.4	0.0	-	-	-	-
14	14	West	1.Fl	-	-	-	-	50.3	50.2	56.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	54.0	54.0	60.4	0.0	-	-	-	-
15	15	West	1.Fl	-	-	-	-	49.7	49.7	56.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	52.9	52.9	59.3	0.0	-	-	-	-
16	16	West	1.Fl	-	-	-	-	49.8	49.8	56.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	53.4	53.4	59.8	0.0	-	-	-	-
17	17	West	1.Fl	-	-	-	-	46.2	46.2	52.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	49.9	49.9	56.3	0.0	-	-	-	-
18	18	West	1.Fl	-	-	-	-	44.9	44.9	51.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	48.8	48.8	55.2	0.0	-	-	-	-
19	19	North	1.Fl	-	-	-	-	29.6	29.5	35.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	32.4	32.3	38.8	0.0	-	-	-	-
20	20	North w	1.Fl	-	-	-	-	28.7	28.6	35.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.4	34.3	40.7	0.0	-	-	-	-
21	21	West	1.Fl	-	-	-	-	46.2	46.1	52.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	49.9	49.9	56.3	0.0	-	-	-	-
22	22	South	1.Fl	-	-	-	-	38.6	38.5	44.9	0.0	-	-	-	-
			2.Fl	-	-	-	-	41.2	41.2	47.6	0.0	-	-	-	-
23	23	West	1.Fl	-	-	-	-	36.2	36.2	42.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	38.0	38.0	44.4	0.0	-	-	-	-
24	24	South	1.Fl	-	-	-	-	40.8	40.8	47.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	42.5	42.4	48.8	0.0	-	-	-	-
25	25	West	1.Fl	-	-	-	-	36.5	36.4	42.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	38.3	38.3	44.7	0.0	-	-	-	-
26	26	West	1.Fl	-	-	-	-	34.0	34.0	40.4	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.8	35.7	42.1	0.0	-	-	-	-
27	27	West	1.Fl	-	-	-	-	32.6	32.5	39.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.1	34.1	40.5	0.0	-	-	-	-
28	28	West	1.Fl	-	-	-	-	31.3	31.3	37.7	0.0	-	-	-	-
			2.Fl	-	-	-	-	33.0	33.0	39.4	0.0	-	-	-	-
29	29	West	1.Fl	-	-	-	-	30.1	30.1	36.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	31.6	31.6	38.0	0.0	-	-	-	-
30	30	West	1.Fl	-	-	-	-	29.1	29.0	35.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	30.8	30.8	37.2	0.0	-	-	-	-
31	31	West	1.Fl	-	-	-	-	46.6	46.6	53.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	49.5	49.5	55.9	0.0	-	-	-	-
32	32	West	1.Fl	-	-	-	-	34.9	34.9	41.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	36.7	36.7	43.1	0.0	-	-	-	-
33	33	West	1.Fl	-	-	-	-	33.4	33.4	39.8	0.0	-	-	-	-

Truck Movement and Beeper Operations - Receivers Results

No.	Receiver name	Building side	Floor	Limit				Level				Conflict			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)				dB			
33	33	West	2.Fl	-	-	-	-	35.2	35.1	41.6	0.0	-	-	-	-
34	34	West	1.Fl	-	-	-	-	32.8	32.8	39.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.6	34.5	40.9	0.0	-	-	-	-
35	35	West	1.Fl	-	-	-	-	32.1	32.1	38.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	34.6	34.6	41.0	0.0	-	-	-	-
36	36	West	1.Fl	-	-	-	-	40.6	40.6	47.0	0.0	-	-	-	-
			2.Fl	-	-	-	-	43.4	43.4	49.8	0.0	-	-	-	-
37	37	West	1.Fl	-	-	-	-	34.2	34.2	40.6	0.0	-	-	-	-
			2.Fl	-	-	-	-	35.9	35.9	42.3	0.0	-	-	-	-
38	38	West	1.Fl	-	-	-	-	36.8	36.8	43.2	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.7	39.7	46.1	0.0	-	-	-	-
39	39	West	1.Fl	-	-	-	-	36.9	36.9	43.3	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.7	39.7	46.1	0.0	-	-	-	-
40	40	West	1.Fl	-	-	-	-	37.1	37.1	43.5	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.9	39.9	46.3	0.0	-	-	-	-
41	41	West	1.Fl	-	-	-	-	29.7	29.7	36.1	0.0	-	-	-	-
			2.Fl	-	-	-	-	31.0	30.9	37.3	0.0	-	-	-	-
42	42	West	1.Fl	-	-	-	-	36.4	36.4	42.8	0.0	-	-	-	-
			2.Fl	-	-	-	-	39.2	39.2	45.6	0.0	-	-	-	-

Sacramento Raising Cane's (Delta Shores) - Receiver Locations

Signs and symbols

Receiver at building

Level tables

1 : 2221

0 10 20 40 60 80 m

Sacramento Raising Cane's
(Delta Shores) -
Standard Operation
Daytime Noise Contours

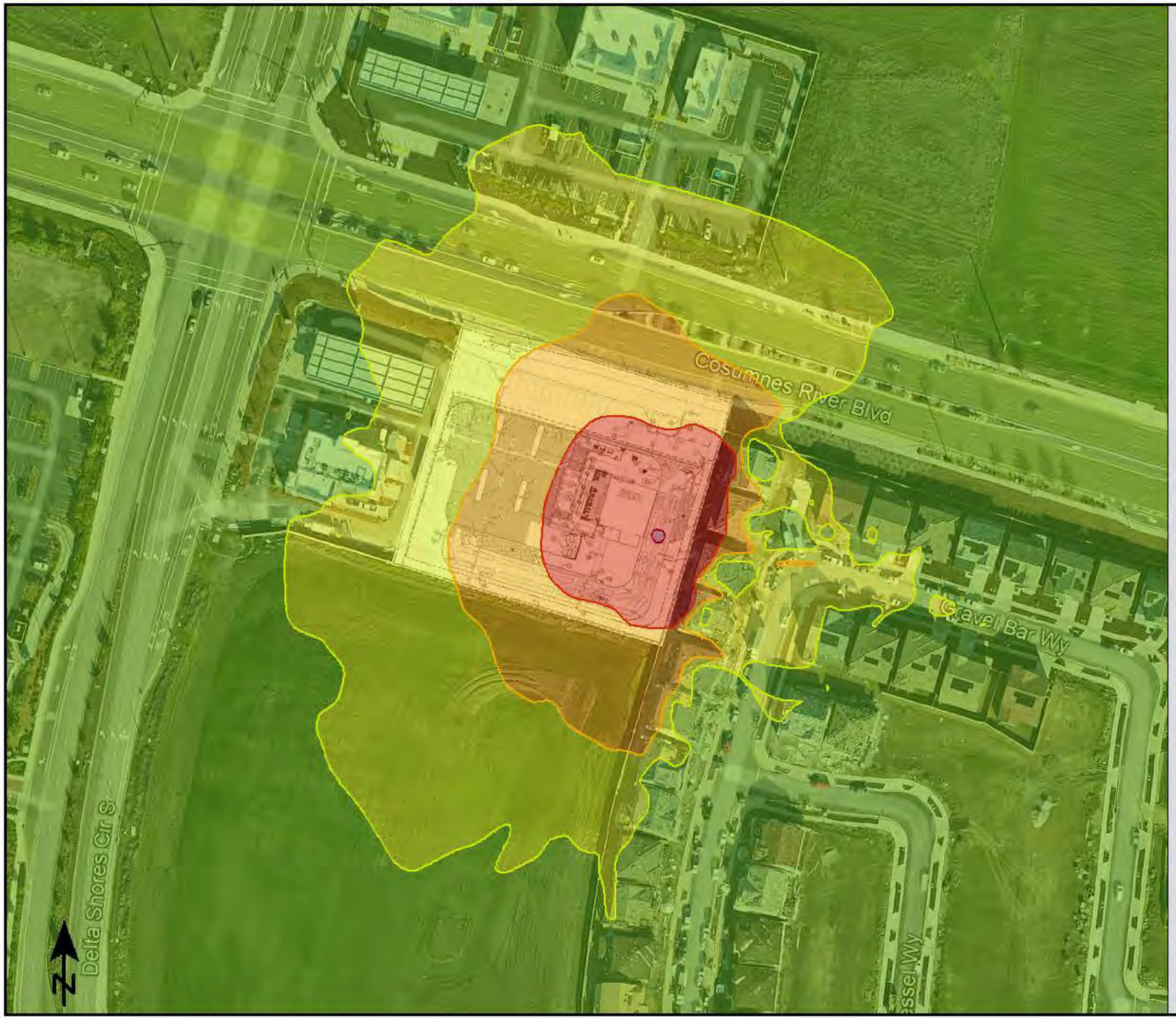
Signs and symbols

Levels in dB(A)

< 45
45 - 50
50 - 55
55 - 60
60 - 65
>= 65

1 : 1500

0 10 20 40 60 80 m



Sacramento Raising Cane's
(Delta Shores) - HVAC ONLY

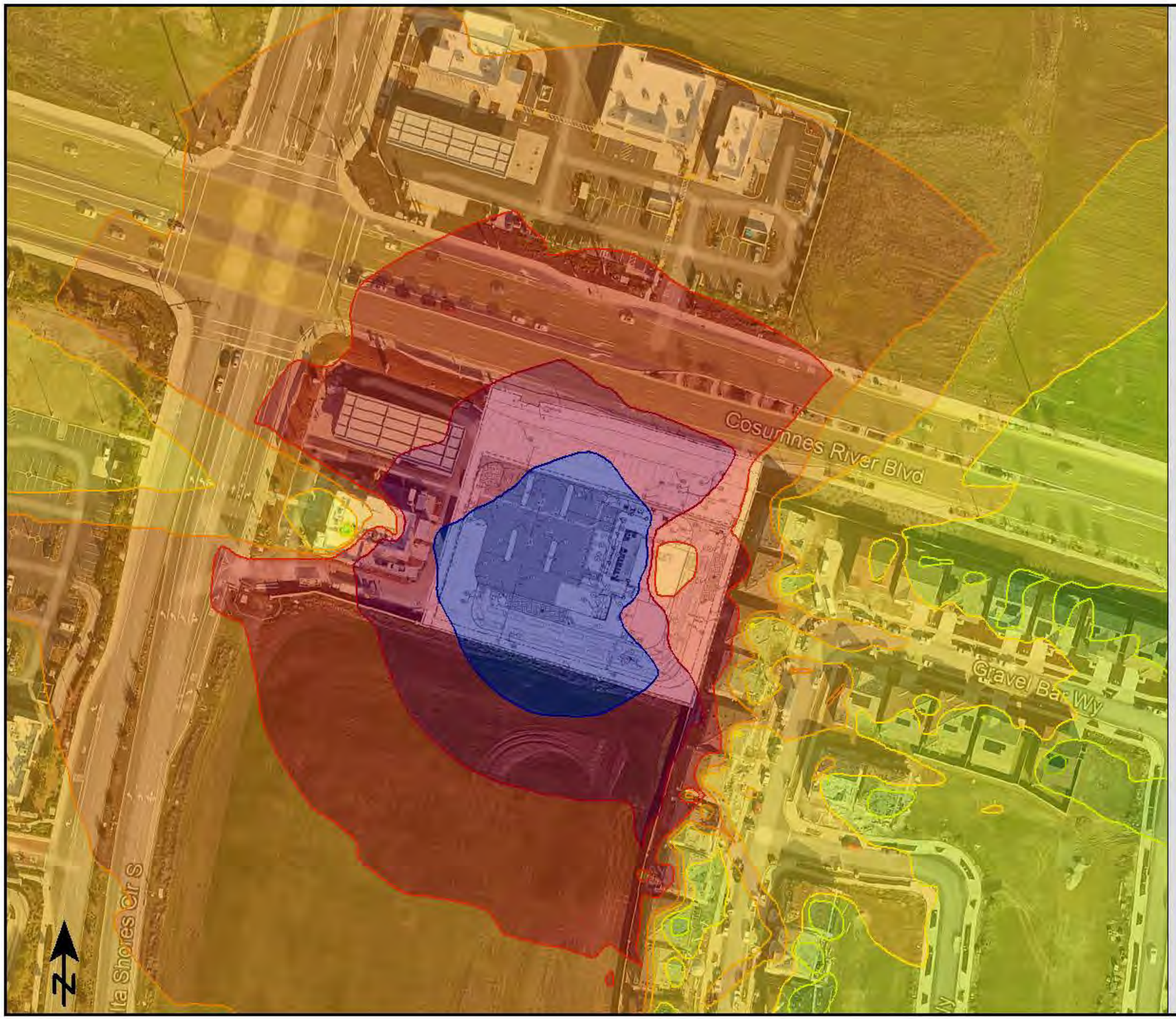
Signs and symbols

Levels in dB(A)

	< 25
	25 - 30
	30 - 35
	35 - 40
	>= 40

1 : 1826

0 10 20 40 60 80 m



Sacramento Raising Cane's (Delta Shores) - Trash Trucks Daytime Noise Contours

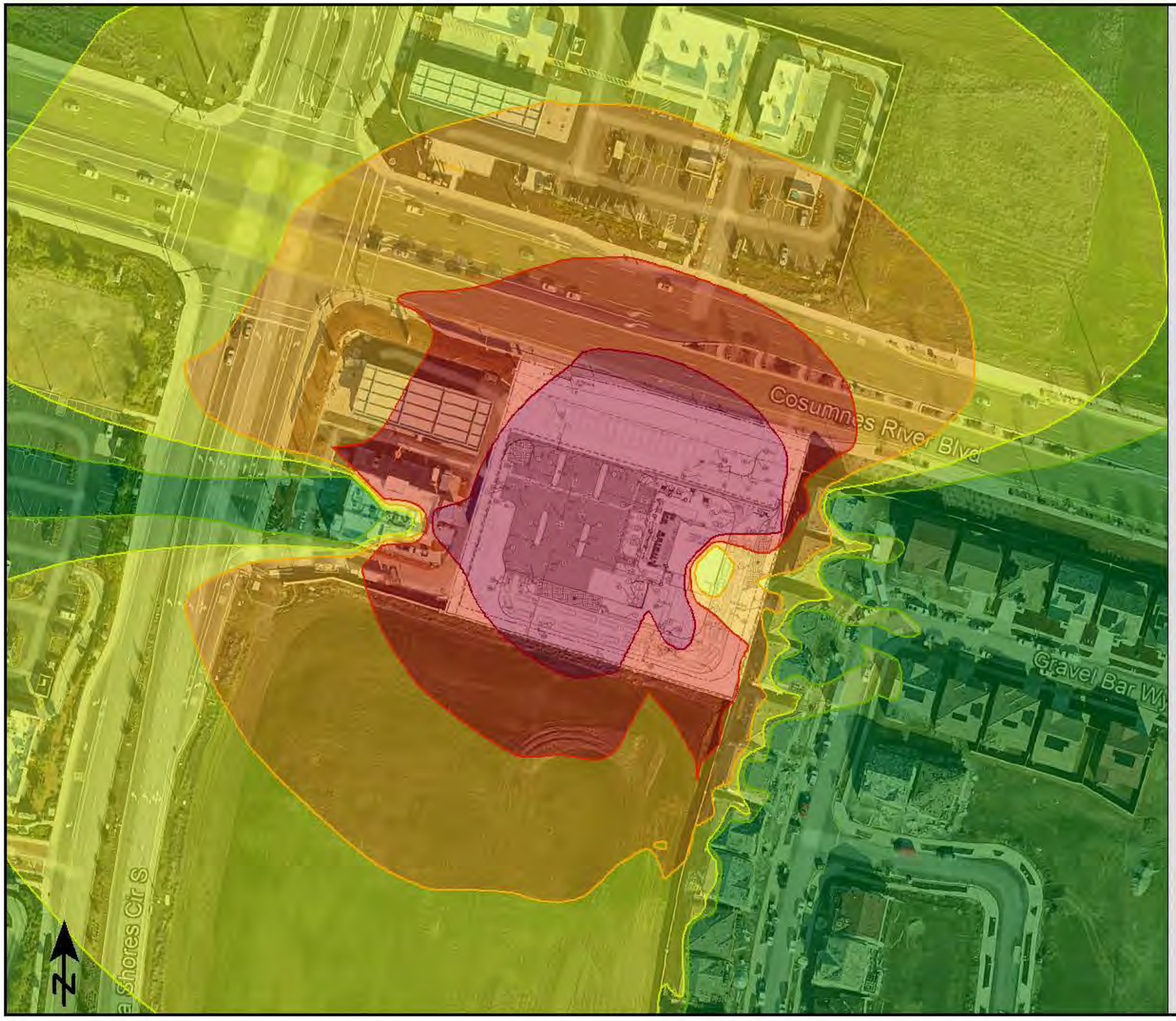
Signs and symbols

Levels in dB(A)

< 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
>= 65

1 : 1814

0 10 20 40 60 80 m



Sacramento Raising Cane's (Delta Shores) - Truck Movement and Beepers

Signs and symbols

Levels in dB(A)

	< 45
	45 - 50
	50 - 55
	55 - 60
	60 - 65
	>= 65

1 : 1700

0 10 20 40 60 80 m