# CITY OF SACRAMENTO
# COMMUNITY DEVELOPMENT DEPARTMENT

# 2450 West El Camino Hotel and Apartments Project

# Modified Initial Study/15183 Checklist

**October 2026**

**Prepared by**

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# MODIFIED INITIAL STUDY
# OCTOBER 2026

## A. PROJECT SUMMARY

1. Project Title: 2450 West El Camino Hotel and Apartments Project

2. Lead Agency Name and Address: City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

3. Lead Agency Contact and Phone Number: Scott Johnson
Principal Planner
(916) 808-5842

4. Project Location: 2450 West El Camino Avenue
Sacramento, CA 95834
Assessor's Parcel Numbers (APNs): 225-1010-015, -021, and -023

5. Project Applicant: Kosh Grewal
S Five Hospitality Group LLC
641 Barcelona Court
Roseville, CA 95747

6. Existing General Plan Designation: Office Mixed-Use (OMU)

7. Existing Zoning Designation: Multi-Unit Dwelling Zone-Planned Unit Development (R-2B-PUD)

8. Proposed Zoning Designation: Office Business Low-Rise Mixed-Use (OB)

9. Required Approvals from Other Public Agencies: None

10. Project Location and Setting:

The approximately 5.97-acre project site is identified by APNs 225-1010-015, -021, and -023, and is located south of West El Camino Avenue and west of Interstate 5 (I-5) in the City of Sacramento, California. The vacant project site is bisected by an existing access road that is excluded from the project parcels (i.e., identified by APN 225-1010-018) and, thus, is not included within the project site boundaries. The project site has been regularly graded and contains a total of 49 trees, primarily located along the project site boundaries. Various easements for utility poles, roadways, and the Sacramento Municipal Utility District (SMUD) run through the project site and surrounding area. Undeveloped land approved for future development with a Topgolf facility is located to the south of the project site.

Surrounding existing uses include public/quasi-public uses to the north, such as Samuel Merritt University and State government offices located across West El Camino Avenue;

an existing hotel immediately to the east; and commercial retail uses immediately to the west, southeast of the intersection of West El Camino Avenue and Gateway Oaks Drive. The project site is located in the Metropolitan Center Planned Unit Development (PUD). The City of Sacramento 2040 General Plan designates the site as OMU and the site is zoned R-2B-PUD.

11. Project Description Summary:

    The 2450 West El Camino Hotel and Apartments Project (proposed project) would include the development of a four-story, 112-room hotel on APNs 225-1010-015 and -021, north of the access road, and an apartment complex with 160 units divided among four, four-story buildings located on APN 225-1010-023, south of the access road. The ground floor of the hotel would include on-site amenities, including an indoor fitness center, food and beverage area, swimming pool, and retail area. The four proposed residential buildings would include studio, one-bed, and two-bedroom units, and would be centered around a 2,116-square-foot (sf) clubhouse. The proposed project would include the removal of 20 on-site trees, including 12 private protected trees. The proposed project would also include internal drive aisles, parking, landscaping, and utility improvements. Access would be provided through the existing adjacent commercial retail uses to the west, primarily by new driveways from the existing access road that bisects the site. The proposed project would provide a total of 278 parking spaces, 175 for hotel guests and employees and 103 for residents of the proposed apartment complex, as well as short-term bicycle parking. The proposed project would require City approval of a Rezone to OB, Amendment to the Metropolitan Center PUD, Site Plan and Design Review, and a Tree Permit.

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

    Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1) notification to tribes is not required for the proposed project given that this checklist determines no additional environmental review is required for the project, consistent with CEQA Guidelines Section 15183.

## B. SOURCES

The following documents are referenced information sources used for the analysis within this Modified Initial Study:

1. California Building Standards Commission. *2025 California Green Building Standards Code*. 2026.
2. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 2026.
3. California Department of Conservation. *Williamson Act Enrollment Finder*. Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0. Accessed September 2026.
4. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed September 2026.
5. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed September 2026.

6. California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa/. Accessed September 2026.
7. California Environmental Protection Agency. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/search. Accessed September 2026.
8. California Tree and Landscape Consulting, Inc. *Pre-Development Arborist Report & Tree Inventory, 2450 W El Camino Avenue & 2616 Gateway Oaks Drive, APNs 225-1010-015, -021, -023; City of Sacramento Jurisdiction.* April 23, 2026.
9. City of Sacramento. *2025 Consumer Confidence Report*. June 1, 2026. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed September 2026.
10. City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
11. City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.
12. City of Sacramento Department of Public Works. *Streets for People Viewer.* Available at: https://experience.arcgis.com/experience/2a0459b882b14d9ba1af07002998610b. Accessed September 2026.
13. City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
14. City of Sacramento. *Sacramento 2040 Technical Background Report.* Adopted January 19, 2021.
15. Department of Toxic Substances Control. *EnviroStor.* Available at: https://www.envirostor.dtsc.ca.gov/public/map. Accessed September 2026.
16. Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0157J.* Effective June 16, 2015.
17. Kimley-Horn. *El Camino Hotel and Apartments, Local Transportation Analysis (LTA)*. August 3, 2026.
18. Natomas Unified School District. *Development Fee Information and Reporting.* Available at: https://www.natomasunified.org/departments/facilities-and-strategic-planning/developer-fee-information-and-reporting. Accessed September 2026.
19. Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed September 2026.
20. Sacramento Area Council of Governments. *Sacramento International Airport Land Use Compatibility Plan* [Map 3]. December 12, 2013.
21. Sacramento County. *Local Hazard Mitigation Plan.* July 2021. Available at: https://waterresources.saccounty.gov/us/en/stormready/hazards/mitigation-plan.html#gsc.tab=0. Accessed September 2026.
22. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.
23. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
24. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.
25. SacRT. *Route: 88-West El Camino.* Available at: https://www.sacrt.com/routes-schedules/#88. Accessed September 2026.
26. State Water Resources Control Board. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed September 2026.
27. U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed September 2026.
28. U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed September 2026.

## C. BACKGROUND AND INTRODUCTION

The following provides a background of the proposed project, as well as a description of this Modified Initial Study's approach to evaluating the proposed project's consistency with California Environmental Quality Act (CEQA) Section 15183.

### CEQA Guidelines Section 15183

This Modified Initial Study identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the CEQA checklist in Appendix G of the CEQA Guidelines.

On February 27, 2024, the City of Sacramento adopted the 2040 General Plan,[1] which became effective on March 28, 2024. The City of Sacramento also certified a Master Environmental Impact Report (MEIR) associated with the 2040 General Plan on February 27, 2024.[2] The General Plan MEIR is a master EIR, prepared pursuant to Section 15169 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan MEIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible.

The City's 2040 General Plan designates the project site as OMU, which is intended to provide space for job centers, office buildings, and business parks, with complementary commercial and service uses. Specific examples include, but are not limited to, professional and service-oriented offices, commercial support uses (e.g., restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and business support services), residential development, care facilities, assembly facilities, and compatible public and quasi-public uses. The OMU designation generally applies to areas with good access to the regional transportation system outside of the central city area. The proposed project would include development of a hotel and residential uses adjacent to existing commercial uses and within the immediate vicinity of I-5, which is consistent with the site's OMU land use designation. Pursuant to Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has already certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." If such requirements are met, the examination of environmental effects is limited to those which the agency determines, in an Initial Study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Section 15183 of the CEQA Guidelines, the City's General Plan MEIR serves as a basis for the Modified Initial Study to determine if project-specific impacts would occur that are not adequately covered in the previously certified MEIR.

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

This Modified Initial Study indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan MEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan MEIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan MEIR.

Regarding "peculiar" impacts, CEQA Guidelines Section 15183(f) states the following:

> An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

## D. PROJECT DESCRIPTION

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

### Project Location and Setting

The approximately 5.97-acre project site is identified by APNs 225-1010-015, -021, and -023, and is located south of West El Camino Avenue and west of I-5 in the City of Sacramento, California. (see Figure 1 and Figure 2). The vacant project site is bisected by an existing access road that is excluded from the project site boundaries (i.e., identified by APN 225-1010-018). The access road extends from one of the two existing driveways that allow access to the existing commercial uses from Gateway Oaks Drive. A third driveway is located on West El Camino Avenue in the northern portion of the commercial area. The project site has been regularly graded and contains a total of 49 trees, primarily located along the project site boundaries. Various easements for utility poles, roadways, and SMUD run through the project site and surrounding area.

Undeveloped land approved for future development with a Topgolf facility is located to the south of the project site. Surrounding existing uses include public/quasi-public uses to the north, such as Samuel Merritt University and State government offices located across West El Camino Avenue; an existing hotel immediately to the east; and commercial retail uses immediately to the west, southeast of the intersection of West El Camino Avenue and Gateway Oaks Drive. The project site is located in the Metropolitan Center PUD. The City of Sacramento 2040 General Plan designates the site as OMU and the site is zoned R-2B-PUD.

### Project Components

The proposed project would include the development of a four-story hotel with 112 guestrooms on APNs 225-1010-015 and -021, north of the access road, and a 160-unit, four-story apartment complex divided among four buildings located on APN 225-1010-023, south of the access road (see Figure 3). Additional detail regarding the proposed hotel and apartment complex, as well as the project's parking, access, and circulation, landscaping, and utility improvements is provided below.

**Figure 1**
**Regional Vicinity Map**



**Figure 2**
**Project Site Boundaries**

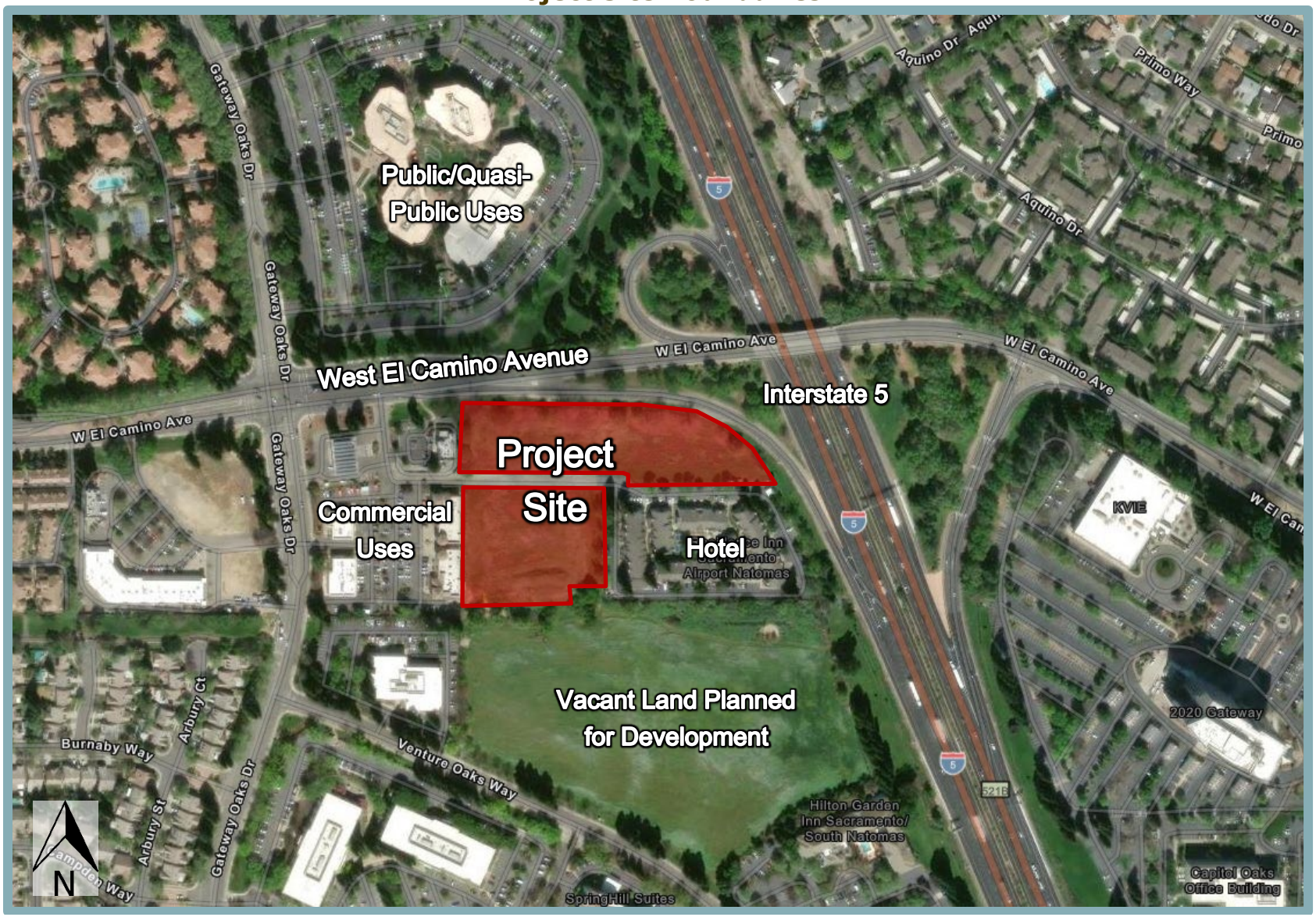
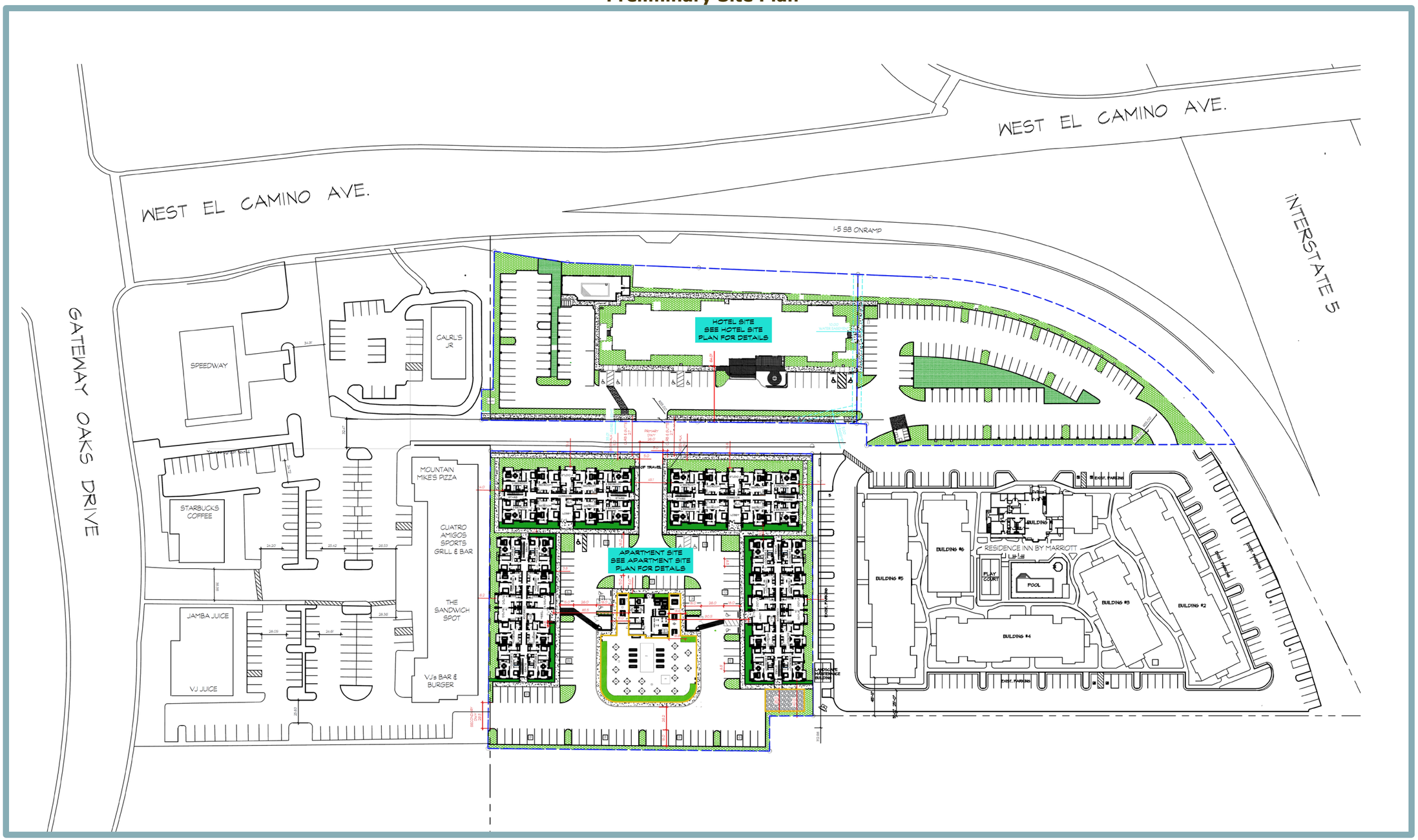


**Figure 3**
**Preliminary Site Plan**



## Hotel Building and Guestrooms

The proposed hotel building would be 59,910 square feet (sf) in size and would be 55 feet tall. The first floor of the hotel would include a 1,507-sf hotel lobby and 19 guestrooms, including six large studio king rooms, while the subsequent three floors would contain the remaining guestrooms. The guestrooms on floors two through four would be comprised of studio king, studio queen, and one-bedroom king rooms. The number of rooms and square footages of each room layout is summarized in Table 1.

**Table 1**
**Hotel Guestrooms**

| Room Type | Number of Rooms | Percentage of Total | Room Square Footage | Total Square Footage |
|---|---|---|---|---|
| Studio King | 59 | 60 to 65 | 305 | 17,995 |
| Large Studio King | 6 | | 318 | 1,908 |
| Accessible King Studio | 6 | | 424 | 2,544 |
| Studio Queen A | 6 | 20 to 25 | 389 | 2,334 |
| Studio Queen C | 16 | | 430 | 6,880 |
| Accessible Queen | 3 | | 423 | 1,269 |
| One-Bedroom King | 14 | 10 to 15 | 442 | 6,188 |
| Accessible One-Bedroom King | 2 | | 442 | 884 |
| **Total** | **112** | **100** | **-** | **40,002** |

The first floor would also include on-site amenities, including an indoor fitness center, laundry room, food and beverage area, access to the outdoor swimming pool located in the northwestern portion of APN 225-1010-021, and retail area (see Figure 4). The proposed hotel building would include ice dispensers and hydration stations throughout the guestroom floors.

## Apartment Complex

The four proposed apartment buildings (Buildings 1 through 4) would be 55 feet in height, have four stories, and be arranged around a central 2,116-sf clubhouse and associated pool area. Buildings 1 and 4 would be 38,004 sf and Buildings 2 and 3 would be 34,368 sf in size. The proposed buildings would include studio, one-bed, and two-bed units (see Table 2).

**Table 2**
**Apartment Unit Summary**

| Unit Type | Number of Units | Typical Unit Size (sf) | Percentage |
|---|---|---|---|
| Studio | 32 | 393 | 20 |
| One-Bed | 64 | 686 | 40 |
| Two-Bed | 64 | 927 | 40 |
| **Total** | **160** | **-** | **100** |

Buildings 1 and 4 would include three studio, four one-bed, and four two-bed units on each floor, while Buildings 2 and 3 would include one studio, four one-bed, and four two-bed units on each floor. Each unit would include a 40-sf balcony. The proposed apartment complex would also feature a 987-sf dog park located south of Building 4 (see Figure 5).

# Figure 4
# Preliminary Hotel Site Plan

**LEGEND**

- PROPOSED BIORETENTION
- PROPOSED LANDSCAPE PLANTER
- PROPOSED WALKWAY
- PROPOSED FIRE LANE ACCESS PLAN
- PROPOSED OPEN SPACE
- PROPOSED PRIVATE DRIVEWAY
- PROPERTY LINE
- SETBACK
- EASEMENTS
- EV READY RECEPTACLES
- EVSE

| | |
|---|---|
| PROJECT NAME: | EL CAMINO HOTEL |
| PROJECT LOCATION: | 2450 W EL CAMINO AVE |
| ASSESSORS PARCEL #: | 225101002I0000 & 225101001S0000 |
| LOT SIZE: | 136,343 SF / 3.13 ACRES |
| EXISTING ZONING: | R-2B-PUD - MULTI-UNIT DWELLING ZONE |
| PROPOSED ZONING: | CB ZONE |
| OCCUPANCY / USE: | R-1, HOTEL |
| PARKING DIMENSIONS: | 90 DEGREE STANDARD<br>Space Width: 8 FT<br>Space Depth: 18 FT<br>90 DEGREE COMPACT*<br>Space Width: 8 FT<br>Space Depth: 15 FT |
| | Two-Way Maneuvering Width: 24 FT *Compact car spaces. Up to 40 %. |

## ZONING INFORMATION

| | ZONING REQUIREMENT: | PROVIDED: | MEETING CODE |
|---|---|---|---|
| BUILDING HEIGHT: | 55 FT | 42'-2" | YES |
| FRONT SETBACK: | 0 FT | 64 | YES |
| STREET SIDE: | 0 FT | N/A | N/A |
| INTERIOR SIDE SETBACK: | 5 FT | 133.6' | YES |
| REAR SETBACK: | 15 FT | 32.7 | YES |
| FAR: | MIN 0.25 - MAX 2.0 | 0.44 | YES |
| LOT COVERAGE: | NONE | N/A | N/A |
| LONG TERM BIKE PARKING: | 1 SPACE PER 30 ROOMS: 112 UNITS / 30 = 3.73 SPACES | 4 SPACES | YES |
| SHORT TERM BIKE PARKING: | 1 SPACE PER 60 ROOMS: 112 UNITS / 60 = 1.87 SPACES | 2 SPACES | YES |

## ZONING REQUIREMENTS

**PARKING DATA:**

| TYPE | SIZE | QUANTITY | COMMENTS |
|---|---|---|---|
| STANDARD | Space Width: 8 FT<br>Space Depth: 18 F | 145 | 16 FT DEPTH WITH 2 FT LANDSCAPE OVERHANG WAS USED |
| COMPACT | Space Width: 8 FT<br>Space Depth: 15 F | 24 | |
| ADA STANDARD | Space Width: 9 FT<br>Space Depth: 18 F | 5 | EV CHARGER PROVIDED |
| ADA VAN ACS. | Space Width: 12 FT<br>Space Depth: 18 F | 1 | EV CHARGER PROVIDED |
| | TOTAL | 175 | |

**SEPARATE SUBMITTAL FOR:**

FIRE SPRINKLER INSTALLATION
FIRE ALARM INSTALLATION
PRIVATE FIRE SERVICE UNDERGROUND
SWIMMING POOL
SIGNAGE

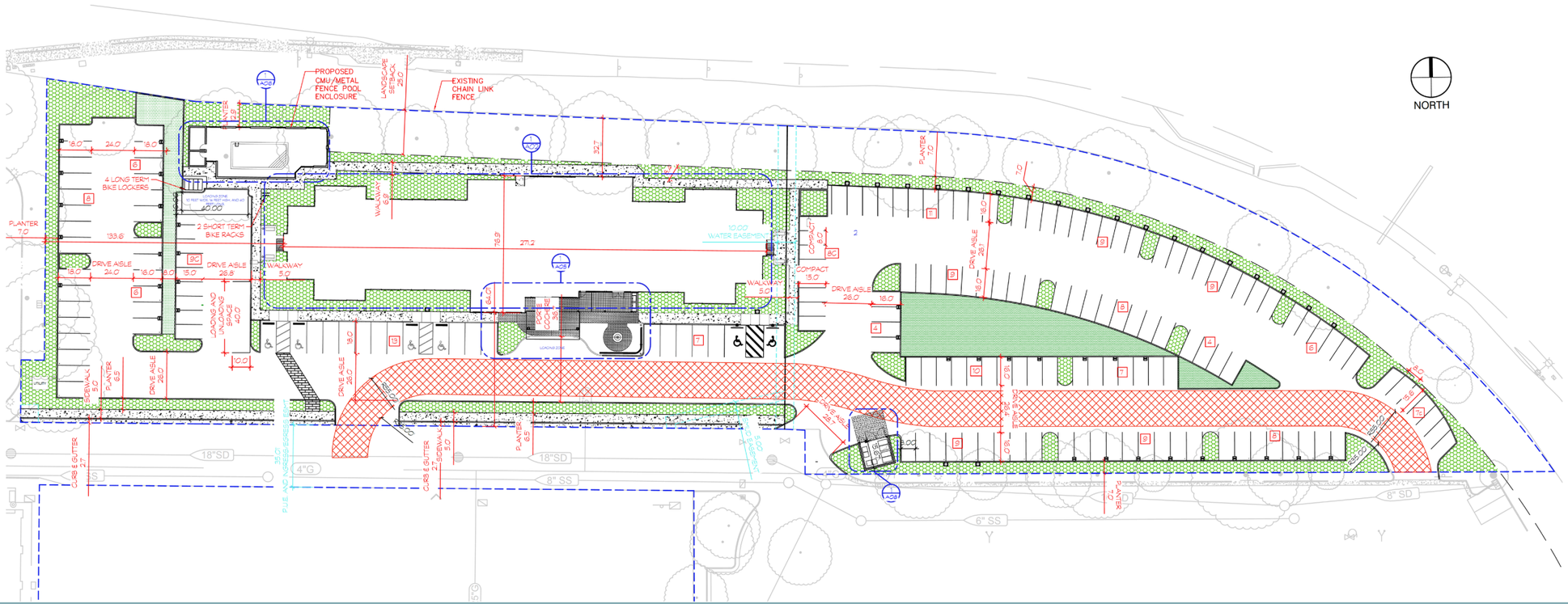
**BUILDING DATA:**

| TYPE | SQUARE FOOTAGE | OCCUPANCY | CONSTRUCTION TYPE | FIRE SPRINKLER SYSTEM |
|---|---|---|---|---|
| BUILDING 1 | 59,910 SF | R-1 | V-A | SPRINKER, NFPA 13 SYSTEM |

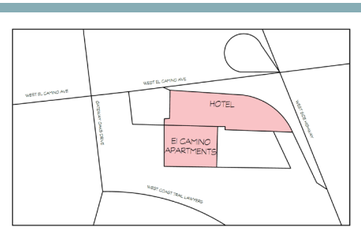
**EV PARKING DATA:**

| | CBC REQUIREMENT 4.106.4.2.6 | REQUIRED: | PROVIDED: | MEETING CODE |
|---|---|---|---|---|
| EV CHARGERS RECEPTACLES (HOTEL/MOTEL) | 4.106.4.2.6.1 FORTY PERCENT OF ALL PARKING SPACES MUST BE EQUIPPED WITH LEVEL 2 EV CHARGING RECEPTACLES. | 65.2 | 66 | YES |
| EV CHARGERS (HOTEL/MOTEL) | 4.106.4.2.6.2 TWENTY-FIVE PERCENT OF ALL PARKING SPACES MUST BE EQUIPPED WITH LEVEL 2 EV CHARGERS. | 40.75 | 41 | YES |

## HOTEL PROGRAM DATA



## Figure 5
## Preliminary Apartment Complex Site Plan



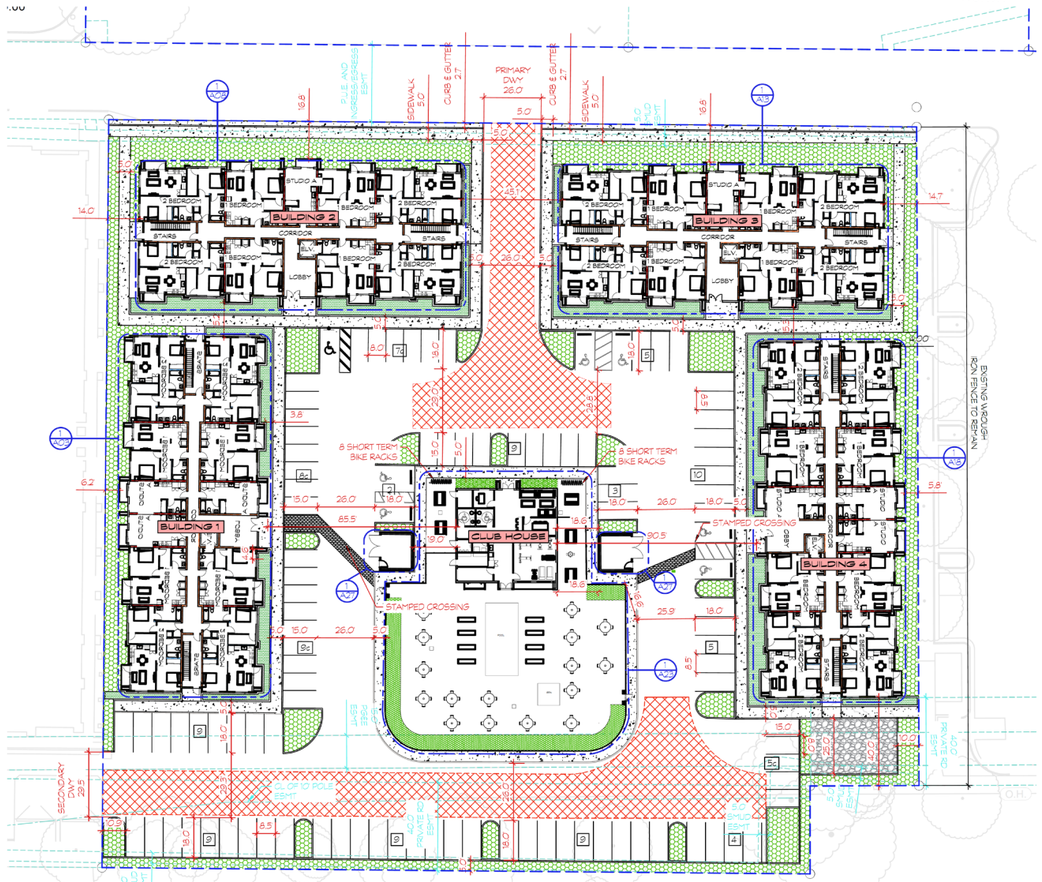

VICINITY MAP

**LEGEND**

- PROPOSED BIORETENTION
- PROPOSED LANDSCAPE PLANTER
- PROPOSED WALKWAY
- PROPOSED FIRE LANE ACCESS PLAN
- PROPOSED OPEN SPACE
- PROPOSED PRIVATE DRIVEWAY
- PROPOSED DOG PARK
- PROPERTY LINE
- SETBACK
- EASEMENTS

**SEPARATE SUBMITTAL FOR:**
FIRE SPRINKLER INSTALLATION
FIRE ALARM INSTALLATION
PRIVATE FIRE SERVICE UNDERGROUND
SWIMMING POOL
SIGNAGE

NORTH




| | |
|---|---|
| PROJECT NAME: | EL CAMINO APARTMENTS |
| PROJECT LOCATION: | 2616 GATEWAY OAKS DR |
| ASSESSORS PARCEL #: | 225-1010-023 |
| LOT SIZE: | 123,710 sq ft / 2.84 acres |
| EXISTING ZONING: | R-2B-PUD - MULTI-FAMILY ALTERNATIVE RESIDENTIAL |
| PROPOSED ZONING: | OB ZONE |
| OCCUPANCY / USE: | R-2, MULTI-FAMILY RESIDENTIAL |
| PARKING DIMENSIONS: | 90 DEGREES STANDARD: Space Width: 8 FT, Space Depth: 18 FT / 90 DEGREES COMPACT*: Space Width: 8 FT, Space Depth: 15 FT |
| | Two-Way Maneuvering Width: 24 FT / *Compact car spaces. Up to 40 %. |

### ZONING INFORMATION

| | ZONING REQUIREMENT: | PROVIDED: | MEETING CODE |
|---|---|---|---|
| BUILDING HEIGHT: | 55 FT | 48'-10" | YES |
| FRONT SETBACK: | 0 FT | 16.8 | YES |
| STREET SIDE: | 0 FT | N/A | N/A |
| INTERIOR SIDE SETBACK: | 5 FT | 5.8 | YES |
| REAR SETBACK: | 15 FT | 40' | YES |
| FAR: | 2.0 | 1.19 | YES |
| LOT COVERAGE: | NONE | N/A | N/A |
| LONG TERM BIKE PARKING: | 1 SPACE PER 2 DWELLING UNITS: 160 UNITS / 2 = 80 SPACES | 96 SPACES | YES |
| SHORT TERM BIKE PARKING: | 1 SPACE PER 10 DWELLING UNITS: 160 UNITS / 10 = 16 SPACES | 16 SPACES | YES |

### ZONING REQUIREMENTS

**BUILDING 1 & 4 SUMMARY:**

| LEVEL | GROSS AREA | NUMBER OF UNIT TYPES: STUDIO | ONE BED | TWO BED | TOTAL UNITS |
|---|---|---|---|---|---|
| LEVEL 1 | 9,501 SF | 3 | 4 | 4 | 11 |
| LEVEL 2 | 9,501 SF | 3 | 4 | 4 | 11 |
| LEVEL 3 | 9,501 SF | 3 | 4 | 4 | 11 |
| LEVEL 4 | 9,501 SF | 3 | 4 | 4 | 11 |
| TOTAL | 38,004 SF | 12 | 16 | 16 | 44 |

**BUILDING 2 & 3 SUMMARY:**

| LEVEL | GROSS AREA | NUMBER OF UNIT TYPES: STUDIO | ONE BED | TWO BED | TOTAL UNITS |
|---|---|---|---|---|---|
| LEVEL 1 | 8,592 SF | 1 | 4 | 4 | 9 |
| LEVEL 2 | 8,592 SF | 1 | 4 | 4 | 9 |
| LEVEL 3 | 8,592 SF | 1 | 4 | 4 | 9 |
| LEVEL 4 | 8,592 SF | 1 | 4 | 4 | 9 |
| TOTAL | 34,368 SF | 4 | 16 | 16 | 36 |

**UNIT SUMMARY:**

| UNIT TYPE | NUMBER OF UNITS | TYP. UNIT SIZE | PERCENTAGE |
|---|---|---|---|
| STUDIO | 32 | 393 SF | 20 |
| ONE BED | 64 | 686 SF | 40 |
| TWO BED | 64 | 927 SF | 40 |
| TOTAL | 160 | - | 100 % |

**PARKING DATA:**

| TYPE | SIZE | QUANTITY |
|---|---|---|
| STANDARD | Space Width: 8 FT, Space Depth: 18 F | 68 |
| COMPACT | Space Width: 8 FT, Space Depth: 15 F | 28 |
| ADA STANDARD | Space Width: 9 FT, Space Depth: 18 F | 6 |
| ADA VAN ACS. | Space Width: 12 FT, Space Depth: 18 F | 1 |
| | TOTAL | 103 |

**BUILDING DATA:**

| TYPE | SQUARE FOOTAGE | OCCUPANCY | CONSTRUCTION TYPE | FIRE SPRINKLER SYSTEM |
|---|---|---|---|---|
| BUILDING 1 | 38,004 SF | R-2 | V-A | SPRINKER, NFPA 13 SYSTEM |
| BUILDING 2 | 34,368 SF | R-2 | V-A | SPRINKER, NFPA 13 SYSTEM |
| BUILDING 3 | 34,368 SF | R-2 | V-A | SPRINKER, NFPA 13 SYSTEM |
| BUILDING 4 | 38,004 SF | R-2 | V-A | SPRINKER, NFPA 13 SYSTEM |
| CLUBHOUSE | 2,116 SF | A-3 | V-B | SPRINKER, NFPA 13 SYSTEM |

**EV PARKING DATA:**

| | CBC REQUIREMENT 4.106.4.2.2.1.(d) | REQUIRED: | PROVIDED: | MEETING CODE |
|---|---|---|---|---|
| EV CHARGERS UNASSIGNED PARKING SPACES | IF DWELLING UNITS > UNASSIGNED PARKING SPACES: EQUIP ALL UNASSIGNED PARKING SPACES WITH ONE LOW-POWER LEVEL 2 EV CHARGING RECEPTACLE. | 103 | 103 | YES |

## Parking, Access, and Circulation

Site access would be provided through the existing commercial uses located west of the project site, primarily by new driveways along the existing access road extending east from the commercial area to the existing hotel. From the existing access road, vehicles would turn north to the proposed hotel and south to the proposed apartment buildings. Secondary access to the proposed hotel would be provided through a driveway at the end of the access road, east of the primary driveway. The secondary access driveway to the proposed apartment complex would be located in the southwestern corner (see Figure 3). All project driveways would be at least 26 feet wide.

The proposed project would provide a total of 278 parking spaces, 175 on the hotel site for hotel guests and employees and 103 on the apartments site for residents and their guests. The hotel spaces would be comprised of 145 standard parking spaces, 24 compact spaces, and six accessible spaces compliant with the Americans with Disabilities Act (ADA). Of the 175 hotel spaces, 107 spaces would be equipped with Level 2 electric vehicle (EV) chargers. The apartment complex parking spaces would include 68 standard spaces, 28 compact spaces, and seven ADA-compliant spaces. All the outdoor surface parking spaces associated with the apartment complex would be equipped with a low-power, Level 2 EV charging station.

The proposed project would also provide short-term bicycle parking through two bicycle racks installed near the hotel's pool area and 16 bike racks installed in two groups of eight near the proposed apartment clubhouse. Pedestrian access would be provided throughout the project site, including sidewalks along both sides of the existing access road.

## Landscaping

Of the 49 total trees identified on-site, 20 would be removed as part of the proposed project. Landscaping improvements, including landscaped planters, would be provided throughout the site. All landscaping would be required to comply with the City's Water Efficient Landscape Ordinance (WELO) contained in Chapter 15.92 of the City Code.

## Utilities

SMUD would provide electricity services to the project site through connections to existing infrastructure in the project vicinity. Utilities for the proposed project, including water, sewer, and stormwater infrastructure, are discussed in further detail below.

### Water

Treated water service for the proposed project would be provided by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands.

Existing water lines occur in the vicinity of the site. The proposed project would include installation of new on-site water lines that would connect to the existing lines in the vicinity.

### Wastewater

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

the former SacSewer, annexing the district into Regional San, and subsequently naming the wastewater special district "Sacramento Area Sewer District."

Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SacSewer interceptor system, where the sewage is conveyed to the EchoWater Resource Recovery Facility (EchoWater Facility). The EchoWater Facility is owned and operated by SacSewer and provides sewage treatment for the entire City. The proposed project would include installation of new sanitary sewer lines that would connect to an existing sanitary sewer line located in the access road that bisects the project site.

### Stormwater Drainage

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

Existing stormwater drainage infrastructure in the project vicinity includes a storm drain line ranging from eight to 18 inches in diameter within the existing access roadway. The proposed project would include bioretention basins and landscape planters within the hotel parking lot areas and adjacent to the proposed apartment buildings, which would collect and treat stormwater runoff prior to discharge to the existing storm drain line and City stormwater drainage system.

## Discretionary Actions

The proposed project would require City approval of a Rezone, Amendment to the Metropolitan Center PUD, Site Plan and Design Review, and a Tree Permit. Each project approval is described in further detail below.

### Rezone and PUD Amendment

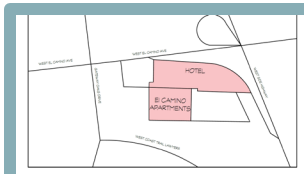
The proposed project would require approval of a Rezone to change the zoning designation of the project site from R-2B-PUD to OB (see Figure 6). Pursuant to Section 17.216.110 of the City Code, hotel and motel uses are permitted in the OB zone if the project does not involve the demolition or conversion of multi-unit dwellings that exist or are under construction. Based on the vacant nature of the project site, the proposed project would be an allowed use under the OB zone. Multi-unit dwellings are a permitted use under the OB zoning designation and are subject to the maintenance/repair and operational standards established in Section 17.228.117.

The proposed project would also require a Metropolitan Center PUD Amendment to reclassify the 5.97-acre project site from River's End Residential to Multi-Family R-2B/Residential/Commercial/ Office (see Figure 7).

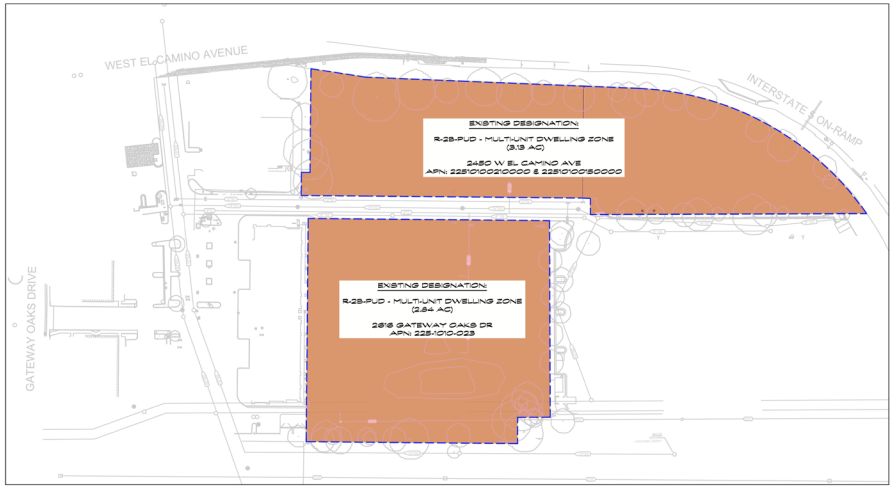
### Site Plan and Design Review

The proposed project would require approval of Site Plan and Design Review for the construction of the proposed hotel, apartment buildings, and related project improvements. As detailed in Section 17.808.100 of the City Code, the purpose of the Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and any other relevant plans, as well as with any applicable design guidelines.

# Figure 6
# Proposed Rezone




VICINITY MAP

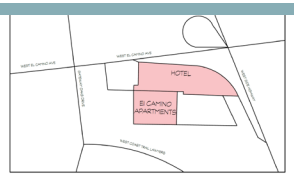



EXISTING ZONING

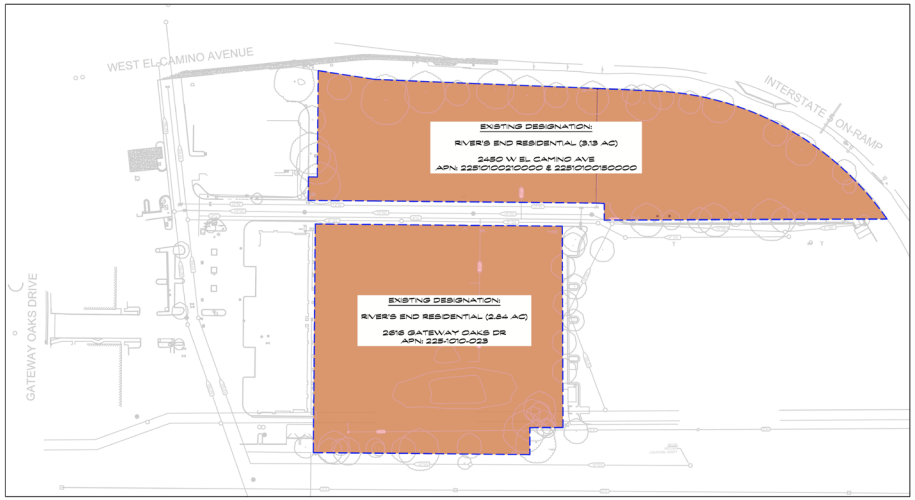



PROPOSED ZONING

## Figure 7
## Proposed PUD Amendment




VICINITY MAP




EXISTING SCHEMATIC PLAN




PROPOSED SCHEMATIC PLAN

In addition, the purpose of the permit is to ensure a development is of high quality and is compatible with and complementary to surrounding development; to ensure streets and other public access ways and facilities, parking facilities, and utility and other infrastructure, both on-site and off-site, are adequate and available to support a development and conform to City development standards; to promote energy efficiency and water conservation; and to avoid or minimize, to the extent feasible, adverse environmental effects of development.

### Tree Permit

The proposed project would require approval of a Tree Permit for the removal of 12 private protected trees. When circumstances do not allow for retention of trees, permits are required to remove City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that any act that could adversely impact the health of a protected tree shall not occur without a tree permit. The Tree Permit application requires a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

## E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

On the basis of the following initial evaluation, the City has determined that the proposed project is consistent with the General Plan MEIR. All project impacts have been determined to be less than significant, or can be mitigated to a less-than-significant level given required compliance with General Plan policies or mitigation measures included in the General Plan MEIR.

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

## F. DETERMINATION

On the basis of this Modified Initial Study/15183 Checklist:

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

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

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

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

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

| | |
|---|---|
| Signature | Date |
| Scott Johnson, Principal Planner | City of Sacramento |
| Printed Name | For |

## G. ENVIRONMENTAL CHECKLIST

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

**Significant Impact Peculiar to the Project or Project Site:** An impact that could be significant due to something peculiar to the proposed project or the project site that was not previously identified in the General Plan MEIR. If any potentially significant peculiar impacts are identified, an additional CEQA document must be prepared to analyze such impacts.

**Significant Impact due to New Information:** Any impact that would be considered significant based on new information which was not known at the time the prior EIR was prepared. If any significant impacts are identified, an additional CEQA document must be prepared to analyze such impacts.

**Impact Adequately Addressed in General Plan MEIR:** Impacts previously evaluated in the City's General Plan MEIR that would not change from what was evaluated previously. This designation applies in cases where implementation of the proposed project would not result in a new significant impact, a substantially increased significant impact, or a peculiar impact that was not analyzed in the General Plan MEIR.

| **I. AESTHETICS.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ✖ |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | ☐ | ☐ | ✖ |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ✖ |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ✖ |

## Discussion

a,b. As noted in the General Plan MEIR, important scenic resources in the City include major natural open space features, such as the American River and Sacramento River and associated parkways, as well as culturally important or historic buildings, such as the State Capitol building, Tower Bridge, and Sutter's Fort. Landmarks, historic districts, and parks also contribute to the existing visual character of the City.

According to the General Plan MEIR, new urban development would alter existing public views if located within view of the identified scenic resources. However, the 2040 General Plan includes policies and programs intended to preserve visual resources and ensure new development is designed to lessen impacts associated with preserving scenic views, including Policy LUP-4.6, which requires compatibility with adjoining uses through regulation of features such as building heights to maintain transitions in scale; Policy LUP-8.13, which ensures continuity in streetscape design; and Policy LUP-8.12, which requires that public spaces be visible from at least one street frontage and, if feasible, at least 50 percent visible from a secondary street frontage. Compliance with applicable General Plan policies related to scenic resources would ensure that views of existing scenic resources are preserved within the City. Thus, the General Plan MEIR concluded that a less-than-significant impact would occur.

According to the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State Scenic Highway.[3] Scenic resources, including rock outcroppings or historically significant buildings, do not exist on the project site. While the project site is located approximately 1.10 mile north of the confluence of the American River and Sacramento River, sufficient existing development intervenes between the site and the rivers to ensure that any views of the rivers would not be affected by the development of the proposed project. In addition, the project site is not located within the vicinity of the State Capitol building, Tower Bridge, or Sutter's Fort.

[3] California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa/. Accessed September 2026.

Given that the proposed project is consistent with the OMU land use designation of the project site, development of the site with the proposed uses and associated improvements has already been generally anticipated by the City and considered as part of the General Plan MEIR analysis.

The proposed project would not conflict with any General Plan policies related to the preservation of scenic vistas. In addition, the proposed project would be subject to the design standards established in the City Code and the General Plan. Furthermore, the proposed hotel would be consistent with the surrounding existing development in the project area, including the existing hotel immediately to the east of the site. The proposed project would also be required to comply with the design and development standards contained within the Metropolitan Center PUD, including standards related to roadways, signage, lighting, parking, and landscaping.

Based on the above, impacts related to a substantial adverse effect on a scenic vista and substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, have been adequately addressed in the General Plan MEIR and effects peculiar to the project or parcel on which the project would be located do not exist. Thus, the criteria for requiring further CEQA review are not met.

c. The General Plan MEIR assessed the potential for implementation of development under the General Plan to substantially degrade the existing visual character or quality of the City under Impact 4.1-2. As discussed above, the 2040 General Plan includes policies and programs intended to preserve visual resources and prevent the substantial degradation of views of existing scenic resources, as seen from visually sensitive public locations. The General Plan MEIR concluded that, with adherence to the applicable policies, potential development under the 2040 General Plan would not result in substantial changes to important scenic resources or their visibility from visually sensitive locations. Therefore, the impact was determined to be less than significant.

The project site is currently undeveloped, has been mass graded, and contains 49 trees. Surrounding existing uses include public/quasi-public uses to the north, across West El Camino Avenue; existing hotel uses to the east; and commercial retail uses to the west. Pursuant to Appendix G of the CEQA Guidelines, because the project site is in an urbanized area, the relevant threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality, rather than whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The proposed project is consistent with the General Plan land use designation for the project site and would comply with all applicable development standards required by the City, including standards related to building height, lot area, setbacks, and building design, as well as all applicable General Plan Policies such as Policy LUP-4.6, Policy LUP-8.12, and Policy LUP-8.13. In addition, the proposed project would be consistent with the surrounding existing development in the project area and would be subject to the Site Plan and Design Review process, during which the City would ensure consistency with all applicable design standards. Therefore, the proposed project would not result in any new or peculiar impacts related to degradation of visual character.

Based on the above, impacts related to conflicts with applicable zoning and other regulations governing scenic quality were adequately addressed in the General Plan MEIR, and the project would not result in more severe impacts beyond what was identified in the General Plan MEIR.

d. According to the General Plan MEIR, because the City of Sacramento is mostly built-out, a large amount of ambient lighting from urban uses already exists in the General Plan planning area. New development allowed under the 2040 General Plan could add lighting similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. However, because new sources of lighting associated with development permitted under the 2040 General Plan would be similar to the current urban setting in amount and intensity of lighting, the General Plan MEIR concluded that daytime or nighttime views of adjacent sensitive receptors (i.e., residential uses) would not be significantly affected.

In addition, new development would be subject to applicable General Plan policies, including Policy LUP-4.6, which would ensure that the introduction of higher-density or more intense development is compatible with and complimentary to surrounding development, such as by requiring all lighting to be shielded from view and directed downward, thereby minimizing impacts on adjacent uses. The 2040 General Plan also includes Policy LUP-8.10, which requires appropriate building and site design that considers and reflects the character of existing development, such as through the use of compatible building materials. Furthermore, the proposed project would be subject to the City's Site Plan and Design Review process. The scope of Site Plan and Design Review extends to all aspects of the physical characteristics of development, including building materials that could cause excessive glare (such as mirrored glass).

As discussed above, the project site is currently undeveloped. Thus, development of a hotel and apartment complex on the project site would result in new sources of light and glare on a site that does not currently contain light and glare sources. However, the project site is surrounded to the north, east, and west by existing development, and light associated with the proposed hotel and apartment buildings would be consistent with the surrounding development and what was anticipated for the site in the General Plan MEIR. Development within the City is also required to be consistent with the California Building Code standards for outdoor lighting, as amended by Section 15.20.030 of the City Code, which are intended to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. Furthermore, the proposed project would be required to comply with the aforementioned General Plan policies. Compliance with the aforementioned provisions would ensure that the light and glare created by the proposed project would be consistent with the levels of light and glare anticipated for the project site.

Based on the above, impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area were adequately addressed in the General Plan MEIR and the proposed project would not result in any peculiar effects. Thus, the criteria for requiring further CEQA review are not met.

| **II. AGRICULTURE AND FOREST RESOURCES.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ✖ |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ✖ |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ✖ |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ✖ |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ✖ |

## Discussion

a,e. As discussed on page 4.2-2 of the City's General Plan MEIR, the Sacramento planning area contains 41 acres of Prime Farmland, nine acres of Farmland of Statewide Importance, zero acres of Unique Farmland, and 3,802 acres of Farmland of Local Importance, for a total of 3,852 acres of Farmland, according to the California Department of Conservation (DOC). The 2040 General Plan includes policies and programs related to agricultural operations and adjacent uses, including Policy LUP-1.11, which commits the City to the continued preservation of farmland through implementing all existing conservation plans, and Policy LUP-1.12, which requires open space or other agricultural buffers between agricultural and other land uses to protect agricultural operations. Compliance with the 2040 General Plan policies would ensure that future development under the 2040 General Plan would not affect commercial agricultural operations or resources, and would not contribute to the conversion of Farmland outside of the Planning Area. According to the General Plan MEIR, large-scale, active agricultural operations do not occur within the Planning Area, as such activities are not economically viable or compatible with adjacent urban development. Thus, the General Plan MEIR concluded that impacts related to the conversion of Farmland to non-agricultural uses would be less-than-significant.

The DOC designates the project site as Farmland of Local Importance.[4] While Farmland of Local Importance is defined as land of importance to the local agricultural economy, according to PRC Section 21060.1, "agricultural land" is defined as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Therefore, Farmland of Local Importance does not constitute Farmland under CEQA, and development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-

[4] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 2026.

agricultural use. As such, the proposed project would not result in any peculiar effects related to such, and the criteria for requiring further CEQA review are not met.

b. As discussed on page 4.2-13 of the General Plan MEIR, four parcels in the City's Planning Area are under Williamson Act contracts. All four are in non-renewal status, meaning that the landowner does not intend to renew the Williamson Act contract after the current contract expires. Because all four parcels are currently in non-renewal status, the 2040 General Plan would not result in the premature conversion of Williamson Act contracts. As such, the General Plan MEIR concluded that buildout of the 2040 General Plan would not conflict with any such contracts. Thus, the issue was not addressed further.

The project site is not subject to a Williamson Act contract.[5] In addition, the project site is zoned R-2B-PUD and would be rezoned to OB as part of the proposed project; thus, the proposed project would not conflict with existing zoning for agricultural use. As such, the proposed project would not result in any peculiar effects, and the criteria for requiring further CEQA review are not met.

c,d. Although the General Plan MEIR does not specifically address impacts related to the loss of forest land or timberland, it is noted that the City of Sacramento does not contain a zoning district for forest land or timberland. Woodlands are not located on the project site and the project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the proposed project would not result in any peculiar effects, and the criteria for requiring further CEQA review are not met.

[5] California Department of Conservation. *Williamson Act Enrollment Finder*. Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0. Accessed September 2026.

| **III. AIR QUALITY.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ✖ |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ✖ |
| c. Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ✖ |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ✖ |

## Discussion

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

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

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

thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone.[6] The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and $NO_X$, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 3. As shown in the table, SMAQMD has construction and operational thresholds of significance for $PM_{10}$ and $PM_{2.5}$ expressed in both lbs/day and tons/yr. The construction and operational thresholds for $PM_{10}$ and $PM_{2.5}$ only apply to those projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

**Table 3**
**SMAQMD Thresholds of Significance**

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

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

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

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

***Source: SMAQMD Thresholds of Significance Table, April 2020.***

The City of Sacramento, as the CEQA Lead Agency for the proposed project, uses the SMAQMD's thresholds of significance. Therefore, if the proposed project's emissions exceed the pollutant thresholds presented in Table 3, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for $NO_X$, as shown in Table 3, above.

The General Plan MEIR concluded that compliance with General Plan policies and SMAQMD rules and regulations would ensure that General Plan buildout would not conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

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

## Construction Emissions

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

SMAQMD has developed screening criteria using default construction inputs in the California Emissions Estimator Model (CalEEMod) to determine if $NO_X$ or PM emissions from project construction would exceed the SMAQMD construction significance thresholds for $NO_X$ or PM. Construction of a project that does not exceed the screening level and does not include any of the screening parameters listed below would be considered to result in emissions below the thresholds of significance and would, thus, result in less-than-significant impacts related to air quality. According to SMAQMD, projects that would result in less than 35 acres of ground disturbance and would implement all SMAQMD Basic Construction Emissions Control Practices (BCECPs) would be considered to result in construction emissions below the applicable SMAQMD significance thresholds, unless construction would involve any of the following:

- Construction of buildings more than four stories tall;
- Demolition activities;
- Major trenching activities;
- A construction schedule that is unusually compact, fast-paced, or involves more than two phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); or
- Import or export of soil materials that would require a considerable amount of haul truck activity.

The proposed project would involve the development of a hotel and apartment complex on 5.97 acres and does not meet any of the aforementioned construction parameters. In addition, the proposed project would be required by the City's standard Conditions of Approval to comply with all applicable SMAQMD rules and regulations, including Rule 403, which requires implementation of all feasible SMAQMD BACTs and BMPs related to dust control (i.e., BCECPs). The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. The BCECPs include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;

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

Compliance with the foregoing measures would be incorporated into the project through Conditions of Approval. As previously discussed, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants. Such rules include, but are not limited to, the following:

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

Based on the above and in accordance with SMAQMD guidance, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans during project construction, and impacts related to such were adequately addressed in the City's General Plan MEIR.

## Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 3. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact related to air quality. The screening criterion for operational emissions associated with hotels is 732 rooms for ozone precursors and 1,950 rooms for particulate matter, while the criteria for mid-rise apartments is 740 rooms for ozone precursors and 1,485 rooms for particulate matter.[7] The proposed project involves the development of a 112-room hotel and a 160-unit apartment complex, which would be well below the operational screening

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

criteria for both categories of criteria pollutants for a hotel and apartment complex development project. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not exceed the applicable SMAQMD thresholds of significance.

Based on the above and consistent with SMAQMD screening thresholds, the proposed project would not result in a significant air quality impact during operations and impacts related to such were adequately addressed in the City's General Plan MEIR.

### Cumulative Emissions

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

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

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

### Conclusion

As discussed above, the General Plan MEIR concluded that compliance with applicable General Plan policies, as well as SMAQMD rules and regulations, would ensure that criteria air pollutant emissions associated with buildout of the 2040 General Plan would not cause a substantial net increase in emissions that exceeds the SMAQMD regional significance thresholds, and impacts would be less than significant. Nevertheless, for informational purposes, this Checklist has demonstrated that the proposed project would result in emissions below the applicable threshold of significance for both construction and operation. Thus, the proposed project would not be considered to conflict with or obstruct implementation of regional air quality plans. Therefore, the proposed project would not result in any peculiar effects related to the generation of criteria pollutants, and requirements for additional CEQA review are not met.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air

pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are single-family residences located approximately 590 feet to the southwest of the project site, beyond the existing commercial uses and across Gateway Oaks Drive, as well as the single-family residences approximately 600 feet to the northeast of the site, across I-5.

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

## Localized CO Emissions

The General Plan MEIR does not specifically evaluate the potential for buildout to expose sensitive receptors to substantial pollutant concentrations or include an analysis of CO emissions. However, as previously discussed, Impact 4.3-2 of the General Plan MEIR concluded that compliance with General Plan policies and SMAQMD rules and regulations would ensure that General Plan buildout would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Pursuant to the SMAQMD CEQA Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[8] The proposed project would not contribute to high levels of traffic congestion that could result in long-term generation of CO. Additionally, due to the continued attainment of the federal and State AAQS, and advances in vehicle emissions technologies, the likelihood that any single project would create a CO hotspot is minimal. Consequently, the proposed project would result in a less-than-significant impact related to localized CO emissions.

Therefore, based on the guidance of the SMAQMD, similar to the conclusions of the General Plan MEIR, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

## TAC Emissions

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

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

emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The General Plan MEIR does not specifically evaluate the potential for buildout to expose sensitive receptors to substantial pollutant concentrations or include an analysis of TAC emissions. However, the 2040 General Plan includes policies related to reducing TAC exposure of sensitive receptors. Specifically, implementation of Policies ERC-4.3, which promotes techniques intended to minimize pollution, and ERC-4.4, which is related to evaluating exposure of sensitive receptors to TACs, would minimize impacts from community risk and hazards. The proposed project does not include any operational activities that would be considered a substantial source of TACs. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of TACs during operations. Although the project site is bordered by an I-5 onramp and, thus, is located within 150 feet of a source of TACs, effects of the existing environment on a project is outside of the scope of CEQA.[9]

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., 30 years or greater), construction activities associated with the proposed project would be significantly less. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. In addition, all construction equipment and operation thereof would be regulated by the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of BACTs. Additionally, project construction would be required to comply with all applicable SMAQMD rules and regulations, as detailed above. Construction activities would also be limited to daytime hours (7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sunday), pursuant to Section 8.68.080 of the City Code. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low, and the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

## Criteria Pollutants

Recent rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for the analysis of potential health impacts resulting from the

[9] "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. Town of Los Angeles,* (2011) 201 Cal.App.4th 455, 473 (Ballona).) The California Supreme Court recently held that "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate… is an analysis of how a project might exacerbate existing environmental hazards." (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* (2016) 6 Cal.App.5th 160, 197 ["identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA's legislative purpose nor required by the CEQA statutes"], quoting *Ballona, supra*, 201 Cal.App.4th at p. 474.).

emission of criteria pollutants during operations of proposed projects. Although analysis of project-level health risks related to the emission of CO and TACs has long been practiced under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria pollutants is a relatively new field.

The proposed project is consistent with the site's General Plan land use designation. Therefore, emissions associated with construction and operation of the proposed project have been anticipated and analyzed in the General Plan MEIR. As discussed under Impact 4.3-2 of the General Plan MEIR, the City's planning area is designated as nonattainment with respect to the federal and State AAQS for ROG and $NO_X$, which are precursors to ozone. The health effects associated with ozone are generally associated with reduced lung function. In addition, health effects that result from nitrogen dioxide ($NO_2$) and $NO_X$ include respiratory irritation, which could be experienced by sensitive receptors during the periods of heaviest use of off-road construction equipment. As discussed previously, construction and operational emissions associated with buildout of the 2040 General Plan would result in less-than-significant impacts with implementation of the 2040 General Plan policies. Additionally, projects constructed under the 2040 General Plan would also comply with applicable SMAQMD rules and regulations.

As previously discussed, the proposed project would result in criteria pollutant emissions below the applicable SMAQMD thresholds of significance for both construction and operation. Based on the above, implementation of the 2040 General Plan would not result in significant impacts related to emissions of criteria air pollutants and the associated health impacts, as well as ensuring that individual projects would not generate emissions in excess of applicable thresholds.

### Conclusion

Based on the above, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO, TACs, or criteria pollutants during construction or operation. Therefore, the proposed project would not result in any peculiar effects, and further CEQA review would not be required.

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

### Odors

According to the General Plan MEIR, compliance with local regulations, such as SMAQMD screening distances between sensitive receptors and odor-generating uses and SMAQMD's Nuisance Rule (Rule 402), would reduce odor impacts on sensitive receptors by prohibiting the discharge quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public. Therefore, the General Plan MEIR concluded that impacts related to odorous emissions would be less than significant.

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant

odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants (WWTPs), landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

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

## Dust

The General Plan MEIR does not specifically evaluate the potential for buildout to result in the emission of dust that adversely affects a substantial number of people. However, the General Plan MEIR does include SMAQMD Rules 403 and 404 as applicable regulations that would control emissions of fugitive dust. In addition, as previously discussed, Impact 4.3-2 of the General Plan MEIR concluded that compliance with General Plan policies and SMAQMD rules and regulations would ensure that General Plan buildout would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

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

## Conclusion

Based on the above, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people. Furthermore, given that the proposed project is consistent with the site's General Plan land use designation, emissions associated with construction and operation of the proposed project have been anticipated and analyzed in the General Plan MEIR. Therefore, the proposed project would not result in any peculiar effects, and further CEQA review would not be required for this topic.

| **IV. BIOLOGICAL RESOURCES.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ✖ |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | ☐ | ☐ | ✖ |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ✖ |
| d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | ☐ | ☐ | ✖ |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ✖ |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ✖ |

## Discussion

a,f. The General Plan MEIR concluded that applicable federal, State, regional, and local regulations, together with the policies and programs included in the General Plan would reduce potential impacts to special-status plant and wildlife species that could result from buildout of the General Plan to a less-than-significant level. Applicable federal and State regulations include, but are not limited to, the Clean Water Act (CWA), Federal Endangered Species Act (FESA), Migratory Bird Treaty Act (MBTA), California Endangered Species Act (CESA), and California Fish and Game Code (CFGC). Local regulations related to biological resources include Policy ERC-2.2, which directs the City to avoid, minimize or mitigate impacts on sensitive biological resources, including special-status species from development activities to the greatest extent feasible; Policy ERC-2.1 related to conservation efforts for creeks, riparian corridors, wetlands, undeveloped open space areas, levees, and drainage canals; and Policy ERC-6.3, which directs the City to protect urban creeks and rivers as suitable habitat for special-status species.

Special-status species include those species that are:

- Listed as endangered or threatened under the FESA (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the CESA (or proposed for listing);
- Designated as endangered or rare, pursuant to CFGC (Section 1901);
- Designated as fully protected, pursuant to CFGC (Section 3511, Section 4700, or Section 5050);

- Defined as rare or endangered under CEQA [California Rare Plant Rank (CRPR) 1, 2, and 3].

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the MBTA of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal.

The project site is undeveloped, has been mass graded, and contains 49 trees, primarily located along the project site boundaries. The project site is also located within the southern portion of the Natomas Basin Habitat Conservation Plan (HCP). The Natomas Basin HCP covers 53,537 acres surrounding the Natomas Basin, located in the northern portion of Sacramento County and the southern portion of Sutter County. The southern portion of the Natomas Basin, including the project site, is urbanized, while the majority of the Basin land is used for agriculture. The Natomas Basin HCP provides project proponents incidental take permit coverage to implement various avoidance and minimization measures (AMMs) and collects mitigation fees that allow the Natomas Basin Conservancy to acquire, restore, and manage preserved lands to mitigate impacts to covered species.

The Natomas Basin HCP covers 22 special-status species, as presented in Table 1-1 of the Natomas Basin HCP. In order to ascertain the potential for any special-status species to occur on the project site, including such species covered by the Natomas Basin HCP, a search for records of special-status species within the nine U.S. Geological Survey (USGS) quadrangles including and surrounding the project site was conducted through the California Natural Diversity Database (CNDDB).

The potential for special-status species to occur on the project site is discussed in further detail below.

## Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, chaparral, alkali playa, dunes, and areas with unusual soil characteristics. The General Plan MEIR determined that 17 special-status plants have the potential to occur in the Planning Area. The species include palmate-bracted bird's beak (*Chloropyron palmatum*); Boggs Lake hedge-hyssop (*Gratiola heterosepala*); slender Orcutt grass (*Orcuttia tenuis*); and Sacramento Orcutt grass (*Orcuttia viscida*). The remainder of the special-status plant species are assigned CRPR by CDFW but are not listed under the FESA or CESA. As discussed under Impact 4.4-1 of the General Plan MEIR, undeveloped areas and vacant lots scattered throughout the Planning Area may support grasslands, seasonal wetlands, remnant vernal pools, and drainage ditches that could provide suitable habitat for special-status plants. The General Plan MEIR concluded that compliance with the Natomas Basin HCP and General Plan Policy ERC-2.1, ERC-2.2, and ERC-6.3 would avoid, minimize, and/or compensate for potential adverse effects to special-status plants species and habitats. Thus, the General Plan MEIR concluded that impacts to special-status plant species would be less than significant.

The project site does not support vegetation communities or sensitive habitats that could support special-status plant species, such as freshwater marshes and swamps, vernal

pools, alkaline soils, elevation, wetlands, or streams/creeks. Therefore, special-status plant species are unlikely to be located within the project site or in the vicinity. In addition, the project site has been significantly disturbed as part of mass grading activities and is almost entirely surrounded by existing development. Overall, the lack of suitable habitat and mass disturbance of the site would preclude any special-status plant species from occurring on-site.

Based on the above, special-status plant species are not anticipated to occur within the site and the proposed project would not be anticipated to result in impacts to special-status plant species.

## Special-Status Wildlife

The General Plan MEIR identified various special-status wildlife species with the potential to occur in habitat within the planning area, including special-status invertebrates, fish species, reptiles and amphibians, bird species, and mammals. Such species include, but are not limited to, the vernal pool fairy shrimp, vernal pool tadpole shrimp, valley elderberry longhorn beetle (VELB), Sacramento Perch, Chinook salmon, Central Valley steelhead, Delta smelt, western spadefoot, giant garter snake, northwestern pond turtle, tricolored blackbird, burrowing owl, loggerhead shrike, northern harrier, Swainson's hawk, white-tailed kite, song sparrow, pallid bat, and American badger. Of the foregoing species identified by the General Plan MEIR, the following are covered by the Natomas Basin HCP: vernal pool fairy shrimp; vernal pool tadpole shrimp; VELB; western spadefoot; giant garter snake; northwestern pond turtle; tricolored blackbird; burrowing owl; loggerhead shrike; and Swainson's hawk. Under Impacts 4.4-2 through 4.4-6, the General Plan MEIR concluded that potential impacts to special-status wildlife species would be less than significant with implementation of all applicable General Plan policies and compliance with the CESA and FESA.

Similar to the above, the majority of special-status wildlife species documented in the area would not have the potential to occur on-site due to the lack of suitable habitat (i.e., aquatic, riparian, woodland, and/or coastal habitat). For example, due to the lack of on-site aquatic resources, potential impacts as a result of the proposed project would not occur to special-status fish species, northwestern pond turtle, vernal pool fairy shrimp, vernal pool tadpole shrimp, or giant garter snake, as the project site does not contain requisite flowing waters or vernal pools. The project site consists of heavily disturbed ruderal grassland vegetation and has been subject to mass grading activities. The nature of the disturbance limits the site's ability to contain habitat necessary for accommodating special-status wildlife species that depend on preserved foraging habitat, such as VELB, tricolored blackbird, or special-status bumblebee species. Similarly, the project site does not include any wetland or riparian habitat that could be used by northern harrier, white-tailed kite, or song sparrow. Therefore, the majority of the special-status species are not anticipated to be significantly impacted by the proposed project. Furthermore, the project site's surrounding development further reduces the likelihood of wildlife species, including those with special status, to occur on-site.

It should be noted that the City of Sacramento contains various documented occurrences of burrowing owl, which is a Species of Special Concern under the CFGC. The species typically occupies abandoned ground burrows created by California ground squirrels and is known to overwinter in disturbed sites and sites near frequent human use. The project site could therefore provide marginally suitable habitat for burrowing owl. However, burrowing owls are protected by the Natomas Basin HCP. Thus, compliance with all

applicable Natomas Basin HCP measures would sufficiently avoid adverse impacts to burrowing owl. In addition, as discussed above, the General Plan includes policies and actions under Goal ERC-3 to reduce potential impacts to such species to less-than-significant levels and, according to the General Plan MEIR, while bird species such as white-tailed kite, northern harrier, and purple martin are not covered species under the Natomas Basin HCP, such species can benefit from the same conservation efforts conducted for other covered species (e.g., the conservation of trees located in riparian woodland, agricultural lands, and annual grassland). Thus, the General Plan MEIR concluded that avoidance, compliance with federal requirements under the MBTA and ESA, as well as implementation of the 2040 General Plan goals and policies, would reduce the potential direct and indirect impacts on special-status bird species to a less-than-significant level. Furthermore, the Natomas Basin HCP requires a pre-construction survey of the site at least 30 days prior to commencement of construction activities to identify the status and presence of any covered species on-site, which would ensure that the proposed project would not result in any impacts to special-status wildlife species. Therefore, burrowing owl would not be significantly impacted by the proposed project.

Existing trees and shrubs within the project site could provide potential nesting habitat for nesting migratory birds and raptors protected by the MBTA. Therefore, project construction activities, including initial site grading, soil excavation, associated improvements, and/or tree and vegetation removal occurring during the nesting period for migratory birds (typically between February 1 to August 31) could have the potential to result in nest abandonment or death of any live eggs or young, should migratory birds or their nests be present within or near the project site. In such an event, the proposed project could result in a potentially significant impact. However, given the developed nature of the project site and surrounding area, and the fact that habitat for nesting birds and raptors is not uncommon within the project area, the site does not include any peculiar conditions from a biological perspective.

## Conclusion

Pursuant to CEQA Guidelines Section 15183(f), “An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]” The General Plan MEIR concluded that applicable federal, State, regional, and local regulations, together with General Plan policies and programs would reduce potential impacts to special-status species that could result from buildout of the General Plan.

Based on the above, impacts to species identified as special-status species in local or regional plans, policies, or regulations, including the Natomas Basin HCP, or by the CDFW or USFWS, were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects given required compliance with applicable federal, State, regional, and local regulations, together with the policies and programs included in the General Plan, which the General Plan MEIR found would substantially mitigate potential environmental effects. The proposed project would not require further CEQA review related to effects on any special-status plant and wildlife species, or conflicting with an adopted HCP, natural community conservation plan (NCCP), or other approved local, regional, or State habitat conservation plan.

b,c. According to the General Plan MEIR, compliance with General Plan policies and programs would ensure that General Plan buildout would have a less-than-significant impact related to the loss or modification of riparian habitat or on jurisdictional waters of the U.S. and wetlands. As discussed under Impact 4.4-7 of the General Plan MEIR, riparian habitat is mostly located along the Sacramento and American rivers, as well as adjacent to smaller streams and drainage channels throughout the Planning Area. The project site is located approximately 0.64-mile from the Sacramento River and 1.10 miles from the confluence of the Sacramento and American rivers, but is separated from the rivers by existing residential and commercial development. In addition, the project site is surrounded by existing development, has been subject to mass grading, and does not include riparian habitat. Therefore, the proposed project would not result in adverse impacts upon sensitive natural communities, and impacts related to having a substantial adverse effect on riparian habitat, sensitive natural communities, or federally protected wetlands were adequately addressed in the General Plan MEIR. The proposed project would not result in any peculiar effects that would require further CEQA review related to effects on any riparian habitat, protected wetlands, or other sensitive natural communities.

d. Under Impact 4.4-3, the General Plan MEIR identified the Sacramento River as providing migratory habitat for seven special-status fish species. However, as previously discussed, the project site is separated from the Sacramento River by existing residential and commercial development and does not include any habitat that would attract wildlife species. In addition, the project site is surrounded by existing development, which would further preclude the site or vicinity from being used as a movement corridor. Any current animal movements on the project site would be local movements within the site and its immediate vicinity rather than regional movements.

Based on the above, impacts related to interfering substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

e. The General Plan MEIR did not specifically evaluate potential impacts related to conflicts with local policies or ordinances protecting biological resources. Chapter 12.56 of the City Code establishes guidelines for the conservation, protection, removal, and replacement of both City trees and private protected trees. Pursuant to Section 12.56.020, a private protected tree meets at least one of the following criteria:

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

- A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

When circumstances do not allow for retention of trees, permits are required to remove City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that regulated work shall not be performed without a tree permit. The Tree Permit application requires a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

According to an Arborist Report prepared for the proposed project,[10] a total of 58 trees were inventoried on-site and within 25 feet of the site boundaries, and were identified by species (see Figure 8). Of the 58 total trees inventoried, 49 are located on-site and 28 meet the above requirements for private protected trees. Twenty trees would be removed as part of the proposed project, 13 of which are considered protected (see Appendix A). However, consistent with Section 12.56.050 of the City Code, the proposed project would be required to obtain a Tree Permit prior to tree removal and would be subject to all applicable measures contained therein.

Compliance with the tree permit requirements in the City Code would ensure that impacts related to conflicting with local policies or ordinances protecting biological resources would not occur, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

[10] California Tree and Landscape Consulting, Inc. *Pre-Development Arborist Report & Tree Inventory, 2450 W El Camino Avenue & 2616 Gateway Oaks Drive, APNs 225-1010-015, -021, -023; City of Sacramento Jurisdiction.* April 23, 2026.

## Figure 8
## Tree Location Map




**California Tree & Landscape Consulting, Inc.**

411 Grass Valley Hwy #1050
Auburn, CA 95603

**MAP OF PROPERTY SHOWING**

**APPROXIMATE TREE LOCATIONS**

The GIS locations used in this exhibit were collected using IOS and Android technology and are not surveyed locations.

*Due to the age of the aerial imagery provided by ESRI there are times when vegetation that appears in the aerial image had in fact been previously removed.*

APPROXIMATE PARCEL BOUNDARIES

Arborist Rating
- 0-Dead
- 1-Extreme structure or health problems
- 2-Major Structure or health problems
- 3-Minor Problems
- 4-No Apparent Problems
- 5- Excellent
- Unprotected

**APNs 225-1010-015, -021, -023**

City of Sacramento, CA

Prepared for: Kosh Grewal

**Sheet No.** 1

Date: 4/23/2026

| **V. CULTURAL RESOURCES.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | ☐ | ☐ | ✖ |
| b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | ☐ | ☐ | ✖ |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries. | ☐ | ☐ | ✖ |

## Discussion

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

According to the General Plan MEIR, the City's Planning Area contains numerous known historic resources recognized at the federal, State, and local level. Many known historic resources are located in the Central City, the oldest portion of the City. In addition, the General Plan MEIR notes that archaeological deposits have been found throughout the City, particularly in areas in close proximity to watercourses, including the Sacramento and American rivers.

The General Plan MEIR determined that compliance with the 2040 General Plan policies along with implementing actions and existing City requirements to protect and preserve historic and archaeological resources set forth in the City Code would reduce the significance of impacts to historic and archaeological resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of historically significant resources and archaeological resources (including human remains) does not exist, the General Plan MEIR concluded that buildout of the 2040 General Plan would result in a significant and unavoidable impact related to both historical and archaeological resources.

The project site has been subject to mass disturbance. Thus, any surface-level historic or cultural resources located on-site would have been previously encountered. While known resources are not located on-site, in the event that historical or archaeological resources are discovered during construction or grading activities, the project would be required to comply with all applicable General Plan policies and programs, including, but not limited to, General Plan Policy HCR-1.1, which directs the City to promote the preservation, restoration, enhancement, and recognition of cultural resources throughout the City; Policy HRC-1.14 related to compliance with federal and State regulations aimed at protecting archaeological, cultural, and tribal cultural resources; Action HCR-A.8, which requires the City to apply standard conditions of approval related to the halting of excavation work in the vicinity of an identified resource discovery, notification of the City, and coordination with the City to determine the appropriate response; Policy HCR-1.15, which requires Native American human remains to be treated with sensitivity and dignity in coordination with the NAHC; and policies related to the City's role in preserving historical resources

(Policy HCR-2.1, HCR-2.2, and HCR-2.4). Implementation of all applicable General Plan policies would avoid potential impacts to significant cultural resources whenever possible and to conduct mitigation if impacts are unavoidable. In addition, the proposed project would be required to adhere to California Health and Safety Code Section 7050.5 and Section 7052 of California PRC Section 5097 if human remains are uncovered during ground-disturbing activities.

As previously discussed, pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" In the case of the proposed project, compliance with the City's General Plan policies, programs, and actions, as well as California Health and Safety Code Section 7050.5 and Section 7052 of California PRC Section 5097, would substantially mitigate potential project impacts to cultural resources.

Based on the above, impacts related to causing a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturbing human remains, including those interred outside of formal cemeteries, were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

| **VI. ENERGY.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ✖ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ✖ |

## Discussion

a,b. Compliance with the policies and programs included in the 2040 General Plan would reduce energy use for new development and encourage the use of renewable energy sources. New development projects are also required to use design features, building materials, and building practices that would increase energy efficiency. In addition new development within the City is required to be assessed to determine if SMUD can accommodate the associated energy demand. Thus, the General Plan MEIR concluded that a less-than-significant impact would occur related to wasteful, inefficient, or unnecessary energy consumption with the implementation of General Plan policies and programs, as well as potential conflicts with or obstructing a State or local energy plan.

A description of the 2025 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the project's potential effects related to energy demand during construction and operations are provided below.

### California Green Building Standards Code

The 2025 CALGreen Code (CCR Title 24, Part 11) is a portion of the 2025 California Building Standard Commission (CBSC), which became effective with the rest of the CBSC on January 1, 2026.[11] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration, repair, improvement, and rehabilitation of a structure or improvement to a property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of EV charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;

[11] California Building Standards Commission. *2025 California Green Building Standards Code*. 2026.

- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar photovoltaic (PV) system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

## Building Energy Efficiency Standards

The 2025 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2022 Building Energy Efficiency Standards. The 2025 standards provide for additional efficiency improvements beyond the 2022 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

## Construction Energy Use

Construction of the proposed project would involve increased energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated by the CARB's In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the

proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

## Operational Energy Use

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

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

The 2040 General Plan also includes policies such as ERC-4.3 (Project Design), ERC-8.1 (Cooling Design Techniques), ERC-9.3 (Lead By Example in Design of City Buildings), ERC-9.4 (Carbon-Neutral Buildings), and ERC-9.9 (Onsite Alternative Energy Creation), which would require projects to use green building technologies that meet or exceed the CALGreen energy efficiency standards, encourage alternative energy creation and on-site energy production, promote development that would be 100 percent electric, and transition existing buildings from fossil fuel-power to electric power.

With respect to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Further discussion of vehicle miles traveled (VMT) associated with the proposed project is provided in Section XVII, Transportation, of this Modified Initial Study. Additionally, the City of Sacramento and surrounding areas provide residents with numerous public transportation options. Transit options include local bus stops and regional transit throughout the City. Transit would provide access to several restaurants and businesses within close proximity to the project site. Sidewalks are currently located on a small portion of the project site's West El Camino Avenue frontage, and a Class II bicycle lane exists on West El Camino Avenue in the vicinity of the project site. In addition, active bus stops are located within 500 feet of the project site along Gateway Oaks Drive. The site's access to public transit and pedestrian facilities would reduce VMT and, consequently, fuel consumption associated with the proposed hotel and apartments.

Based on the above, compliance with the State's latest Energy Efficiency Standards and local regulations would ensure that the proposed project would implement all necessary energy efficiency regulations and would contribute to the efficient use of energy resources.

## Conclusion

Given that the proposed project would be consistent with the site's General Plan land use designation, buildout of the project site and associated energy demands have been anticipated by the City and analyzed in the General Plan MEIR. Furthermore, the project would comply with applicable General Plan policies, as well as other State energy standards, which would ensure that construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Based on the above, impacts related to energy use were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

| **VII. GEOLOGY AND SOILS.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ✖ |
| ii. Strong seismic ground shaking? | ☐ | ☐ | ✖ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ✖ |
| iv. Landslides? | ☐ | ☐ | ✖ |
| b. Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ✖ |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ✖ |
| d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ✖ |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ✖ |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ✖ |

## Discussion

ai-aii. The General Plan MEIR identifies the City as being located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. As discussed on page 4.7-5 of the General Plan MEIR, the City of Sacramento does not contain any Alquist-Priolo Earthquake Fault Zones and is not located in the immediate vicinity of an active fault. The closest fault to the project site is the Dunnigan Hills fault, which is located approximately 19.54 miles away. Thus, the potential for fault rupture risk at the project site is relatively low. However, according to the General Plan MEIR, Sacramento is located in a moderately seismically active region with periodic ground shaking as a result of distant earthquakes.

Based on the moderate seismic activity within the region, commercial, institutional, and large residential buildings and associated infrastructure within the City are required by Chapter 15.20 of the City code to incorporate seismic-resistant design in conformance with the most recent version of the CBSC. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural, damage. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure that

structures would be survivable, allowing occupants to safely evacuate in the event of a major earthquake. In addition, General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulates structures intended for human occupancy to ensure structural stability from seismic events including liquefaction hazards. Requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBSC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the CBSC.

The General Plan MEIR concluded that compliance with applicable General Plan policies and the CBSC would ensure impacts related to seismic ground shaking would be less than significant. Given that the proposed project would be consistent with the site's General Plan land use designation, potential ground shaking hazards associated with buildout of the project site have been anticipated by the City and analyzed in the General Plan MEIR. Overall, impacts related to seismic rupture of a known earthquake fault or strong seismic ground shaking were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

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

## Liquefaction

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

The California Geological Survey (CGS) shows that the project site is within a mapped liquefaction zone.[12] However, according to the General Plan MEIR, compliance with General Plan policies would reduce the potential for substantial adverse effects due to exposure of seismic-related ground failure. For example, because the CGS has identified the potential for liquefaction at the project site, the proposed project would be required to comply with General Plan Policy ERC-7.1, which requires projects in areas of liquefaction risk to submit a geotechnical investigation report to the City and demonstrate that the project conforms to all mitigation measures recommended therein.

In addition, the CBSC, as adopted by Chapter 15.20 of the City Code, provides standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, which would further reduce the potential for seismic-related ground failure, including liquefaction. Requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBSC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33

[12] U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed September 2026.

of the CBSC. Compliance with the aforementioned uniformly applicable development regulations would ensure that the potential for risks related to liquefaction would be substantially mitigated. The proposed project would be required to comply with the CBSC, as established by Chapter 15.20 of the City Code.

Given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the General Plan MEIR. The MEIR concluded that compliance with the General Plan policies and the CBSC as established by Chapter 15.20 of the City's Municipal Code would ensure that seismically induced ground shaking and secondary effects, including liquefaction, would be minimized.

## Landslides

Seismically induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The topography of the project site is considered level terrain and the project site does not contain any slopes. Thus, impacts related to landslides would be less than significant.

## Lateral Spreading

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

## Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years, and is a common consequence of liquefaction. As discussed above, compliance with the CBSC and City Code would be sufficient to ensure the project site is not subject to substantial liquefaction or seismic risks. Because liquefaction is not anticipated to occur, the potential for seismically induced settlement to occur at the project site is also considered to be low. In addition, the General Plan MEIR determined that the risk of liquefaction (and associated effects, such as subsidence/settlement) would be less than significant with compliance with the CBSC. The proposed project would be required to comply with all applicable policies, regulations, and standards set forth by the State and the City of Sacramento, which would ensure impacts related to subsidence/settlement would be less than significant.

## Conclusion

Based on the above, impacts related to substantial risks related to liquefaction, landslides, lateral spreading, and subsidence/settlement were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

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

Issues related to erosion and degradation of water quality during construction are discussed in Section X, Hydrology and Water Quality, of this Modified Initial Study, under question 'a.' As noted therein, the City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Additionally, in accordance with City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction. The erosion control measures included in both the SWPPP and the Erosion and Sediment Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil.

The General Plan MEIR concluded that, with implementation of all required regulations, including preparation of Erosion and Sediment Control Plans and a SWPPP, impacts related to soil erosion and loss of topsoil would be less than significant. The proposed project would be required to prepare an Erosion and Sediment Control Plan and a SWPPP. Therefore, impacts related to soil erosion or loss of topsoil were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

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

Soils have a low expansive potential rate at less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high above nine percent. According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey program,[13] mapped soils within the project site consist of partially drained Sailboat silt loam, 0 to 2 percent slopes, which has a low expansive potential rate of 1.7 percent. Therefore, expansive soils are not anticipated to occur on-site. Nonetheless, as previously discussed, the proposed

[13] Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed September 2026.

project would be subject to General Plan Policy ERC-7.1 and would be required to submit a geotechnical investigation report to the City and demonstrate that the project conforms to all mitigation measures recommended therein. The geotechnical investigation report would also evaluate expansive soils and, if necessary, include mitigation measures related to such. In addition, the proposed project would be required to comply with CBSC standards, pursuant to Chapter 15.20 of the City Code, which would ensure that impacts related to constructing on expansive soils would be eliminated through foundation design.

Based on the above, the proposed project would not result in impacts related to substantial direct or indirect risks to life or property related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property that would require further CEQA review.

e. The proposed project would connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project, and the proposed project would not result in any effects that would require further CEQA review for this topic.

f. The City's General Plan MEIR does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. Paleontological resources or fossils are the remains of prehistoric plant and animal life. The General Plan MEIR indicates on page 4.7-8 that paleontological resources could occur within the geologic formations underlying the City Planning Area due to deposits laid down by large river systems. However, the General Plan MEIR ultimately concluded that compliance with the Paleontological Resource Protection Act and PRC Section 5097.5 would protect vertebrate paleontological sites and other paleontological resources. In addition, Policy HCR-1.1 requires the City to preserve cultural resources, which includes paleontological resources. Therefore, with adherence to the foregoing regulatory requirements policies, the General Plan MEIR determined that potential impacts to paleontological resources would be reduced to a less-than-significant level.

The project site does not contain any peculiar conditions that would result in increased potential for subsurface paleontological resources. Furthermore, the proposed project would be required to comply with all applicable federal, State, and local requirements to avoid potential adverse effects to paleontological resources, if such resources are discovered during ground-disturbing activities on the site. It should be noted that the project site has been subject to mass disturbance as part of regular grading activities. Therefore, any surface-level paleontological resources located on-site would have been previously encountered.

Based on the above, impacts related to resulting in the direct or indirect destruction of a unique paleontological resource were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

| **VIII. GREENHOUSE GAS EMISSIONS.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ✖ |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | ☐ | ☐ | ✖ |

## Discussion

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

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

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

The General Plan MEIR analyzed the potential for implementation of the 2040 General Plan to result in the generation of levels of GHGs that could cause cumulatively considerable impacts to the environment. As discussed under Impact 4.8-1 of the General Plan MEIR, the 2040 General Plan would enable the City to meet the 2030 GHG emission requirements included in SB 32 and would assist in meeting broader statewide emission reduction targets. In addition, the City's CAAP update includes measures and actions that enable the City to reduce projected 2030 GHG emissions and make substantial progress towards the City's goal of carbon neutrality by 2045. Thus, the General Plan MEIR concluded that potential impacts related to GHG emissions would be less than significant.

SMAQMD has adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD Guidance also states that, where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Sacramento has adopted a CAAP, which provides a jurisdiction-wide approach to the analysis of GHG emissions. The City's CAAP includes Citywide measures intended to reduce emissions from existing sources, as well as measures aimed at reducing emissions from future sources related to development within the City. Therefore, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted CAAP reduction measures, as discussed in further detail below.

## Consistency with the City of Sacramento CAAP

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

Measure E-2 of the CAAP is intended to eliminate natural gas in new construction through the adoption of new regulations that mandate all-electric construction in new buildings within the City. The proposed project would be all-electric and, thus, would be consistent with Measure E-2 of the CAAP.

In addition, all internal roadways and pedestrian connections associated with the proposed project would be constructed in conformance with City standards. As such, the proposed project would generally comply with Action TR-1.2 of the CAAP. Further, landscaping improvements would be provided throughout the site and would comply with the City's WELO, as established by Chapter 15.92 of the City Code, consistent with Action WW-1.3 of the CAAP.

The CAAP also includes Action WW-1.4, related to the use of low impact development (LID) strategies for new construction and development. As discussed in Section X, Hydrology and Water Quality, of this Checklist, the proposed source control measures included as part of the proposed project would be designed consistent with the standards set forth in the Sacramento Region Stormwater Quality Design Manual. Development of the proposed project would include an on-site stormwater drainage system to capture and treat runoff from the new impervious surfaces, including bioretention basins within the parking lot area, as well as new storm drain inlets to capture on-site stormwater runoff and convey flows to the proposed basins for treatment. Thus, the proposed project would generally comply with Action WW-1.4 of the CAAP.

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

project would be generally similar to what was previously analyzed in the MEIR, and would be consistent with the CAAP.

## Conclusion

Based on the above, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Because the proposed project would not be considered to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, the proposed project would not result in any peculiar effects related to the generation of GHG emissions, and requirements for additional CEQA review are not met.

| **IX. HAZARDS AND HAZARDOUS MATERIALS.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ✖ |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | ☐ | ☐ | ✖ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ✖ |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ✖ |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ✖ |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ✖ |
| g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ✖ |

## Discussion

a. The General Plan MEIR does not specifically evaluate the routine transport, use, or disposal of hazardous materials, but does include discussions on the potential for buildout of the 2040 General Plan to expose people to hazardous materials during construction. As discussed throughout Impacts 4.9-1 through 4.9-3, various regulations and guidelines mitigate exposure to hazardous materials, including asbestos, lead, polychlorinated biphenyls (PCBs), and mercury. The use of hazardous materials is regulated in part by the California Occupational Safety and Health Administration (OSHA), including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs.

Hotel and residential uses are not typically associated with the routine transport, use, disposal, or generation of hazardous materials. Operations would likely involve use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that would be used on the site, occasional use of such products would not represent a substantial risk to public health or the environment during project operation. Therefore, impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of

hazardous materials were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

b,d. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

The General Plan MEIR concluded that given compliance with applicable General Plan policies, as well as local, State, and federal regulations related to hazardous waste, impacts related to hazards and hazardous materials would be less than significant.

## Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Sacramento County Environmental Compliance Division) in accordance with the regulations adopted pursuant to this section. The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, City, or County fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractor is required to notify the Sacramento County Environmental Compliance Division in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with such regulations would ensure that a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions during construction would not occur.

## Existing On-Site Hazardous Conditions

The General Plan MEIR evaluated potential exposure to hazardous materials under Impact 4.9-1, related to contaminated soils, Impact 4.9-2, related to hazardous building materials, and Impact 4.9-3, related to contaminated groundwater. The General Plan MEIR concluded that compliance with all applicable rules and regulations, along with implementation of the General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to such hazardous materials or situations, including accidental releases to the environment to a less-than-significant level. The proposed project would not include the demolition of any existing buildings; as such, hazardous building materials are not anticipated to pose a hazard during project construction. In addition, the project site is undeveloped and has been previously mass graded. Thus, impacts related to contaminated soils or groundwater would not be expected to occur.

With respect to sites with known hazardous materials, Government Code Section 65962.5 requires the California Environmental Protection Agency to annually develop an updated Cortese List. The project site is not located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, including the map of Department of Toxic Substances Control (DTSC) cleanup sites[14] or the State Water Resources Control Board's (SWRCB) GeoTracker system and list of leaking underground storage tank (LUST) sites.[15] In addition, the project site is not located on or near any hazardous waste sites identified on the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.[16] The database searches did not identify facilities with hazardous materials or open cases for the project site or adjacent properties. Therefore, the project site is not identified on the Cortese List or anticipated to contain existing on-site hazardous conditions that could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions.

### Conclusion

Based on the above, the proposed project would not result in any peculiar effects that would require further CEQA review related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, or through being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, and impacts were adequately addressed in the General Plan MEIR.

c. The General Plan MEIR did not specifically evaluate impacts related to the release of hazardous materials within one-quarter mile of existing or proposed schools. The project site is not located within 0.25-mile of an existing school. Therefore, the proposed project would not result in any adverse effects related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and further CEQA review is not required for this topic.

e. The General Plan MEIR evaluated potential hazards related to airports and air traffic under Impact 4.9-2. As discussed therein, development projects located near airports would be required to comply with the airport's adopted Airport Land Use Compatibility Plan (ALUCP). ALUCPs limit the height, type, and intensity of land uses surrounding airports to reduce safety concerns associated with aircraft crashes as well as uses that are sensitive to noise. In addition, General Plan Policy ERC-10.10 requires compliance with applicable ALUCPs and would substantially limit the potential for exposure of people to aircraft-related hazards. The General Plan MEIR concluded that compliance with the applicable ALUCP and General Plan policies would reduce the potential for exposure to hazards and hazardous materials, including potential hazards related to airports and air traffic, and such impacts would be less than significant.

The nearest public airports to the project site are the Rio Linda Airport, located approximately 5.35 miles northeast of the project site, and the Sacramento International Airport, located approximately 5.89 miles to the northwest. The project site is located

[14] Department of Toxic Substances Control. *EnviroStor.* Available at: https://www.envirostor.dtsc.ca.gov/public/map. Accessed September 2026.
[15] California Environmental Protection Agency. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/search. Accessed September 2026.
[16] State Water Resources Control Board. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed September 2026.

within the Airport Influence Area (AIA) for the Sacramento International Airport, but is outside the AIA associated with the Rio Linda Airport.

According to Map 3 of the Sacramento International ALUCP, the project site is located outside of the airport referral area and the established safety zones.[17] As such, risks associated with an off-airport aircraft accident or emergency landing are not anticipated to occur and the proposed project would not result in an airport-related safety hazard for hotel guests or employees, or apartment complex residents, and such impacts do not require further CEQA review.

f. The General Plan MEIR concluded that, based on the temporary nature of any road closures, lane narrowing, or detours combined with compliance with City requirements, building codes, and Policy PFS 2.3 related to evacuation routes, impacts related to interfering with an adopted emergency response plan, or emergency evacuation plan would be less than significant.

Implementation of the proposed project would not result in any modifications to the City's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. In addition, construction activities would be temporary, and permanent modifications to the nearby roadways would not occur. In addition, the proposed project would be subject to Sections 12.20.020 and 12.20.030 of the City Code, which require all development projects to prepare a Traffic Management Plan for construction activities. During project operations, adequate access for emergency vehicles would be provided by way of the proposed driveways and would not interfere with potential evacuation or response routes used by emergency response teams.

Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the Sacramento County Local Hazard Mitigation Plan.[18] The proposed project is consistent with the site's General Plan land use designation; thus, development of the site and associated effects on evacuation routes has been anticipated by the City. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

Based on the above, impacts related to interfering with an emergency evacuation or response plan were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

g. Under Impact 4.9-5 of the General Plan MEIR, wildfire risk is discussed as predominantly associated with wildland urban interface (WUI) areas. The entirety of the City's planning area is located in a Local Responsibility Area (LRA); thus, fire protection responsibility lies with local agencies, including the Sacramento Fire Department (SFD). The nearest Very High Fire Hazard Safety Zone (FHSZ) is approximately 9.90 miles northeast of the project

[17] Sacramento Area Council of Governments. *Sacramento International Airport Land Use Compatibility Plan* [Map 3]. December 12, 2013.

[18] Sacramento County. *Local Hazard Mitigation Plan*. July 2021. Available at: https://waterresources.saccounty.gov/us/en/stormready/hazards/mitigation-plan.html#gsc.tab=0. Accessed September 2026.

site in unincorporated Placer County.[19] Overall, the General Plan MEIR concluded that compliance with the California Fire Code (CFC) and the applicable General Plan policies would minimize risks associated with wildfires, and, as a result, a less-than-significant impact would occur.

The General Plan MEIR identifies various areas as fairly susceptible to urban wildfire, including areas along the American River Parkway from Watt Avenue to the Sacramento River, and along Garden Highway in the Natomas area, both of which are located approximately 0.67-mile south of the project site. The General Plan MEIR also identifies the area where Interstate 80 (I-80) crosses the Sacramento River, approximately two miles from the project site, as an area susceptible to wildfire. The project site is separated from such areas by existing urban development, which serves as a fire break to the project site. Furthermore, the proposed project would be required to comply with all applicable requirements of the CFC, as adopted by Chapter 15.36 of the City Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire.

As discussed under Section XX, Wildfire, of this Modified Initial Study, the project site is not located on a substantial slope, and the project area does not include existing features that would substantially increase fire risk. Given that the project site is located within a developed urban area, development of the proposed project would not result in substantial fire risks related to installation or maintenance of such infrastructure.

Based on the above, wildfire risks were adequately addressed in the General Plan MEIR, and the site would not be subject to any peculiar hazards related to the exposure of people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires. Thus, the criteria for requiring further CEQA review are not met.

[19] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed September 2026.

| X. HYDROLOGY AND WATER QUALITY. *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ✖ |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ✖ |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | |
| i. Result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ✖ |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ✖ |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ✖ |
| iv. Impede or redirect flood flows? | ☐ | ☐ | ✖ |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ✖ |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ✖ |

## Discussion

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

The General Plan MEIR concluded that adherence to State and local regulations and General Plan Policies ERC-1.1 through ERC-1.4 related to pollution prevention, water protection, and requiring compliance with applicable City ordinances, as well as ERC-5.2, which encourages runoff reduction measures such as LID strategies and BMPs, would reduce the potential for development projects associated with General Plan buildout to substantially degrade water quality or violate State water quality standards due to sediments or other contaminants to a less-than-significant level.

### Construction

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

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

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

With implementation of the required SWPPP and BMPs included therein, construction of the proposed project would not result in a violation of water quality standards and/or degradation of water quality. Final BMPs for the proposed project construction would be chosen in consultation with the applicable California Stormwater Quality Association Stormwater BMP Handbooks and Section 11 of the City's Development Standards, and implemented by the project contractor.

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

Based on the above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during construction.

## Operations

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

addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways.

Consistent with Chapter 13.16.120 of the City Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions. The proposed project would comply with Section 13.08.145 of the City Code, which requires the following:

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

The project site is currently undeveloped. Development of the project would include a four-story hotel, an apartment complex, and 278 parking spaces. With the exception of the pervious landscaping planters and bioretention basins, development of the proposed project would convert the site from pervious surfaces to impervious surfaces. Development of the proposed project would include an on-site stormwater drainage system to capture runoff from the new impervious surfaces, which would be routed through new storm drain lines to the proposed landscape planters and bioretention basins located adjacent to the proposed buildings and within the proposed parking lots.

Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the Stormwater Quality Design Manual for the Sacramento Region include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. Additionally, the City's DOU recommends implementation of LID measures. Proposed source control measures included as part of the proposed project would be designed consistent with the standards set forth in the Sacramento Region Stormwater Quality Design Manual. As previously discussed, the proposed project would include individual bioretention basins throughout the parking lot areas, which would collect and treat stormwater runoff prior to discharge to new on-site storm drain lines. The proposed on-site storm drain system would ultimately connect to the existing City stormwater drainage system.

Finally, as established by City Code Section 15.88.260, the proposed project would be required to prepare a Post-Construction Erosion and Sediment Control Plan, which would detail how the project would control surface runoff and retain sediment on-site after all proposed improvements and structures have been installed on-site. The Post-Construction Erosion and Sediment Control Plan would be required to be submitted to the City concurrently with the final grading plan prepared for the proposed project.

Based on the above, water quality standards or waste discharge requirements would not be violated, and downstream water quality would not be degraded as a result of operations of the proposed project.

## Conclusion

The General Plan MEIR concluded that required compliance with the SQIP, NPDES General Construction Permit, City ordinances, and adherence to General Plan policies would render any potential construction and operational impacts to water quality less than significant. As discussed above, the proposed project would comply with the aforementioned requirements. Therefore, impacts related to violation of water quality standards or degradation of water quality during construction or operation were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

b,e. Water supplies for the project site would be provided by the City's DOU. The City's water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines. According to the General Plan MEIR, the City supplies domestic water from a combination of surface water and groundwater sources. The City is permitted to 326,800 acre-feet per year (AFY) of surface water diverted from the Sacramento and American rivers in 2030, while the City's average groundwater deliveries from 2006 to 2017 were approximately 17,932 AFY. The City's 2020 Urban Water Management Plan (UWMP) includes a water service reliability assessment of the City's projected supplies and demands during normal, single dry, and five consecutive dry years. Under the various water year types, the total annual water supply sources available are compared to the total annual projected water use for the City's water service area from 2025 to 2045 in five-year increments. The City is projected to have a surplus of water supplies in all water year types through 2045. According to the General Plan MEIR, because the City has evaluated existing water supplies as sufficient for more than 20 years into the future, even during multiple dry years, together with the applicable General Plan policies and adherence to the regulatory requirements of current legislation, potential impacts related to water supply would be less than significant.

The proposed project is consistent with the site's General Plan land use designation and would not generate an increase in water demand beyond what has already been anticipated in the MEIR and UWMP. As such, adequate capacity is expected to be available to serve the proposed project's water demands. Therefore, while a portion of the water supplied to the project site by the City would be obtained through groundwater resources, such groundwater usage has been anticipated and would not substantially deplete groundwater supplies within the project area.

The proposed project would result in an increase of impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. However, stormwater runoff from such impervious surfaces would be directed to the proposed stormwater drainage system. The stormwater drainage system would include bioretention basins within the parking lot area, as well as new storm drain inlets to capture on-site stormwater runoff and convey flows to the proposed basins for treatment. The proposed basins would allow for stormwater to continue to percolate within on-site soils, thereby contributing to groundwater recharge. In addition, the project site represents a relatively small area compared to the size of the groundwater basin and, thus, does not currently represent a substantial source of groundwater recharge. Furthermore, the project site has been previously designated for the proposed uses, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan MEIR. Therefore, the proposed project would not interfere substantially with groundwater recharge.

Based on the above, potential impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

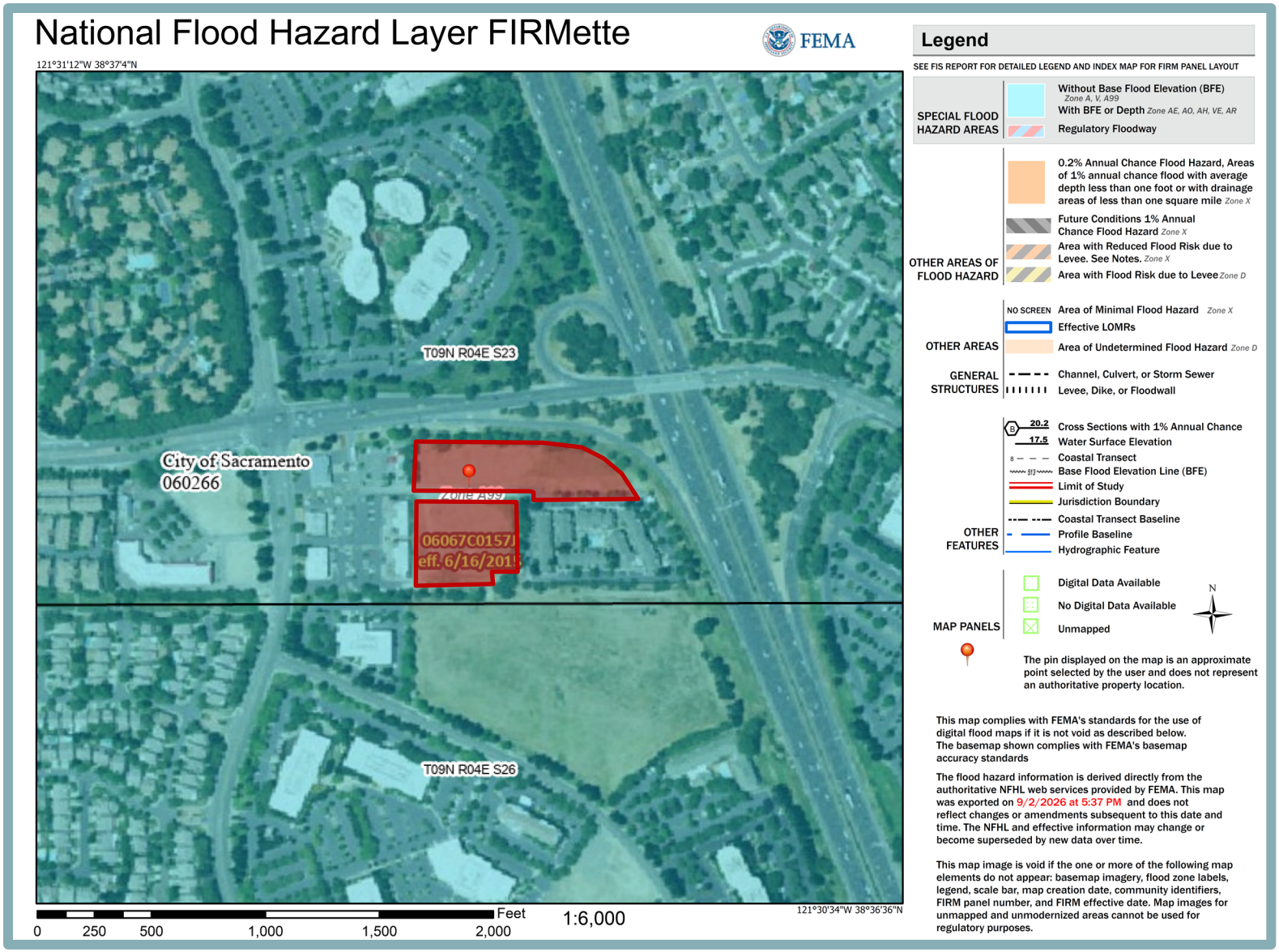
civ. The project site is located within Zone A99, a Special Flood Hazard Area (SFHA) Without Base Flood Elevation (BFE) (see Figure 9).[20] A99 is an interim designation that allows new development to proceed without elevation verification while the improvements needed to provide protection from the 100-year flood (i.e., levees) are under construction. However, the A99 flood zone is still a SFHA until construction of the levees is complete, and the levees are certified by the Federal Emergency Management Agency (FEMA). The Zone A99 area associated with the project area is likely created by the close proximity to the Sacramento and American rivers. Given that the project site is within a SFHA, the proposed project could be exposed to risks associated with flood hazards.

However, the proposed project would be subject to General Plan Policies ERC-6.1 through ERC-6.12. For example, the proposed project would be subject to applicable State requirements for 200-year flood protection and federal requirements for 100-year protection (Policy ERC-6.6) and would not be approved unless appropriate flood risk evaluations had been conducted to minimize the risk of damage (Policy ERC-6.7). In addition, the proposed project would be subject to the requirements set forth in Chapter 15.104, Floodplain Management Regulations, of the City Code. Furthermore, the proposed project is consistent with the existing land use designation for the site and, thus, is consistent with the type and intensity of development that has previously been anticipated for the site by the City and analyzed in the General Plan MEIR. The General Plan MEIR included an analysis of flood risks under Impact 4.10-2 and concluded that the ongoing flood protection projects by the City and the U.S. Army Corps of Engineers (USACE), combined with compliance with General Plan policies, would minimize the potential for adverse effects to occur due to flooding. Therefore, impacts related to impeding or redirecting flood flows were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

d. Impacts related to flooding risks are discussed under question ‘c.iv’ above. Although the General Plan MEIR does not evaluate potential impacts related to tsunami or seiche zones, the General Plan MEIR concludes that with implementation of General Plan policies, impacts related to flooding would be less than significant. In addition, because the project site is not located in the proximity of a shoreline or a closed body of water, the proposed project would not be subject to adverse impacts related to tsunami or seiche zones. Therefore, impacts related to flooding were adequately addressed in the General Plan MEIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

[20] Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0157J.* Effective June 16, 2015.

**Figure 9**
**FEMA FIRM 06067C0157J**



| **XI. LAND USE AND PLANNING.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Physically divide an established community? | ☐ | ☐ | ✖ |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ✖ |

## Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The proposed project would include development of a 112-room hotel and 160-room apartment complex, which would be generally consistent with the existing uses adjacent to the project site. Therefore, the proposed project would be a continuation of the surrounding urban development and would not isolate an existing land use. Furthermore, the proposed project is consistent with the site's existing land use designation and, thus, is consistent with the type and intensity of development that has previously been anticipated for the site by the City and analyzed in the General Plan MEIR. The General Plan MEIR concluded that the 2040 General Plan includes policies which would enhance and protect existing neighborhoods, as well as discourage the physical division of established communities.

Based on the above, the project would not result in new development or features that would divide existing residential neighborhoods or communities. As such, impacts related to physically dividing an established community were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. The proposed project would be consistent with the site's current General Plan land use designation. As discussed throughout this Modified Initial Study, the proposed project would not result in any new significant environmental effects that were not previously identified in the General Plan MEIR and could not be substantially mitigated by uniformly applicable development policies and standards, pursuant to CEQA Guidelines Section 15183. In addition, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's tree preservation ordinance, the City's noise standards, and applicable SWRCB regulations related to stormwater. In addition, the proposed project would be subject to the City's Site Plan and Design Review process, as established by Chapter 17.808 of the City Code, to allow the City to ensure significant environmental effects would be avoided. Therefore, impacts related to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

| **XII. MINERAL RESOURCES.** *Would the project:* | | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|---|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ✖ |
| b. | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ✖ |

## Discussion

a,b. The project site is located in a developed area of the City. According to the City's 2040 General Plan Technical Background Report, areas with deposits of mineral resources are not located within the vicinity of the project site.[21] As discussed therein, the northern portions of the City are primarily Mineral Resource Zone 1 (MRZ-1), areas where available geologic information indicates little or no likelihood for presence of significant mineral resources. The City has developed policies that address mineral resource recovery areas designated by the State as MRZ-2 (significant existing or likely mineral deposits). Overall, the General Plan MEIR concluded that compliance with such polices would ensure impacts related to mineral resources would be less than significant.

Given that the proposed project is located within a developed and urbanized area designated MRZ-1, General Plan policies that address mineral resource recovery areas would not be applicable to the proposed project. In addition, the proposed project would not result in the loss of availability of a known local- or State-defined mineral resource. Thus, the proposed project would not result in any peculiar effects related to mineral resources such that further CEQA review for this topic would be required.

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

| **XIII. NOISE.** *Would the project result in:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ✖ |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ✖ |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ✖ |

## Discussion

a. The discussion below presents information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

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

### Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include the single-family residences located approximately 590 feet to the southwest of the project site, beyond the existing commercial uses and across Gateway Oaks Drive, as well as single-family residences approximately 600 feet to the northeast of the site, across I-5.

## Standards of Significance

Pursuant to City Code Section 8.68.060, stationary noise sources shall not be permitted to generate noise levels exceeding 55 dBA $L_{50}$ or 75 dBA $L_{max}$ during daytime hours (7:00 AM to 10:00 PM) and 50 dBA $L_{50}$ or 70 dBA $L_{max}$ during nighttime hours (10:00 PM to 7:00 AM) at any adjacent noise-sensitive receptors.

The Federal Interagency Commission on Noise (FICON) has also developed a graduated scale for use in the assessment of project-related traffic noise level increases. The criteria shown in Table 4 was developed by FICON as a means of developing thresholds for impact identification for project-related traffic noise level increases. FICON's significance thresholds are used to identify the significance of an incremental increase in noise levels.

**Table 4**
**FICON Noise Exposure Increases for Determining Level of Significance**

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

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

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

## Impact Analysis

The General Plan MEIR included an analysis of potential noise impacts associated with construction and operation of new development occurring pursuant to the General Plan under Section 4.11. The General Plan MEIR concluded that compliance with Mitigation Measure NOI-1, as set forth under Impact 4.11-2, would ensure potential impacts related to temporary increases in ambient noise levels during construction activities would be less than significant.

With respect to permanent noise level increases, as discussed under Impact 4.11-1 of the General Plan MEIR, implementation of noise attenuation measures sufficient to reduce noise levels to below the City's exterior land use compatibility standards may not be feasible due to limitations on allowable roadway modifications, inadequate ROW for construction of noise barriers, or limitation due to ingress and egress paths. General Plan Policies ERC-4.3, ERC-10.2, ERC-10.3, and ERC-10.8 require implementation of feasible noise-attenuating design features, when needed. However, existing noise-sensitive land uses located along 13 sections of major roadways, as presented in Table 4.11-1 of the General Plan MEIR, would experience a permanent increase in traffic noise levels exceeding the applicable thresholds. The General Plan MEIR determined additional feasible mitigation measures beyond the aforementioned General Plan policies are not available, and as a result, the General Plan MEIR concluded that new development within

the City would result in a significant and unavoidable impact related to creating substantial permanent increases in ambient noise levels.

The following sections provide an analysis of potential noise impacts associated with operation, construction, and traffic noise of the proposed project. It should be noted that the project site is not located on any road segments identified by the General Plan MEIR as exceeding the applicable noise thresholds.

## Project Construction Noise

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

Table 5 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet.

**Table 5**
**Construction Equipment Noise**

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

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

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately six dB per every doubling of distance from the noise source. Construction of the proposed project would be required to comply with the limited construction hours set forth by Section 8.68.080 of the City's Municipal Code. Construction activities would be temporary in nature and are anticipated to occur during normal daytime hours, consistent with Section 8.68.080 of the City Code.

Based on Table 5, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As previously discussed, existing residential uses are located across existing roadways to the southwest and northeast of

the project site. As previously discussed, the nearest existing sensitive land uses are residential uses located approximately 590 feet from where construction activities would occur. At such a distance, significant noise attenuation would occur. Additional noise dampening would occur based on the intervening development and roadways between sensitive receptors and the project site. Therefore, adverse effects related to construction noise are reasonably not anticipated to occur. In addition, the proposed project is consistent with the site's current General Plan land use designation and, thus, construction noise associated with buildout of the proposed project has been anticipated, and the proposed project would not result in any peculiar effects related to an increase in ambient noise levels during construction.

As discussed above, the General Plan MEIR determined that compliance with Mitigation Measure NOI-1 as set forth under Impact 4.11-2 would ensure that construction noise associated with the project would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project site. The proposed project would be required to comply with Mitigation Measure NOI-1 to reduce construction noise as a condition of project approval. The noise reduction measures required therein include, but are not limited to, prohibiting all construction activities from occurring during restricted hours; fitting construction equipment and vehicles with noise suppression devices (e.g., mufflers, silencers, wraps); shielding any area that requires working with impact tools and particularly loud equipment (e.g., concrete saws); limiting idling times in the immediate vicinity of nearby sensitive receptors; and locating stationary noise-generating equipment as far from sensitive receptors as possible. Therefore, construction activities associated with the proposed project would not result in new significant noise impacts relative to what was analyzed in the General Plan MEIR.

### Project Operational Noise

Hotel and residential uses are not typically considered substantial sources of noise. Noise-generating operations associated with the proposed hotel would primarily consist of landscaping maintenance, HVAC systems, and other typical activities (such as parking lot noise, truck deliveries, etc.). Such activities are not expected to generate noise levels exceeding the City's exterior noise level standards. Furthermore, noise-sensitive receptors are not located in the immediate vicinity of the project site. Because noise levels disperse with distance and the nearest noise-sensitive receptors are located over 500 feet from the project site, significant attenuation is reasonably anticipated to occur. As previously discussed, the intervening development and roadways between the sensitive receptors and the project site would further reduce any operational noise. Therefore, on-site operation of the proposed project would not be considered to generate a substantial permanent increase in ambient noise levels in the vicinity of the project.

The City of Sacramento does not have a significance threshold for increases in non-transportation noise sources. In the absence of a specific threshold, the FICON criteria established in Table 4 are used to assess increases in ambient noise environment. As such, where existing traffic noise levels are less than 60 dB $L_{dn}$, a five dB $L_{dn}$ increase in roadway noise levels would be considered significant.

The primary noise source associated with operation of the proposed project would be traffic noise. According to Table 4.11-1 of the General Plan MEIR, the existing baseline traffic noise level on the segment of West El Camino Avenue between I-80 to I-5, on which the project site is located, is 67.6 dBA and features significant daily traffic as an arterial roadway. As further presented in Table 4.11-1 of the General Plan MEIR, the future (2040)

traffic noise level on the segment of West El Camino Avenue between I-80 and I-5 is anticipated to be 67.9 dBA. Consequently, even with buildout of the entire General Plan planning area, noise levels along the segment of West El Camino Avenue within the project vicinity would not increase by the applicable FICON threshold of 1.5 dB.

The proposed project would be consistent with the project site's current land use designation. Therefore, traffic noise level increases associated with buildout of the project site have been previously anticipated by the City. As such, the proposed project would not be anticipated to substantially increase traffic noise in the project vicinity beyond what is anticipated by the City and addressed in the General Plan MEIR.

For impacts determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the City's General Plan land use designation for the project site, impacts related to an increase in noise associated with buildout of the proposed project have been anticipated by the City and analyzed in the General Plan MEIR. The proposed project would not involve any operations or uses that would result in new, or increase the severity of, impacts identified in the General Plan MEIR.

### Conclusion

Based on the above, impacts related to temporary or permanent noise level increases were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

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

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

The General Plan MEIR included an analysis of potential vibration impacts associated with buildout of the General Plan under Impact 4.11-3. The General Plan MEIR determined that implementation of the General Plan policies would avoid significant impacts. Therefore, through adherence to the requirements, policies, and strategies in the General Plan, the General Plan MEIR concluded that vibration impacts would be less than significant.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of underground utilities, and construction of foundations. During project construction, heavy equipment would be used for grading, excavation,

paving, and building construction, which would generate localized vibration in the immediate vicinity of construction. Table 6, which was developed by the California Department of Transportation (Caltrans), shows that the vibration levels that would normally be required to result in damage to structures range from 0.2 to 0.6 in/sec PPV. The general threshold at which human annoyance could occur is 0.10 in/sec PPV.

**Table 6**
**Effects of Vibration on People and Buildings**

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

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

Table 7 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors, which exceeds the 0.20 in/sec threshold at 25 feet. Use of vibratory compactors/rollers could be required during construction of the proposed drive aisles and parking areas. The nearest existing structure is immediately adjacent to the western project site boundary. Therefore, the existing commercial structures could be impacted by use of vibratory compactors/rollers.

However, as discussed on page 4.11-32 of the General Plan MEIR, Policy ERC-10.5 requires construction activities anticipated to generate excessive vibration levels to use appropriate methods to ensure acceptable interior vibration levels at nearby commercial land uses are maintained, based on the Federal Transit Administration vibration criteria. Such methods could include the use of static drum rollers, rather than vibratory compactors/rollers, which use weight instead of vibrations to achieve soil compaction. As an alternative, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. The proposed project would be required to comply with Policy ERC-10.5. In addition, construction activities would be temporary in nature, occur throughout the project site, and are anticipated to occur during normal daytime working hours. Such

factors would further reduce the intensity of vibration levels experienced at the existing buildings surrounding the project site.

**Table 7**
**Vibration Levels for Various Construction Equipment**

| Type of Equipment | PPV at 25 feet (in/sec) | PPV at 50 feet (in/sec) |
|---|---|---|
| Large Bulldozer | 0.089 | 0.031 |
| Loaded Trucks | 0.076 | 0.027 |
| Small Bulldozer | 0.003 | 0.001 |
| Auger/drill Rigs | 0.089 | 0.031 |
| Jackhammer | 0.035 | 0.012 |
| Vibratory Hammer | 0.070 | 0.025 |
| Vibratory Compactor/roller | 0.210 (less than 0.20 at 26 feet) | 0.074 |

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

Based on the above, impacts related to vibration were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

c. The General Plan MEIR evaluated potential impacts related to aircraft noise under Impact 4.11-4. As discussed therein, the General Plan MEIR concluded that any development of noise-sensitive land uses within the 65 dBA CNEL contour associated with the Rio Linda Airport would need to comply with General Plan policies LUP-1.13, ERC-10.10, and ERC-10.11 to reduce potential impacts related to aircraft noise to a less-than-significant level.

The nearest public airports to the project site are the Rio Linda Airport, located approximately 5.35 miles northeast of the project site, and the Sacramento International Airport, located approximately 5.89 miles to the northwest. As discussed under Impact 4.11-4 of the General Plan MEIR, the southern portion of the Rio Linda Airport 65 dBA CNEL noise contour extends into the City limits, but only includes a single low-density residential parcel, and the 65 dBA CNEL land use compatibility noise contour for the Sacramento International Airport does not cross over into the City limits. Based on the location of the project site, the site is not located within a noise contour area associated with either airport. Therefore, the project site is not subject to any airport land use plans and impacts related to excessive noise levels from private airstrips or heliports would not occur.

Based on the above, impacts related to aircraft noise were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

| XIV. POPULATION AND HOUSING. *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | ☐ | ☐ | ✖ |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ✖ |

## Discussion

a. The General Plan MEIR determined that implementation of the General Plan would result in population growth in the City. However, the General Plan is designed to balance future housing, office, retail, commercial, and industrial uses to accommodate such growth. In addition, the City has included various goals and policies within the 2040 General Plan designed to support a compact urban footprint, infill development, and complete neighborhoods, such as policies LUP-1.1, LUP-1.7, and Goal LUP-6. The land use policies included in the General Plan would not induce development beyond what was planned by the City and addressed in the General Plan MEIR. Thus, impacts related to population growth would be less than significant.

The proposed project would include the development of a 112-room hotel building and a 160-unit apartment complex on a site that is designated for such development. While the proposed project would include the creation of new jobs, primarily related to the proposed hotel, which could potentially result in an increase in the housing demand in the area, such an increase would be minimal due to the relatively small scale of the proposed project and would likely be filled from the local employee base. Using the City of Sacramento average persons per household value of 2.59, the proposed apartments would result in a maximum estimated population of 415 residents.[22] Based on the 2025 Census, the U.S. Census Bureau estimates the population of Sacramento to be approximately 536,449 people. The increase in population associated with the proposed project would constitute a 0.07 percent increase in the City's total population, which would not be considered substantial growth. In addition, given that the project is consistent with the site's current land use designations, potential growth associated with development of the site has been anticipated by the City and analyzed in the General Plan MEIR. The proposed project would also require approval of a Rezone and PUD Amendment; however, the proposed uses would be consistent with the existing land use designation. As such, the potential population growth associated with buildout of the site with the proposed uses was analyzed in the General Plan MEIR and would not constitute unplanned population growth.

Based on the above, the proposed project would not result in any peculiar effects related to inducing substantial unplanned population growth in an area, either directly or indirectly, and further CEQA review related to such is not required.

b. The General Plan MEIR discussed the potential displacement of people and existing housing under Section 3.5.7. As discussed therein, the 2040 General Plan policies provide

[22] U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed September 2026.

for flexible development of housing, and residents would be protected by displacement through compliance with applicable policies, such as policies H-5.1, H-5.3, H-6.1, and H-6.5. Therefore, potential impacts related to displacement of people and existing housing was determined to be less than significant and the topic was not discussed further in the MEIR.

The project site is undeveloped and does not currently include existing housing or other habitable structures. As such, the proposed project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. In addition, the proposed project would provide housing opportunities through the 160 proposed residential units. Therefore, impacts related to displacement of substantial housing or people were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

## XV. PUBLIC SERVICES.

| *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Fire protection? | ☐ | ☐ | ✖ |
| b. Police protection? | ☐ | ☐ | ✖ |
| c. Schools? | ☐ | ☐ | ✖ |
| d. Parks? | ☐ | ☐ | ✖ |
| e. Other Public Facilities? | ☐ | ☐ | ✖ |

## Discussion

a,b. Under Impacts 4.12-1 and 4.12-2, the General Plan MEIR concluded that although General Plan buildout would likely require the development of additional fire protection and police facilities, the General Plan policies include measures to accommodate for growth and increased service demands. Based on the analysis included throughout the General Plan MEIR, the physical environmental impacts of such development would be generally consistent with the impacts associated with urban development addressed throughout the General Plan MEIR. Furthermore, the General Plan MEIR concluded that adherence to the relevant General Plan policies would ensure that adequate facilities would be available to accommodate current and future needs of the City. Therefore, according to the General Plan MEIR, buildout of the General Plan would result in a less-than-significant impact related to fire and police protection services.

Fire protection services would be provided to the site by the SFD. SFD operates 24 fire stations to serve approximately 101 square miles, as well as two contract areas that include 47.1 square miles within the unincorporated Sacramento County adjacent to the City. All Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement. According to the General Plan MEIR, when the SFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire station to the project site is Fire Station 15, located approximately 0.66-mile east of the site, down West El Camino Avenue. In addition, Fire Station 140, located at 1591 Newborough Drive, is located approximately 0.82-mile east of the site.

The project site is located within the jurisdiction of the Sacramento Police Department (SPD). The SPD operates from four stations in the City, and is staffed with 674 sworn personnel. The nearest police station to the project site is located at 300 Richards Boulevard, approximately 1.34 miles south of the site.

While the proposed project would result in increased demands on fire and police protection services, such demands would be consistent with what has been anticipated by the City and analyzed in the General Plan MEIR. In addition, the project site is surrounded by existing development currently served by the SFD and SPD. Due to the close proximity between the SFD and SPD stations and the project site, response time goals are reasonably anticipated to be met. The project would also be required to comply with all

applicable State and local requirements related to fire safety and security, including installation of fire sprinklers. In addition, as established by General Plan Policy PFS-1.15, the City of Sacramento requires new development projects to contribute fees for the provision of adequate fire and police protection services and facilities. The proposed project would be subject to all applicable development impact fees. Payment of applicable development impact fees would ensure the project contributes a fair share towards funding any new fire facilities deemed necessary by the City. Such facilities would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA. Compliance with such standards would minimize fire and police protection demands associated with the project.

Therefore, impacts related to the need for new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts, were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

c-e. Under Impacts 4.12-4 through 4.12-6, the General Plan MEIR concluded that with implementation of applicable General Plan policies, as well as applicable federal, State, and local development standards, implementation of the General Plan would result in a less-than-significant impact to schools, parks, and other public facilities.

While hotel uses are not generally anticipated to increase the student population, as the proposed hotel would not generate permanent new residents to the City, the proposed apartment complex would be anticipated to generate a maximum of approximately 128 total students, comprised of 71 elementary school students, 20 middle school students, and 37 high school students, as shown in Table 8.

**Table 8**
**Proposed Project Student Generation**

| Grade | Number of Units | Students/Unit Rate | Students Generated |
|---|---|---|---|
| K-5 | 160 | 0.44 | 71 |
| 6-8 | 160 | 0.12 | 20 |
| 9-12 | 160 | 0.23 | 37 |
| | | **Total** | **128** |

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

The project site is located within the Natomas Unified School District (NUSD) and would be subject to all applicable development impact fees to fund educational facilities. The current NUSD development impact fees are $0.84 per sf for commercial development and $5.17 per sf for residential development.[23] Payment of such fees would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure the proposed project contributes a fair share of funds for any expanded or new equipment or facilities the NUSD deems necessary. According to SB 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB

[23] Natomas Unified School District. *Development Fee Information and Reporting.* Available at: https://www.natomasunified.org/departments/facilities-and-strategic-planning/developer-fee-information-and-reporting. Accessed September 2026.

50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act […] involving […] the planning, use, or development of real property" (Government Code 65996[b]). As such, payment of developer fees would be considered sufficient to reduce any potential impacts related to school services.

With regard to parks and other public facilities, the proposed hotel would not be anticipated to result in a permanent substantial increase in population or the associated demand for such services, such that expanded facilities would be required. Using an average persons per household value of 2.59 per residential unit associated with the proposed apartment complex,[24] the proposed project could generate a population of 415 persons. The City's General Plan requires 8.5 acres of parkland per 1,000 residents; therefore, the project would be required to provide 3.53 acres of parkland (0.0085 acres x 415 people). Although the proposed project would include landscaped areas throughout the site and a dog park south of Building 4, the project does not include parkland dedication. Thus, the proposed project would include payment of fees consistent with Section 17.512.040 of the City Code in lieu of dedicating parkland as part of the proposed development. In addition, Section 18.56.220 of the City Code requires all new development within the City to pay a park impact fee. Funds collected from the park impact fees are intended to provide for the design, construction, installation, improvement, and acquisition of new park facilities by the City. Payment of all applicable fees would be considered sufficient to ensure that adequate public parkland is provided as decided by the City. Furthermore, the proposed project is consistent with the General Plan land use designation for the site; as such, any associated increase in demand for parks and other public facilities was generally anticipated and analyzed in the General Plan MEIR.

Based on the above, impacts related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant environmental impacts, were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

[24] U.S. Census Bureau. *QuickFacts, Sacramento city, California.* Available at: https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia#. Accessed September 2026.

| **XVI. RECREATION.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ✖ |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ✖ |

## Discussion

a,b. As discussed under Impacts 4.12-5 and 4.12-6 of the General Plan MEIR, with implementation of applicable General Plan policies, buildout of the 2040 General Plan would result in a less-than-significant impact to parks and recreation facilities.

The proposed hotel would not result in impacts to existing parks or other recreational facilities, as hotel uses are not associated with a permanent increase in population due to the temporary nature of hotel stays. With respect to the proposed apartment complex and as discussed in Section XIV, Population and Housing, the proposed project would include 160 residential units, which would be anticipated to result in an increase in population of 415 residents. The increase in population could result in an associated increase in demand on recreational facilities. However, given that the proposed project would be consistent with the General Plan land use designation of the project site, any increase in population associated with project buildout, as well as the resulting increase in demand for parks and recreation facilities, has been anticipated and analyzed in the General Plan MEIR.

Sections 18.56.220 and 18.56.230 of the City Code require developments that include new dwelling units to pay park impact fees. As previously discussed in Section XV, Public Services, of this Modified Initial Study, the proposed project would be required to dedicate at least 3.53 acres of parkland. Because the proposed project would not include the dedication of parkland, the project would be subject to the payment of in-lieu fees as required by Section 18.56.220 of the City Code and as calculated consistent with Section 17.512.040. The payment of all applicable fees would ensure that adequate parkland is provided within the City, and existing recreational facilities would not experience impacts due to increased population growth. The proposed project is located within 0.5-mile of Manuel J. Barandas Park, Orchard Park and Skate Park, the Ray and Judy Tretheway Oak Preserve, and the Bannon Creek Park and Parkway. As such, future residents of the proposed project would have access to existing recreational facilities, thereby reducing any demand for new parks associated with the increase in population due to the proposed project.

Based on the above, impacts related to parks and recreation facilities were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

| | **XVII. TRANSPORTATION.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|---|
| a. | Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | ☐ | ☐ | ✖ |
| b. | Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ✖ |
| c. | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ✖ |
| d. | Result in inadequate emergency access? | ☐ | ☐ | ✖ |

## Discussion

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

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

### Pedestrian, Bicycle, and Transit Facilities

As discussed under Impact 4.14-3 of the General Plan MEIR, development of the mobility element and circulation diagram network changes outlined in the 2040 General Plan would not physically disrupt an existing bicycle facility or interfere with implementation of a planned bicycle facility identified in the City of Sacramento Bicycle Master Plan. In addition, the General Plan MEIR includes policies supporting the expansion of transportation facilities and improving safety for all roadway users, including cyclists and pedestrians. With respect to transit facilities, which are discussed under Impact 4.14-2 of the General Plan MEIR, the 2040 General Plan and associated CAAP contain policies related to parking management, network expansion, and transit service improvements that could support higher levels of walking, cycling, and transit if needed (General Plan Policies M-2.14 and M-2.17, plus CAAP measures TR-1 and TR-2).

Overall, the land use and mobility elements of the City's General Plan have been designed to create interconnected, accessible neighborhoods that support pedestrian travel, cycling, and transit, and potential impacts related to such facilities would be less than significant. Because the proposed project is consistent with the General Plan land use designation for the site, the development of the site was generally anticipated and included in the General Plan MEIR's analysis.

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Sidewalks are currently located on a small portion of the project site's West El Camino Avenue frontage, before the roadway leads to an on-ramp to southbound I-5. The proposed project would include five-foot pedestrian connections along the existing access road, connecting to existing sidewalks associated with the commercial development west of the project site. Further pedestrian facilities are not planned for the surrounding area. Given that the proposed project would provide adequate access for pedestrians, the proposed project would not conflict with a program, plan, or ordinance addressing pedestrian facilities.

A Class II bicycle lane exists on West El Camino Avenue in the vicinity of the project site. A Class II buffered bike lane is planned for West El Camino Avenue north of the project site.[25] Development of the proposed project would not preclude the construction of the planned bike lane, and the proposed project would not alter the existing circulation system in a way that would conflict with any adopted programs, plans, ordinances, or policies addressing bicycle facilities. In addition, the proposed project includes short-term bike racks to provide on-site bicycle parking.

Public transit service is provided to the Sacramento area by Sacramento Regional Transit (SacRT). Route 88 has northbound and southbound stops along Gateway Oaks Drive, near the intersection with West El Camino Avenue. The northbound and southbound bus stops are located approximately 500 feet and 445 feet west from the project site, respectively. Route 88 runs from Arden Way/Del Paso Boulevard to J Street and 11th Street. The lines run every day, starting as early as 6:11 AM and ending as late as 9:18 PM on weekdays.[26] SacRT GO also offers ADA Paratransit service available to all destinations within 0.75-mile of an active bus route or Light Rail station. The proposed project would comply with all applicable policies established in the General Plan and the proposed project would not conflict with any adopted programs, plans, ordinances, or policies addressing transit facilities.

Based on the above, impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. The City's General Plan MEIR determined that implementation of the 2040 General Plan would result in a less than significant impact related to VMT. Specifically, implementation

[25] City of Sacramento Department of Public Works. *Streets for People Viewer.* Available at: https://experience.arcgis.com/experience/2a0459b882b14d9ba1af07002998610b. Accessed September 2026.

[26] SacRT. *Route: 88-West El Camino.* Available at: https://www.sacrt.com/routes-schedules/#88. Accessed September 2026.

of the 2040 General Plan would result in a 17.2 percent reduction in passenger vehicle VMT per capita compared to the City baseline, which exceeds the 16.8 percent reduction established as the City's VMT impact threshold. Pursuant to Section 2.10.2 of the General Plan MEIR and based on LCI guidance, projects consistent with the General Plan land use designation and development intensities may not be required to evaluate VMT. Because the proposed project would be consistent with the site's General Plan land use designation of OMU, the proposed project would not be anticipated to result in VMT greater than what was previously anticipated for the project site in the MEIR. Therefore, the proposed project would not result in any peculiar effects that would require further CEQA review related to VMT.

c,d. The General Plan MEIR did not specifically evaluate hazardous design features or emergency access. Under Impact 4.14-3, the MEIR notes that the Mobility Element of the City's 2040 General Plan contains policies supporting the expansion of active-transportation facilities and improving safety for all roadway users, including those who travel by active modes and are vulnerable to collisions.

The proposed project would not include any new sharp curves or dangerous intersections and would not be located in the vicinity of any such roadway features. Site access would be provided through the existing access roadway connected to the commercial uses west of the site. The proposed project would include 278 surface parking spaces. All proposed driveways would comply with applicable City design standards. The design of the proposed parking lot and driveways would not involve any features that would increase traffic hazards at the site. The project driveways would be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians, bicycles, or vehicles in the area. Any landscaping and signage would be located in such a way to ensure an unobstructed view for drivers exiting the site.

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

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

Based on the site plan configuration, adequate access would be provided for emergency vehicles and trucks to enter and exit the site driveways and maneuver around the drive aisles. All driveways would be at least 26 feet wide and could accommodate an emergency vehicle, and would be constructed in accordance with the City standards to ensure adequate sight distance, stopping distances, and other components to ensure public safety. In addition, the Local Transportation Analysis (LTA) prepared for the proposed project by Kimley-Horn did not identify significant safety concerns associated with the proposed project (see Appendix B).[27] For example, the LTA notes that vehicles exiting onto Gateway Oaks Drive from the more northern driveway associated with the existing commercial development would not be consistently obstructed by queuing lengths, and that drivers would not be obstructed from exiting the driveway or would use alternative driveway access points to leave the project site. In addition, the proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the

[27] Kimley-Horn. *El Camino Hotel and Apartments, Local Transportation Analysis (LTA)*. August 3, 2026.

SFD. Required review by the aforementioned departments would ensure that the proposed circulation system for the project site would provide adequate emergency access.

Construction traffic associated with the proposed project would include heavy-duty vehicles which would share the area roadways with normal vehicle traffic, as well as transport of construction materials, and daily construction employee trips to and from the site. However, such heavy-duty truck traffic would only occur throughout the duration of construction activities and would cease upon buildout of the proposed hotel and apartment complex.

In addition, City Code Section 12.20.030 requires that a Construction Traffic Control Plan be prepared and approved prior to the commencement of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction would be required to conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

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

Based on the above, impacts related to substantially increasing hazards due to design features or incompatible uses would be less than significant, and effects peculiar to the proposed project would not occur. Thus, the proposed project would not require further CEQA review for this topic.

| **XVIII. TRIBAL CULTURAL RESOURCES.** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). | ☐ | ☐ | ✖ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ✖ |

## Discussion

a,b. The General Plan MEIR determined that compliance with the 2040 General Plan policies, along with implementing actions intended to protect tribal cultural resources, would reduce the significance of impacts to tribal cultural resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of tribal cultural resources listed or eligible for listing as significant does not exist, the General Plan MEIR concluded that buildout of the 2040 General Plan would result in a significant and unavoidable impact.

AB 52 (PRC Section 21080.3.1) notification to tribes is not required for the proposed project, given that this checklist determines no additional environmental review is required for the project, consistent with CEQA Guidelines Section 15183.

CEQA Guidelines Section 15183 mandates that projects that are consistent with the development density established by existing zoning or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether project-specific significant impacts peculiar to the project or site exist. As described above, the General Plan MEIR concluded that buildout would result in a significant and unavoidable impact related to tribal cultural resources. Because the proposed project would be consistent with the site's General Plan land use designation, the proposed project's contribution to resulting in a substantial adverse change in the significance of a tribal cultural resource was anticipated in the General Plan MEIR. As such, the proposed project would not be anticipated to result in impacts to tribal cultural resources greater than what was previously anticipated for the project site, and further analysis of impacts to tribal cultural resources associated with the proposed project is not required.

Furthermore, as previously discussed, pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or

standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" In the case of the proposed project, compliance with General Plan policies and existing regulations, such as Policy HCR-1.1, Policy HRC-1.14, Policy HCR-1.15, policies related to the City's role in preserving historical resources (Policy HCR-2.1, HCR-2.2, and HCR-2.4), Policy HCR-1.17, Implementing Action HCR-A.8, California Health and Safety Code Sections 7050.5 and 7052, and PRC Section 5097, would help avoid potential impacts to tribal cultural resources.

Based on the above, the proposed project is not expected to adversely impact tribal cultural resources, and impacts related to resulting in a substantial adverse change in the significance of a tribal cultural resource were adequately addressed in the General Plan MEIR. Therefore, the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

| **XIX. UTILITIES AND SERVICE SYSTEMS.** *Would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ✖ |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | ✖ |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ✖ |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ✖ |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ✖ |

## Discussion

a. Water and sewer services for the proposed project would be provided by the City of Sacramento. As part of the proposed project, new on-site sanitary sewer lines and water lines would connect to the existing water and sewer lines in the project vicinity. Stormwater runoff from the project site would be conveyed to the proposed bioretention basins throughout the site and ultimately into the City's existing storm drainage system. Electricity and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. Relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, or other utility infrastructure would not be required. In addition, the proposed project would be subject to General Plan policies related to utility services, including, but not limited to, Policies PFS-3.5, PFS-3.6, and ERC-5.4. Furthermore, given that the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated utility improvements have been analyzed in the General Plan MEIR. According to the General Plan MEIR, with implementation of General Plan policies and applicable regulations, impacts related to the construction or expansion of water, wastewater, storm drainage, electric, or telecommunications facilities or infrastructure would be less than significant.

Based on the above, impacts related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. Water service to the project site would be provided by the City of Sacramento's DOU through connection to existing water lines in the vicinity of the project site. To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 UWMP, the City is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years.[28] According to the DOU's 2025 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.[29]

According to Impacts 4.13-1 through 4.13-3 of the General Plan MEIR, potential impacts related to adequate water supplies would be less than significant and water supplies for the City would meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045. Furthermore, the City's General Plan policies encourage increased recycled water use (Policy PFS-4.6) and ensure adequate water supply capacity prior to approving new building permits (Policy PFS-4.8). In addition, although adequate capacity is expected to be available to serve the proposed project's water demands, a water study would be prepared for the proposed project by a licensed engineer in accordance with the City's Water Study Manual pursuant to Section 13.2.3 of the City of Sacramento Design and Procedure Manual. The water study would demonstrate that the proposed water system is capable of meeting the needs of the proposed project while meeting design criteria presented therein. Finally, the proposed project would be required to pay the City's Water System Development and Installation Fees, thereby further reducing the potential impact related to water demand.

Given that the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated water use has been analyzed in the General Plan MEIR. Impacts related to sufficient water supplies being available to serve the project and reasonably foreseeable future development were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

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

As discussed under Impact 4.13-4 of the General Plan MEIR, adequate capacity exists to serve buildout of the General Plan planning area, and impacts related to wastewater treatment capacity would be less than significant. Additionally, SacSewer would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit and would further reduce any potential impacts

[28] City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
[29] City of Sacramento. *2025 Consumer Confidence Report*. June 1, 2026. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed September 2026.

associated with increased demand for wastewater service. Given that the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated wastewater demand has been analyzed in the General Plan MEIR. Therefore, the proposed project would not generate wastewater flows beyond the capacity of existing wastewater treatment facilities.

Based on the above, the availability of adequate capacity to serve the wastewater demand projected for the proposed project in addition to the City's existing commitments was adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

d,e. Solid waste, recyclable materials, and compostable material collection within the project area is operated by private haulers and disposed of at the Kiefer Landfill, which has been recently expanded. The Kiefer Landfill covers 1,084 acres of land; 660 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 10,815 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill has a remaining capacity of 102,300,000 cubic yards out of a total permitted capacity of 117,400,000, or 87 percent remaining capacity.[30]

The City's General Plan MEIR concluded that adequate capacity at local landfills exists to serve full buildout of the General Plan. Considering such existing capacity, as well as implementation of General Plan policies that would promote long-term reduction of solid waste generation in the General Plan planning area, the General Plan MEIR concluded that impacts would be less than significant.

The proposed project is consistent with the General Plan land use designation of the project site, and the associated increase in solid waste disposal needs associated with development of the site was generally considered in the MEIR analysis. Furthermore, the project would be required to comply with all applicable provisions of Chapter 8.124, Construction and Demolition Debris Recycling, of the City Code. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

Based on the above, impacts related to solid waste were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

[30] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed September 2026.

| **XX. WILDFIRE.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:* | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ✖ |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ✖ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ✖ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ✖ |

## Discussion

a-d. Under Impact 4.9-5 of the General Plan MEIR, wildfire risk is discussed as predominantly associated with WUI areas. According to the City's General Plan MEIR, the City is not located within a WUI area. The entirety of the City's planning area is located in an LRA, and thus, fire protection responsibility lies with the SFD. Overall, the General Plan MEIR concluded that compliance with the CFC and the applicable General Plan policies would minimize risks associated with wildfires. Additionally, the General Plan MEIR identifies areas along the American and Sacramento rivers as fairly susceptible to urban wildfires. The project site is not located within the immediate vicinity of such areas, and additional intervening development is located between the site and the Sacramento and American rivers. According to the CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High FHSZ.[31] The nearest Very High FHSZ is located approximately 9.90 miles northeast of the site in unincorporated Placer County.

The proposed project would be required to comply with all applicable requirements of the CFC, as adopted by Chapter 15.36 of the City's Municipal Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire.

The project is not located on a substantial slope, and the project area does not include any existing features that would substantially increase fire risk for future residents, workers, or visitors. Given that the project site is located within a developed urban area and is situated adjacent to existing roads, water lines, and other utilities, the project would not result in substantial fire risks related to installation or maintenance of such infrastructure. Lastly, as discussed in Section VII, Geology and Soils, and Section X, Hydrology and Water Quality, of this Modified Initial Study, development of the proposed project would not expose people or structures to significant risks related to flooding or landslides.

[31] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed September 2026.

Based on the above, impacts related to wildfire risks were adequately addressed in the General Plan MEIR, and the site would not be subject to any peculiar hazards related to wildfire risk. Thus, the criteria for requiring further CEQA review are not met.

| | XXI. MANDATORY FINDINGS OF SIGNIFICANCE. | Significant Impact Peculiar to the Project or the Project Site | Significant Impact due to New Information | Impact Adequately Addressed in the General Plan MEIR |
|---|---|---|---|---|
| a. | Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ✖ |
| b. | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☐ | ✖ |
| c. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ✖ |

## Discussion

a. As discussed in Section IV, Biological Resources, of this Modified Initial Study, the proposed project would not adversely impact special-status plant or wildlife species. The proposed project would be required to comply with applicable policies and programs included in the General Plan and Natomas Basin HCP related to effects on any special-status plant and wildlife species, including pre-construction surveys. In addition, because the project site does not contain any known historic or prehistoric resources, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. The proposed project would be required to comply with applicable General Plan policies, as well as all applicable State regulations, related to preservation of archaeological resources and human remains if such resources are discovered within the project site during construction activities, consistent with the requirements of CEQA.

Considering the above, the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Impacts associated with such resources have been adequately addressed and would not change from what was identified in the General Plan MEIR, and the criteria for requiring further CEQA review are not met.

b. The proposed project, in conjunction with other development within the City of Sacramento, could incrementally contribute to cumulative impacts in the area. However, the proposed project was included in the future development assumptions evaluated in the General Plan MEIR. The General Plan MEIR concluded that cumulative impacts to biological resources, cultural resources, noise, and tribal cultural resources would be significant and unavoidable. For those impacts determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed

as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the City's General Plan land use designation for the project site, cumulative impacts associated with buildout of the site have been anticipated by the City and were analyzed in the General Plan MEIR. Cumulative effects peculiar to the project or project site do not exist. Additionally, the proposed project does not include cumulative impacts that were not analyzed or discussed in the City's General Plan MEIR. Furthermore, as discussed throughout this Modified Initial Study, all impacts associated with the proposed project were adequately addressed in the General Plan MEIR, and the proposed project would not result in any peculiar effects that would require further CEQA review. As such, this Modified Initial Study does not include any substantial new information that shows impacts are more severe than previously discussed, and further analysis is not required.

c. As described in this Modified Initial Study, the proposed project would comply with all applicable General Plan policies, City Code standards, other applicable local, County and State regulations. In addition, as discussed in the Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise sections of this Modified Initial Study, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond the effects previously analyzed as part of the General Plan MEIR. Therefore, further CEQA review is not required.

# APPENDIX A

## ARBORIST REPORT

California Tree and Landscape Consulting, Inc.
411 Grass Valley Hwy, #1050, Auburn, CA 95603 (530) 745-4086

April 23, 2026

Kosh Grewal
Phone: (916) 524-4420
Via Email: koshgrewal@gmail.com

# PRE-DEVELOPMENT ARBORIST REPORT & TREE INVENTORY

**RE: 2450 W El Camino Avenue & 2616 Gateway Oaks Drive, APNs 225-1010-015, -021, -023; City of Sacramento Jurisdiction**

**Executive Summary:**
Kosh Grewal, on behalf of the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the trees on the site or within 25' of development for purposes of evaluating the impacts to the trees from the proposed development. The site is 2450 W El Camino Avenue and the parcel to the east, and 2616 Gateway Oaks Drive and falls within the jurisdiction of the City of Sacramento. See Supporting Information Appendix 1 –Tree Location Map.

Edwin E. Stirtz, ISA Certified Arborist #WE-0510AM was on site April 17, 2026, and Tyler Thomson, ISA Certified Arborist #WE-12751A, was on site April 20, 2026. A total of 49 trees on the site and 9 offsite trees were evaluated. 28 trees are considered 'Private-Protected' by the City of Sacramento Tree Preservation code chapter 12.56. 13 protected trees are proposed for removal.

**TABLE 1 – Tree Inventory Summary**

| Tree Species | Trees Inventoried | Trees located on the Parcel[1] | Protected by Sacramento City Tree Preservation Code | Proposed for Removal | Trees impacted by the proposed development and requiring special protection measures |
|---|---|---|---|---|---|
| Black walnut, *Juglans nigra* | 2 | 1 | 0 | 2 | 0 |
| California fan palm, *Washingtonia filifera* | 1 | 0 | 0 | 0 | 1 |
| California sycamore, *Platanus racemosa* | 8 | 8 (1 *may* be offsite) | 7 | 2 | 6 |
| Chinese pistachio, *Pistacia chinensis* | 1 | 1 | 0 | 0 | 1 |
| Coast live oak, *Quercus agrifolia* | 4 | 4 | 1 | 4 | 0 |

[1] CalTLC is not a licensed land surveyor. Tree ownership was not determined. Conclusions within this report are based on existing fences or other landmarks which may not represent the actual property boundary.

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| Tree Species | Trees Inventoried | Trees located on the Parcel[1] | Protected by Sacramento City Tree Preservation Code | Proposed for Removal | Trees impacted by the proposed development and requiring special protection measures |
|---|---|---|---|---|---|
| Flowering plum, *Prunus x blireiana* | 3 | 3 (2 *may* be offsite) | 0 | 0 | 3 |
| Holm oak, *Quercus ilex* | 1 | 1 | 0 | 1 | 0 |
| London plane tree, *Platanus × hispanica* | 10 | 8 | 7 | 1 | 9 |
| Sweetgum, *Liquidambar sp.* | 9 | 5 (5 *may* be offsite) | 2 | 0 | 9 |
| Valley oak, *Quercus lobata* | 13 | 13 (1 *may* be offsite) | 11 | 10 | 3 |
| 0-Dead/666-Unprotected | 6 | 5 (4 *may* be offsite) | 0 | 0 | 4 |
| ***Total*** | **58** | **49 (13 *may* be offsite)** | **28** | **20** | **36** |

**See Appendices for specific information on each tree and preservation requirements and/or restrictions**

**Methods**

***Appendix 2*** in this report is the detailed inventory and recommendations for the trees. The following terms and Table A – Ratings Description will further explain our findings.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Android device. The data was then processed in ESRI's ArcMap to produce the tree location map.

Tree Measurements: DSH (diameter at standard height) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A steel diameter tape was used to measure the DSH. A Stanley laser distance meter was used to measure distances. Canopy radius measurements may also have been estimated due to obstructions.

**Terms**

Field Tag # The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.

City Tag # The number listed on the City of Sacramento tree inventory in the ARC GIS system found online at: saccity.maps.arcgis.com

Protected by Code The definition of protected trees in 12.56.020 Definitions is:

"City tree" means any tree the trunk of which, when measured four and one-half feet above ground, is partially or completely located in a city park, on real property the city owns in fee, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley.

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"Private protected tree" means:

A. A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;

B. Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak *(Quercus wislizenii*), Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*), that has a DSH of twelve (12) inches or more, and is located on private property;

C. A tree that has a DSH of twenty-four (24) inches or more located on private property that:

1. Is an undeveloped lot; or

2. Does not include any single unit or duplex dwellings; or

D. A tree that has a DSH of thirty-two (32) inches or more located on private property that includes any single unit or duplex dwellings.

| | |
|---|---|
| Species | The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics. |
| DBH | Diameter at breast height is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at" |
| DSH | "Diameter at standard height" is the same as DBH except as follows (according to the City of Sacramento requirements): (1) For a tree that branches at or below 4.5 feet, DSH means the diameter at the narrowest point between the grade and the branching point; and (2) For a tree with a common root system that branches at the ground, DSH means the sum of the diameter of the largest trunk plus one-half the cumulative diameter of the remaining trunks at 4.5 feet above natural grade. |
| Measured at | Height above average ground level where the measurement of DBH was taken |
| Canopy radius and Protection Zone Area | The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement further defines the radius of the protection zone to be specified on any development plans unless otherwise indicated in the arborist recommendations, Appendix 2. |
| Critical Root Zone | The radius of the critical root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health. |
| Arborist Rating | Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection. |

Arborist Ratings

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| | | |
|---|---|---|
| No problem(s) | Excellent | **5** |
| No apparent problem(s) | Good | **4** |
| Minor problem(s) | Fair | **3** |
| Major problem(s) | Fair to Poor | **2** |
| Extreme problem(s) | Poor | **1** |
| Dead | Dead | **0** |

Rating #0: This indicates a tree that has no significant sign of life.
Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.
Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.
Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.
Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.
Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

Notes: Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why dbh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

Development Restrictions/Actions: Recommended actions to increase health and longevity.

Development Impacts: Projected development impacts are based solely on distance relationships between tree location and grading. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and requirements can result in a higher chance of survival, while requirements that are overlooked can result in a dramatically lower chance of survival. Impacts are measured as follows:

| **Impact Term:** | **Long Term Result of Impact:** |
|---|---|
| Negligible | Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%. |
| Minor | Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good. |
| Moderate | Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate. |

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| | |
|---|---|
| Severe | Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor. |
| Critical | Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%. |

**Discussion**

Trees need to be protected from normal construction practices if they are to remain healthy and viable on the site. Our recommendations are based on experience and the County ordinance requirements to enhance tree longevity. This requires their root zones remain intact and viable despite the use of heavy equipment to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil can have serious consequences for tree health. Tree Protection measures should be incorporated into the site plans in order to protect the trees.

**Root Structure**

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy. The correct root structure of a tree is in the drawing below. All plants' roots need both water and air for survival. Poor canopy development or canopy decline in mature trees after development is often the result of inadequate root space and/or soil compaction.



The reality of where roots are generally located

Our native oak trees are easily damaged or killed by having the soil within the Protected Root Zone (PRZ) disturbed or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. Don't be fooled into believing that warm season watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

**Arborist Classifications**

There are different types of Arborists:

Tree Removal and/or Pruning Companies: These companies may be licensed by the State of California to do business, but they do not necessarily know anything about trees;

Arborists: Arborist is a broad term. It is intended to mean someone with specialized knowledge of trees but is often used to imply knowledge that is not there.

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ISA Certified Arborist: An International Society of Arboriculture Certified Arborist is someone who has been trained and tested to have specialized knowledge of trees. You can look up certified arborists at the International Society of Arboriculture website: isa-arbor.org.

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and tested to have specialized knowledge of trees and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: asca-consultants.org

**RECOMMENDATIONS: Summary of Tree Protection Measures for Site Planning**

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be found in Appendix 2 – Tree Information Data.

- **The stumps of the trees to be removed that are within the root zone of the protected trees shall be removed using a backhoe or other piece of grading equipment only with supervision by the project arborist.** Roots from the other nearby trees may have intertwined and will be required to be severed and cut clean during the removal process. Pulling on the stumps with equipment will likely result in the lifting of the asphalt in the parking areas on the adjacent parcels.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site or in the access path. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the drip line of all trees on the adjacent parcels where construction materials may be stored and parking can take place. No materials or parking shall take place within the root zones of trees to be retained.
- Sewer line installation and trenching inside the root protection zone of trees to remain on the site shall be directly supervised by the project arborist. A hydraulic or air spade may be required for digging and placement of pipes underneath the roots, or boring of deeper trenches underneath the roots.
- Follow all of the General Development Guidelines, Appendix 3, for all trees not identified as requiring special preservation measures in the summary and in Appendix 2.

Report Prepared by:

Caroline Nicholas
Arborist Assistant

Project Arborist:

Edwin E. Stirtz
Consulting Arborist
ISA Certified Arborist #WE-0510A, TRAQ

Appendix 1 – Tree Location Map/Development Site Plan
Appendix 2 – Tree Data and Tree Specific Recommendations
Appendix 3 – General Development Guidelines
Appendix 4 – Site Photographs

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**California Tree & Landscape Consulting, Inc.**

411 Grass Valley Hwy #1050
Auburn, CA 95603


# MAP OF PROPERTY SHOWING APPROXIMATE TREE LOCATIONS

The GIS locations used in this exhibit were collected using IOS and Android technology and are not surveyed locations.

*Due to the age of the aerial imagery provided by ESRI there are times when vegetation that appears in the aerial image had in fact been previously removed.*

APPROXIMATE PARCEL BOUNDARIES

Arborist Rating
- 0-Dead
- 1-Extreme structure or health problems
- 2-Major Structure or health problems
- 3-Minor Problems
- 4-No Apparent Problems
- 5- Excellent
- ▲ Unprotected

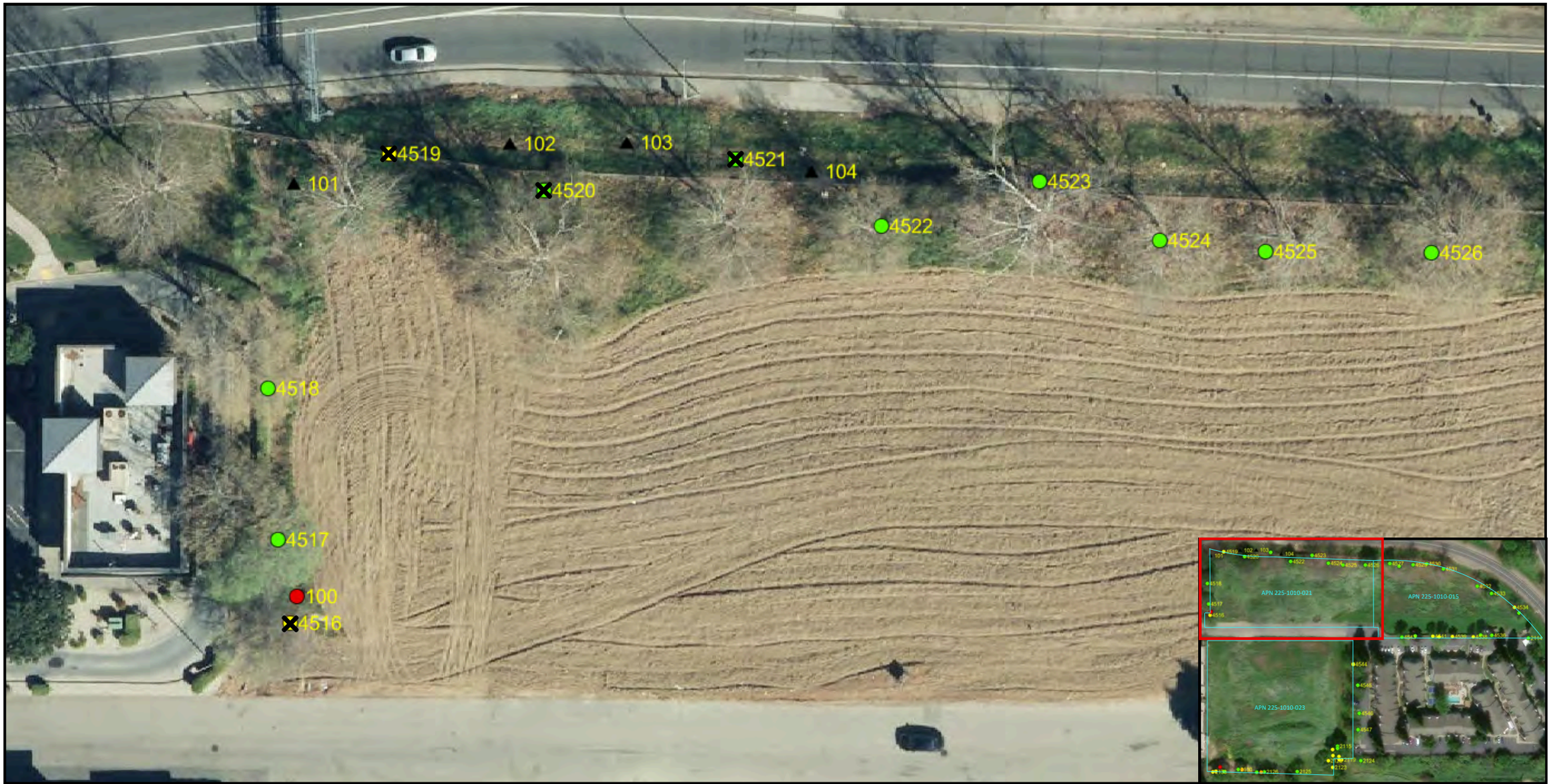
**APNs 225-1010-015, -021, -023**

City of Sacramento, CA

**Sheet No.** 1

Prepared for: Kosh Grewal

Date: 4/23/2026

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*Due to the age of the aerial imagery provided by ESRI there are times when vegetation that appears in the aerial image had in fact been previously removed.*

Arborist Rating

- 0-Dead
- 1-Extreme structure or health problems
- 2-Major Structure or health problems
- 3-Minor Problems
- 4-No Apparent Problems
- 5- Excellent
- ▲ Unprotected
- ✕ To Be Removed

**Sheet No. 2**

**APNs 225-1010-021**

City of Sacramento, CA

Prepared for: Kosh Grewal

Date: 4/23/2026




**California Tree & Landscape Consulting, Inc.**

411 Grass Valley Hwy #1050
Auburn, CA 95603

# MAP OF PROPERTY SHOWING APPROXIMATE TREE LOCATIONS

The GIS locations used in this exhibit were collected using IOS and Android technology and are not surveyed locations.

*Due to the age of the aerial imagery provided by ESRI there are times when vegetation that appears in the aerial image had in fact been previously removed.*

Arborist Rating

- 0-Dead
- 1-Extreme structure or health problems
- 2-Major Structure or health problems
- 3-Minor Problems
- 4-No Apparent Problems
- 5- Excellent
- Unprotected
- To Be Removed

**Sheet No. 3**

**APNs 225-1010-015**

City of Sacramento, CA

Prepared for: Kosh Grewal

Date: 4/23/2026




**California Tree & Landscape Consulting, Inc.**

411 Grass Valley Hwy #1050
Auburn, CA 95603

# MAP OF PROPERTY SHOWING APPROXIMATE TREE LOCATIONS

The GIS locations used in this exhibit were collected using IOS and Android technology and are not surveyed locations.

*Due to the age of the aerial imagery provided by ESRI there are times when vegetation that appears in the aerial image had in fact been previously removed.*

Arborist Rating

- 0-Dead
- 1-Extreme structure or health problems
- 2-Major Structure or health problems
- 3-Minor Problems
- 4-No Apparent Problems
- 5- Excellent
- Unprotected
- To Be Removed

**APNs 225-1010-023**

City of Sacramento, CA

**Sheet No. 4**

Prepared for: Kosh Grewal

Date: 4/23/2026

## APPENDIX 2 – TREE DATA

| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **APN 225-1010-015** | | | | | | | | | | | | | |
| 2114 | No | Yes | California fan palm | *Washingtonia filifera* | 20 | | 54 | 9 | 3-Minor Problems | Offsite by approximately 10 feet. Fair structure and vigor. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4527 | Yes | No | California sycamore | *Platanus racemosa* | 17.5 | | 54 | 28 | 3-Minor Problems | Above average amount of dead branches. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4528 | Yes | No | London plane tree | *Platanus × hispanica* | 29 | | 54 | 30 | 3-Minor Problems | Above average amount of dead branches. Somewhat one sided south and west. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4529 | Yes | No | London plane tree | *Platanus × hispanica* | 23.2 | | 54 | 26 | 3-Minor Problems | Above average amount of dead branches. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4530 | No | No | California sycamore | *Platanus racemosa* | 10.8 | | 54 | 17 | 3-Minor Problems | | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4531 | Yes | No | California sycamore | *Platanus racemosa* | 28 | | 54 | | 3-Minor Problems | Above average amount of dead branches. | Retain. | Minor to moderate | Monitor excavation |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | encroachment for parking lot, building and landscaping. | and root prune as necessary. |
| 4532 | Yes | No | London plane tree | *Platanus × hispanica* | 13.4 | | 54 | 17 | 3-Minor Problems | | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4533 | Yes | No | California sycamore | *Platanus racemosa* | 22.5 | 13,16 | 54 | | 3-Minor Problems | Forks into codominant stems 4 feet above grade. About average amount of dead branches. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4534 | No | No | Chinese pistachio | *Pistacia chinensis* | 16.5 | 7,8,9 | 54 | 18 | 2-Major Structure or health problems | Root collar, lower trunk obscured by dense berries. Tree appears to fork approximately 3 feet above grade with weak attachments. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4535 | No | No | London plane tree | *Platanus × hispanica* | 9.2 | | 54 | 17 | 3-Minor Problems | | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4536 | No | Unknown | Flowering plum | *Prunus x blireiana* | 14.5 | 6,7,8 | 48 | 12 | 3-Minor Problems | Landscape tree associated with the adjacent hotel site. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4537 | No | Unknown | Sweetgum | *Liquidambar sp.* | 19 | | 54 | 17 | 3-Minor Problems | Landscape tree for the hotel. | Retain. | Minor to moderate | Monitor excavation |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | encroachment for parking lot, building and landscaping. | and root prune as necessary. |
| 4538 | No | Unknown | Sweetgum | *Liquidambar sp.* | 16.8 | | 54 | 18 | 2-Major Structure or health problems | Surface roots and potentially stem girdling roots, weak attachments. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4539 | No | No | Flowering plum | *Prunus x blireiana* | 16.5 | 4,4,5,6,7 | 54 | 12 | 2-Major Structure or health problems | Hotel landscaping tree. Leans south for 4 feet above grade, weak attachments. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4540 | No | Unknown | Sweetgum | *Liquidambar sp.* | 17 | | 54 | 18 | 2-Major Structure or health problems | | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4541 | No | Unknown | Sweetgum | *Liquidambar sp.* | 16 | | 54 | 19 | 2-Major Structure or health problems | Surface rooting and potentially stem girdling root. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4542 | No | Unknown | Flowering plum | *Prunus x blireiana* | 14 | | 36 | 16 | 3-Minor Problems | Leans southeast. Forks 4 to 5 feet above grade. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4543 | No | Unknown | Sweetgum | *Liquidambar sp.* | 19 | | 54 | 20 | 3-Minor Problems | Forks 9 feet above grade with an inclusion and a weak attachment. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| **APN 225-1010-021** | | | | | | | | | | | | | |
| 100 | No (dead) | Yes | White alder | *Alnus rhombifolia* | 20 | | 54 | 0 | 0-Dead | Tree is dead. | N/A | N/A | N/A |
| 101 | No | Unknown | Willow | *Salix sp.* | 2 | | 54 | 4 | 666-Unprotected | This is a patch of volunteer Willow sprouts that measures approximately 30 x 20. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 102 | No | Unknown | Coast live oak | *Quercus agrifolia* | 6 | | 54 | 7 | 666-Unprotected | Growing against the chain-link property fence at West El Camino. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 103 | No | Unknown | Coast live oak | *Quercus agrifolia* | 7 | | 54 | 8 | 666-Unprotected | Approximately 2 feet south of the chain link property fence on West El Camino. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 104 | No | Unknown | Valley oak | *Quercus lobata* | 7.5 | | 54 | 9 | 666-Unprotected | Growing against the chain-link property fence on West El Camino. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4516 | Yes | Unknown | Valley oak | *Quercus lobata* | 29.4 | | 54 | 30 | 2-Major Structure or | Tree is growing in a more natural area. Old stress fracture through the | To be removed due to | N/A | N/A |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | health problems | primary crotch 4 to 6 feet above grade significant reaction growth. Additional weak attachments throughout the upper canopy. These defects are uncorrectable without mechanical support systems. | poor condition and perceived impacts. | | |
| 4517 | Yes | Yes | London plane tree | *Platanus × hispanica* | 28 | | 54 | 29 | 3-Minor Problems | Tree appears to be approximately 6 to 8 feet from the property line with 20 to 25 feet of overhang. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4518 | Yes | Yes | London plane tree | *Platanus × hispanica* | 26 | | 54 | 28 | 3-Minor Problems | Located in planter approximately 6 to 8 feet from the property line. Extensive surface rooting beneath the tree. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4519 | Yes | Unknown | California sycamore | *Platanus racemosa* | 24.4 | | 54 | 28 | 2-Major Structure or health problems | This tree has a large mechanical injury on the southeast side 27 feet above grade, minor interior decay at this point. The wound is approximately 1 foot wide. | To be removed. | N/A | N/A |
| 4520 | Yes | No | California sycamore | *Platanus racemosa* | 37 | | 54 | 38 | 3-Minor Problems | Recent mechanical injury to the trunk, somebody chopped with an ax, minor damage. Above average amount of dead branches. Tree is elevated approximately 3 to 4 feet | To be removed. | N/A | N/A |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | above the surrounding grade. | | | |
| 4521 | Yes | No | London plane tree | *Platanus × hispanica* | 27.5 | | 54 | 29 | 3-Minor Problems | Above average amount of dead branches and some surface rooting. | To be removed. | N/A | N/A |
| 4522 | No | No | London plane tree | *Platanus × hispanica* | 17.5 | | 54 | 24 | 3-Minor Problems | Above average amount of dead branches, there are some small coast live oaks underneath. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4523 | Yes | No | London plane tree | *Platanus × hispanica* | 30 | | 54 | 30 | 3-Minor Problems | Lower trunk has ivy and berries on a large portion. Diameter estimated. Above average amount of dead branches. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4524 | Yes | No | California sycamore | *Platanus racemosa* | 27.5 | | 54 | 30 | 3-Minor Problems | Elevator approximately 2 feet above the surrounding grade above average amount of dead branches. | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4525 | No | No | London plane tree | *Platanus × hispanica* | 18.5 | | 54 | 25 | 3-Minor Problems | Above average amount of dead branches | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| 4526 | Yes | No | California sycamore | *Platanus racemosa* | 23.5 | | 54 | 30 | 3-Minor Problems | | Retain. | Minor to moderate encroachment for parking lot, building and landscaping. | Monitor excavation and root prune as necessary. |
| **APN 225-1010-023** | | | | | | | | | | | | | |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | No (dead) | No | Valley oak | *Quercus lobata* | 10 | | 54 | | 0-Dead | Standing mostly intact. | N/A | N/A | N/A |
| 2115 | Yes | No | Valley oak | *Quercus lobata* | 17.5 | | 54 | 27 | 3-Minor Problems | Good flare. Potentially problematic inclusion at codominant union at 8 feet. Drooping overextended branches northeast. Fair structure and vigor. Near/on Smud easement. | To be removed. | N/a | N/A |
| 2116 | No | No | Coast live oak | *Quercus agrifolia* | 11 | | 54 | 18 | 3-Minor Problems | Fair flare. Moderately suppressed tree. One-sided southwest. Healthy foliage. Near/on Smud easement | To be removed. | N/a | N/A |
| 2117 | No | No | Coast live oak | *Quercus agrifolia* | 8 | | 54 | 15 | 2-Major Structure or health problems | Fair flare. Questionable stem connections to trunk. Stunted suppressed crown. Miniaturized foliage. Near/on Smud easement | To be removed. | N/a | N/A |
| 2118 | Yes | No | Valley oak | *Quercus lobata* | 13.5 | | 54 | 15 | 2-Major Structure or health problems | Fair flare. Questionable codominant union at 7 feet, inclusion. Topped/stunted crown with stress sprouts and decayed stubs. Near/on Smud easement. | To be removed. | N/a | N/A |
| 2119 | No | No | Valley oak | *Quercus lobata* | 8 | | 54 | 15 | 2-Major Structure or health problems | Decayed stub at 1 foot, 10% closed. Topped for power lines. Unbalanced crown east. Stress sprouts. On Smud easement. | To be removed. | N/a | N/A |
| 2120 | Yes | No | Valley oak | *Quercus lobata* | 12 | | 54 | 14 | 2-Major Structure or health problems | Good flare. Codominant at 6.5 feet. Topped for power lines. Stress sprouts. On Smud easement. | To be removed. | N/a | N/A |
| 2121 | Yes | No | Valley oak | *Quercus lobata* | 19 | | 54 | 23 | 2-Major Structure or | Fair flare. Mature ivy up into crown. Topped south crown. | To be removed. | N/a | N/A |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | health problems | Unbalanced/overextended remaining crown. Healthy foliage. On Smud easement. | | | |
| 2122 | Yes | No | Valley oak | *Quercus lobata* | 35 | | 18 | 32 | 2-Major Structure or health problems | Fair flare. Crowded multi-stem union at 7 feet. Topped crown for power lines. Broad crown, overextended drooping crown laterals. Fair foliage health. On Smud easement. | To be removed. | N/a | N/A |
| 2123 | Yes | No | Coast live oak | *Quercus agrifolia* | 22 | | 54 | 30 | 2-Major Structure or health problems | Sunken/unbalanced south flare. Leans heavy south, potentially unstable, at risk of uprooting. Healthy foliage. On Smud easement. | To be removed. | N/a | N/A |
| 2124 | No | Yes | Black walnut | *Juglans nigra* | 15 | | 54 | 17 | 3-Minor Problems | Offsite by approximately 12 feet. Crown overlaps by approximately 5 feet. Low crown, fair balance and density. Topped upper middle crown for power lines. On Smud easement. | To be removed. | N/a | N/A |
| 2125 | No | No | Black walnut | *Juglans nigra* | 17 | | 24 | 19 | 3-Minor Problems | Fair flare. Dbh approximate, no access, unhoused shelter. Codominant at 4 feet. Fair crown balance, pruned back north and south crown. Healthy foliage. In Smud easement. | To be removed. | N/a | N/A |
| 2126 | Yes | No | Valley oak | *Quercus lobata* | 24 | | 54 | 28 | 3-Minor Problems | Good flare. In between two transmission lines. Fair crown balance and density. | To be removed. | N/a | N/A |
| 2127 | No | No | Coast live oak | *Quercus agrifolia* | 7 | | 54 | 14 | 1-Extreme Structure or | 50% bark loss. Suppressed/unbalanced | To be removed. | N/a | N/A |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Health Problems | crown. Fair foliage health. Trunk surrounded by tall/dense poison oak. | | | |
| 2128 | Yes | No | Valley oak | *Quercus lobata* | 13.5 | | 54 | 22 | 3-Minor Problems | Good flare. Fair crown balance and density. In Smud easement. | To be removed. | N/a | N/A |
| 2129 | No | No | Holm oak | *Quercus ilex* | 8 | | 54 | 12 | 1-Extreme Structure or Health Problems | Severe/extensive bark loss and internal decay. Dense sprouts on lower half. Unbalanced top, potentially unstable. | To be removed. | N/a | N/A |
| 2130 | Yes | No | Valley oak | *Quercus lobata* | 18.5 | | 54 | 24 | 3-Minor Problems | Fair flare. Low branches to ground. Pruned back north crown. Fair structure and vigor. In Smud easement. | To be removed. | N/a | N/A |
| 2131 | No | No | Valley oak | *Quercus lobata* | 11.5 | | 54 | 16 | 3-Minor Problems | Fair flare. Moderately unbalanced top towards south power lines. Fair foliage health. In Smud easement. | Retain. | Minor encroachment for landscape improvement. | Monitor excavation and root prune as necessary. |
| 2132 | Yes | No | Valley oak | *Quercus lobata* | 19.5 | | 54 | 24 | 2-Major Structure or health problems | Buried north flare. Aggressively pruned north crown. Unbalanced remaining crown south. Healthy foliage. | Retain. | Minor encroachment for landscape improvement. | Monitor excavation and root prune as necessary. |
| 2133 | Yes | No | Valley oak | *Quercus lobata* | 12 | | 54 | 17 | 2-Major Structure or health problems | Fair flare. Suppressed/unbalanced crown. Codominant at 7 feet. Fair foliage health. | Retain. | Minor encroachment for landscape improvement. | Monitor excavation and root prune as necessary. |
| 4544 | Yes | Yes | Sweetgum | *Liquidambar sp.* | 24 | | 54 | 28 | 2-Major Structure or health problems | Large open wound on trunk. Located 2 feet east of the east property fence on the southern parcel. Tag on fence. Approximately 26 feet of overhang. | Retain. | Moderate encroachment for walkways and building. Moderate | Monitor excavation and root prune as necessary. Assess canopy |

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| Tag # | Protected By Code | Offsite | Species Common Name | Species Botanical Name | DSH (in.) | DSH Multi-Stem (in.) | Measured At (in.) | Canopy Radius (ft.) | Arborist Rating | Notes | Dvlpmnt Status | Impacts | Protective Measures to be Taken |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | pruning required. | pruning requirements. |
| 4545 | No | Yes | Sweetgum | *Liquidambar sp.* | 18 | | 54 | 25 | 3-Minor Problems | Tag on fence, located approximately 2 1/2 feet east of the east property fence. | Retain. | Moderate encroachment for walkways and building. Moderate pruning required. | Monitor excavation and root prune as necessary. Assess canopy pruning requirements. |
| 4546 | No | Yes | Sweetgum | *Liquidambar sp.* | 20 | | 54 | 26 | 3-Minor Problems | Tag on fence, located approximately 2 feet east of the east property fence. | Retain. | Moderate encroachment for walkways and building. Moderate pruning required. | Monitor excavation and root prune as necessary. Assess canopy pruning requirements. |
| 4547 | Yes | Yes | Sweetgum | *Liquidambar sp.* | 24 | | 54 | 28 | 3-Minor Problems | Located approximately 2 feet east of the east property fence. | Retain. | Moderate encroachment for walkways and building. Moderate pruning required. | Monitor excavation and root prune as necessary. Assess canopy pruning requirements. |

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## APPENDIX 3 – GENERAL PRACTICES FOR TREE PROTECTION

**Definitions**

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on large valley oaks and coast live oaks is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed or removed. The cambial zone is the area of tissue responsible for adding new layers to the tree each year, so by removing it, the tree can only grow new tissue from the edges of the wound. In addition, the wood of the tree is exposed to decay fungi, so the trunk present at the time of the injury becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

**Methods Used in Tree Protection:**

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied to individual trees and a Project Arborist is hired to oversee the construction. The Project Arborist should have the ability to enforce the Protection Measures. The Project Arborist should be hired as soon as possible to assist in design and to become familiar with the project. He must be able to read and understand the project drawings and interpret the specifications. He should also have the ability to cooperate with the contractor, incorporating the contractor's ideas on how to accomplish the protection measures, wherever possible. It is advisable for the Project Arborist to be present at the Pre-Bid tour of the site, to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area underneath the tree's canopy (out to the dripline, or edge of the canopy), plus 10'. The Project Arborist must approve work within the RPZ.

Irrigate, Fertilize, Mulch: Supplemental irrigation, fertilization and or addition of mulch may be required at some point in time during the course of construction. The project arborist will recommend any or all of these mitigation measures as necessary during the course of construction.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

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Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[2]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed. If longer term monitoring is required, the arborist should report this to the developer and the planning agency overseeing the project.

[2] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

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**APPENDIX 4 – SITE PHOTOGRAPHS** by Edwin E. Stirtz, April 17, 2026

***APN 225-1010-015***





Photos #1 & #2, Show Tree #4527

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Photos #3 & #4, Show Tree #4528

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Photos #5 & #6, Show Tree #4530

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Photos #7 & #8, Show Tree #4531

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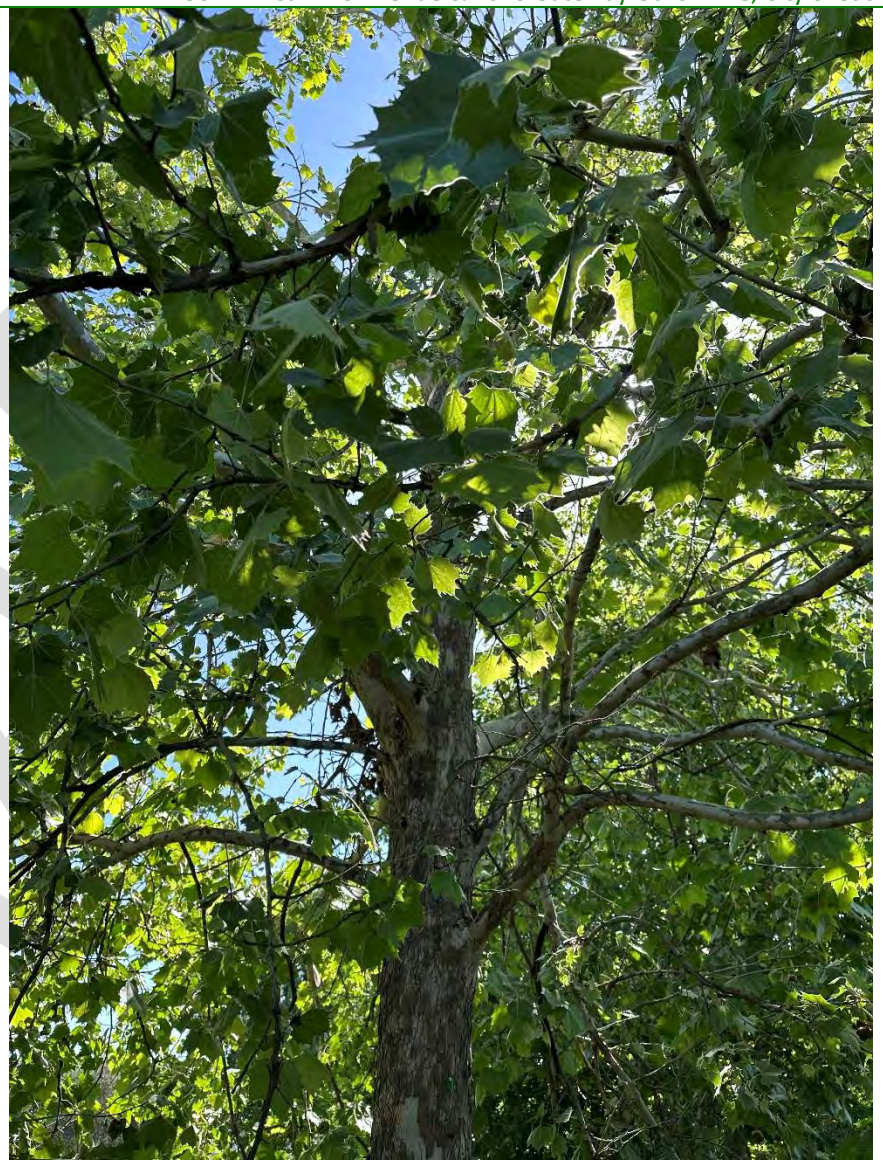

Photos #9 & #10, Show Tree #4532

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Photos #11 & #12, Show Tree #4533

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Photos #13 & #14, Show Tree #4534

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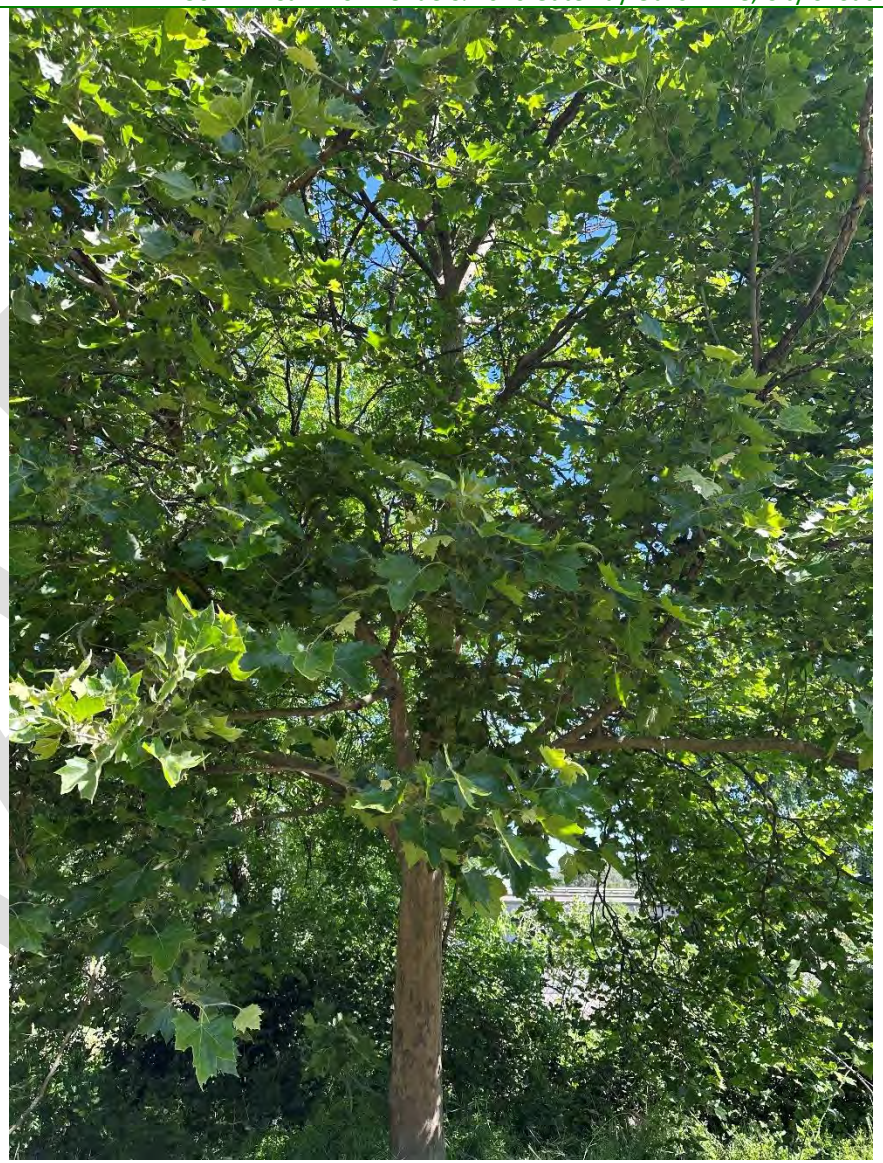

Photos #15 & #16, Show Tree #4535

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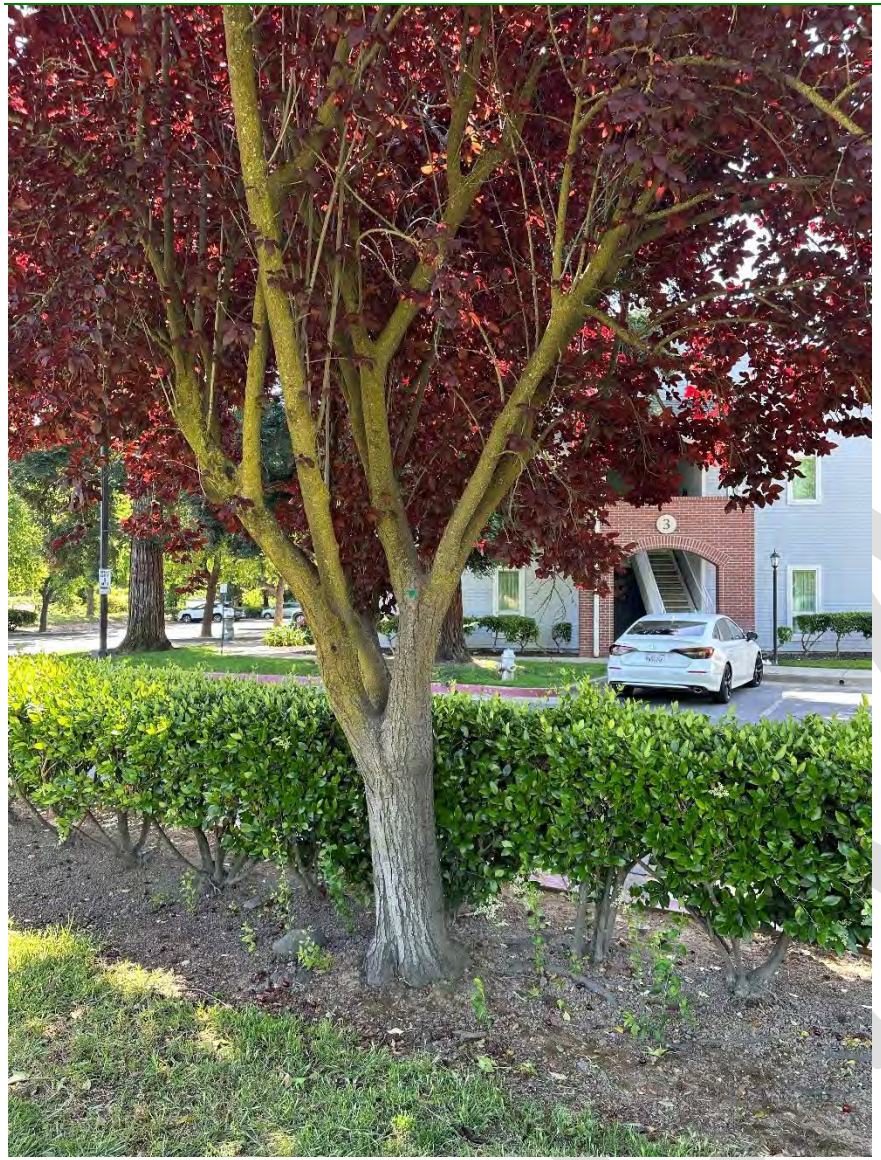

Photo #17, Shows Tree #4536

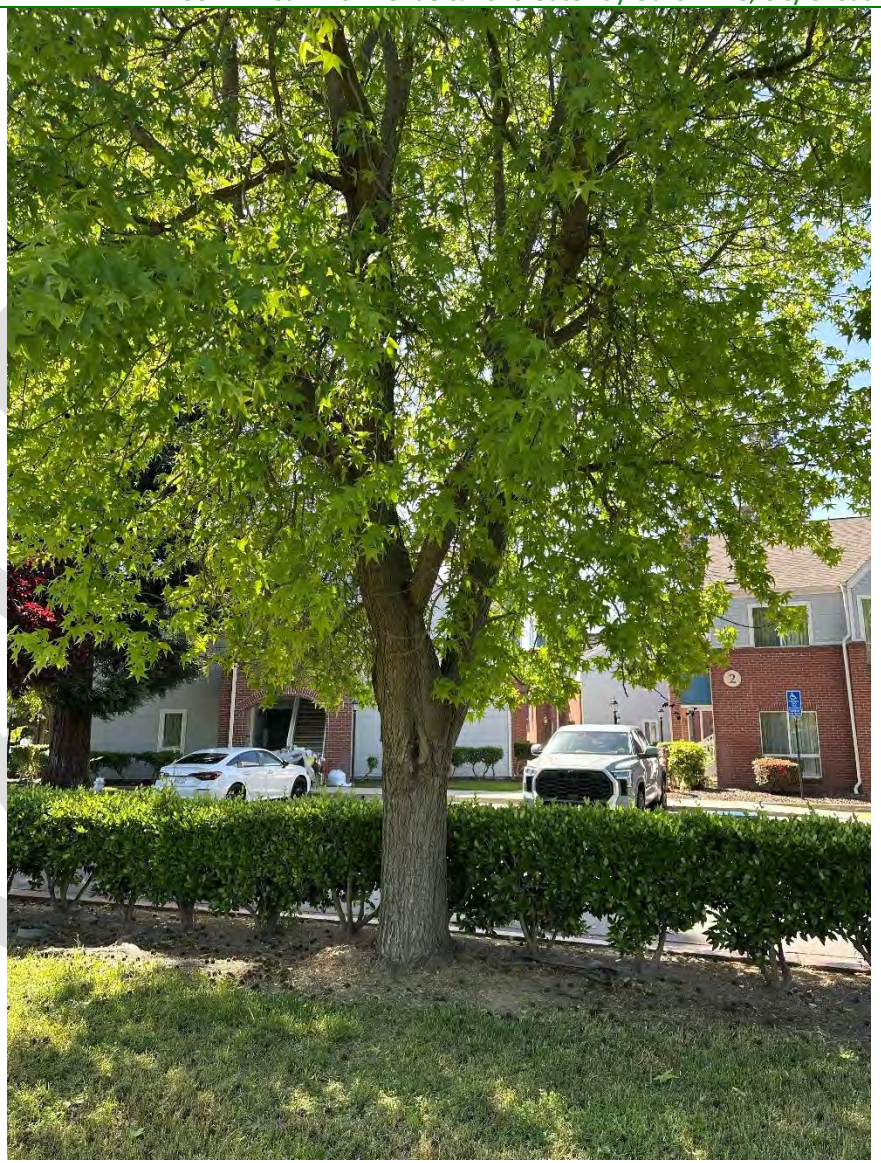

Photo #18, Shows Tree #4537

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Photo #19, Shows Tree #4538



Photo #20, Shows Tree #4539

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Photo #21, Shows Tree #4540

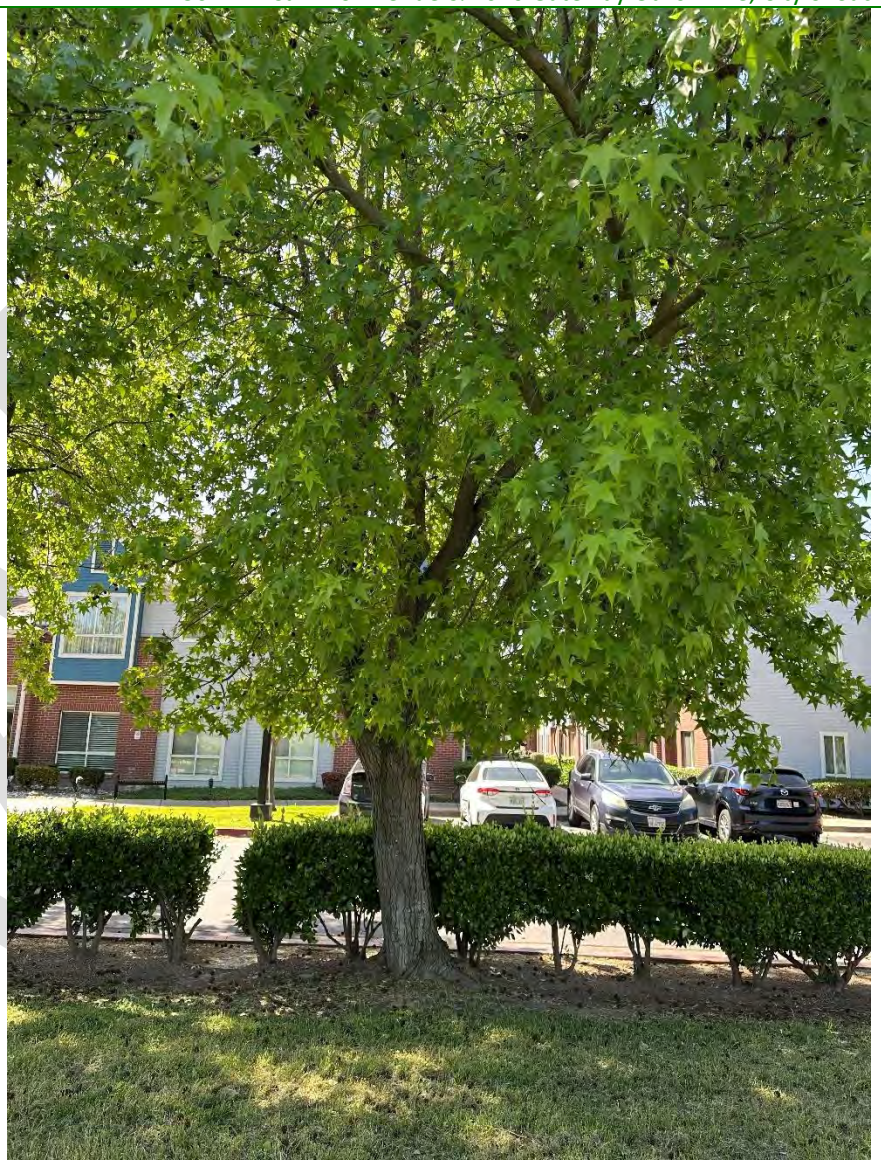

Photo #22, Shows Tree #4541

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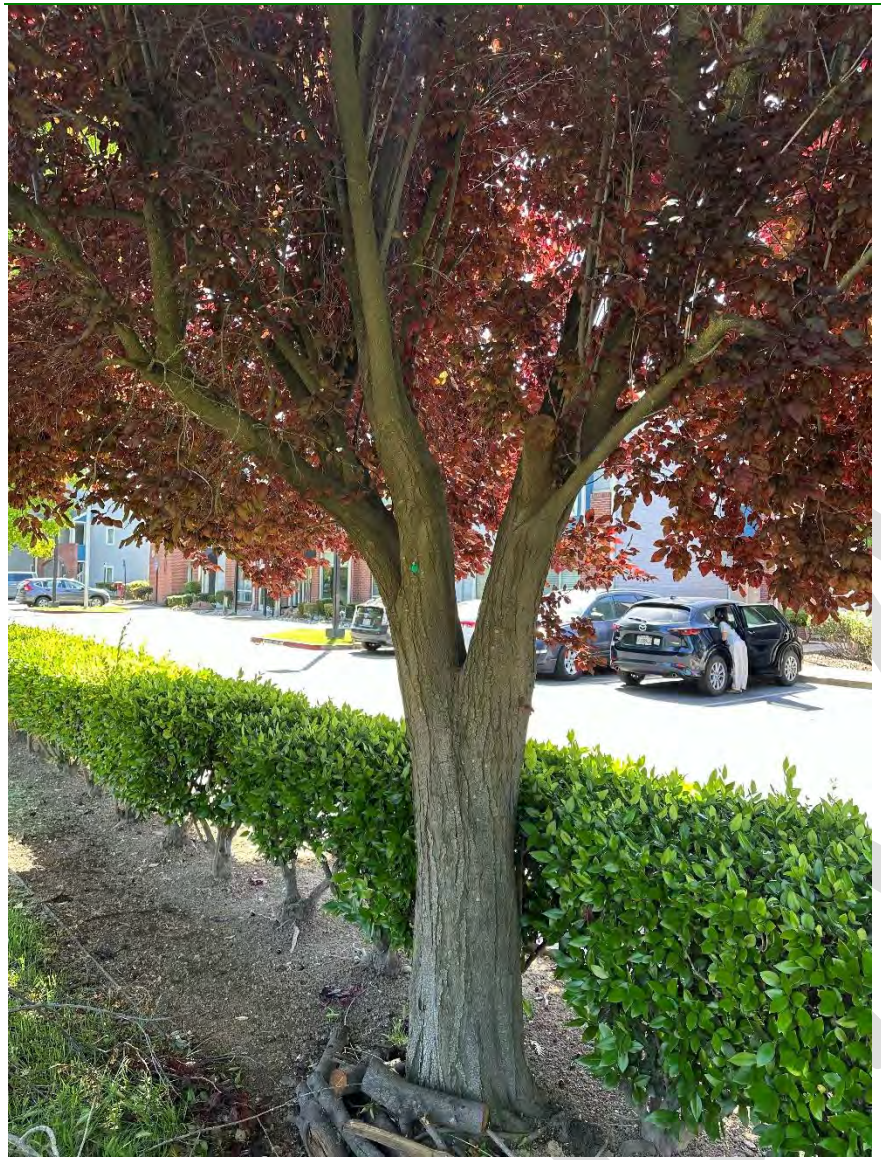

Photo #23, Shows Tree #4542

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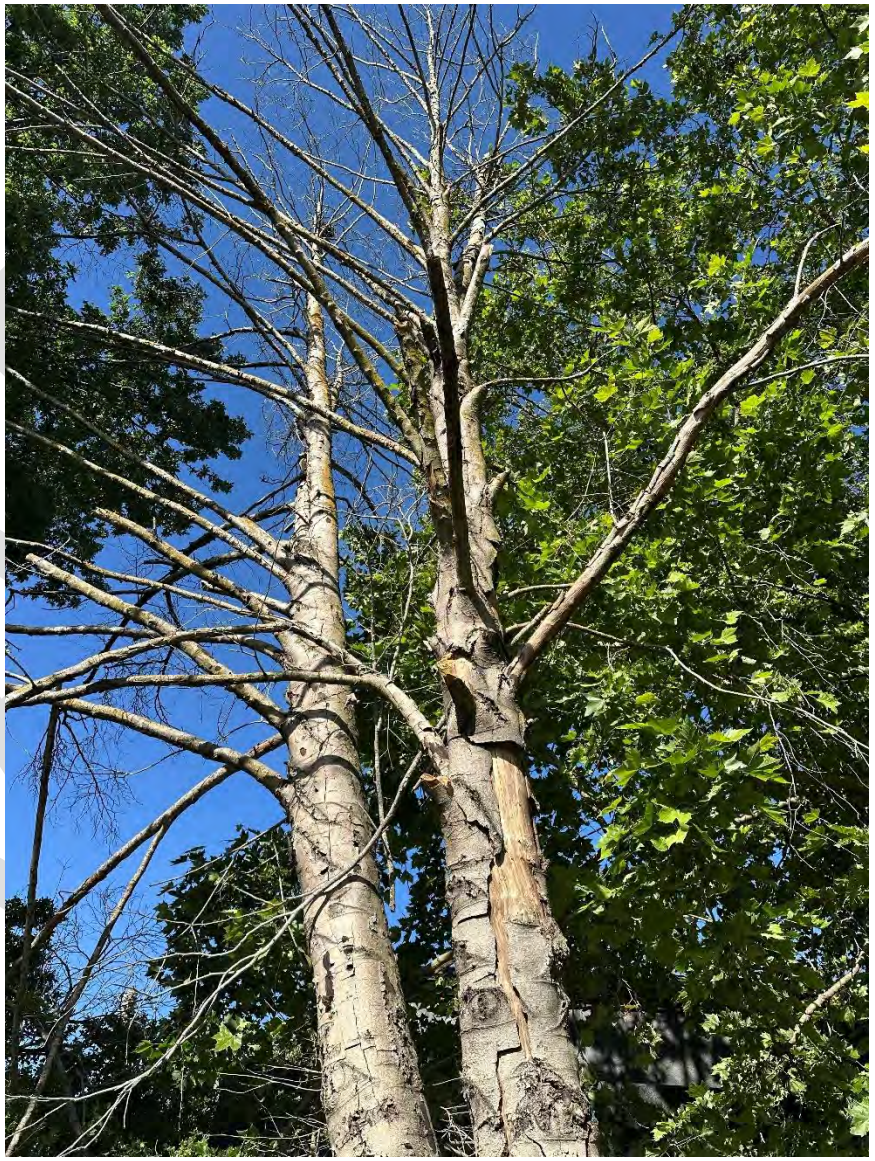
***APN 225-1010-021***



Photos #24 & #25, Show Tree #100

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Photo #26, Shows Tree #100



Photo #27, Shows Tree #104

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Photos #28 & #29, Show Tree #4516

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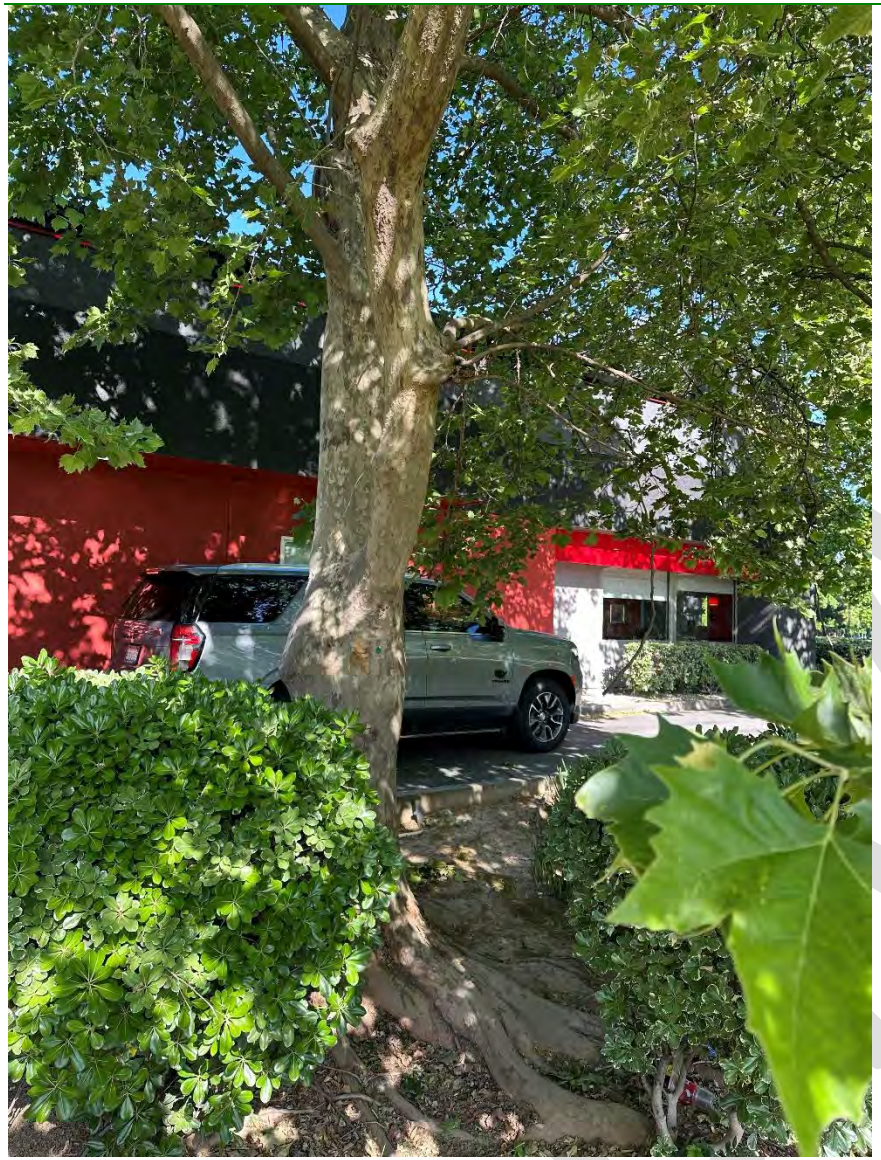

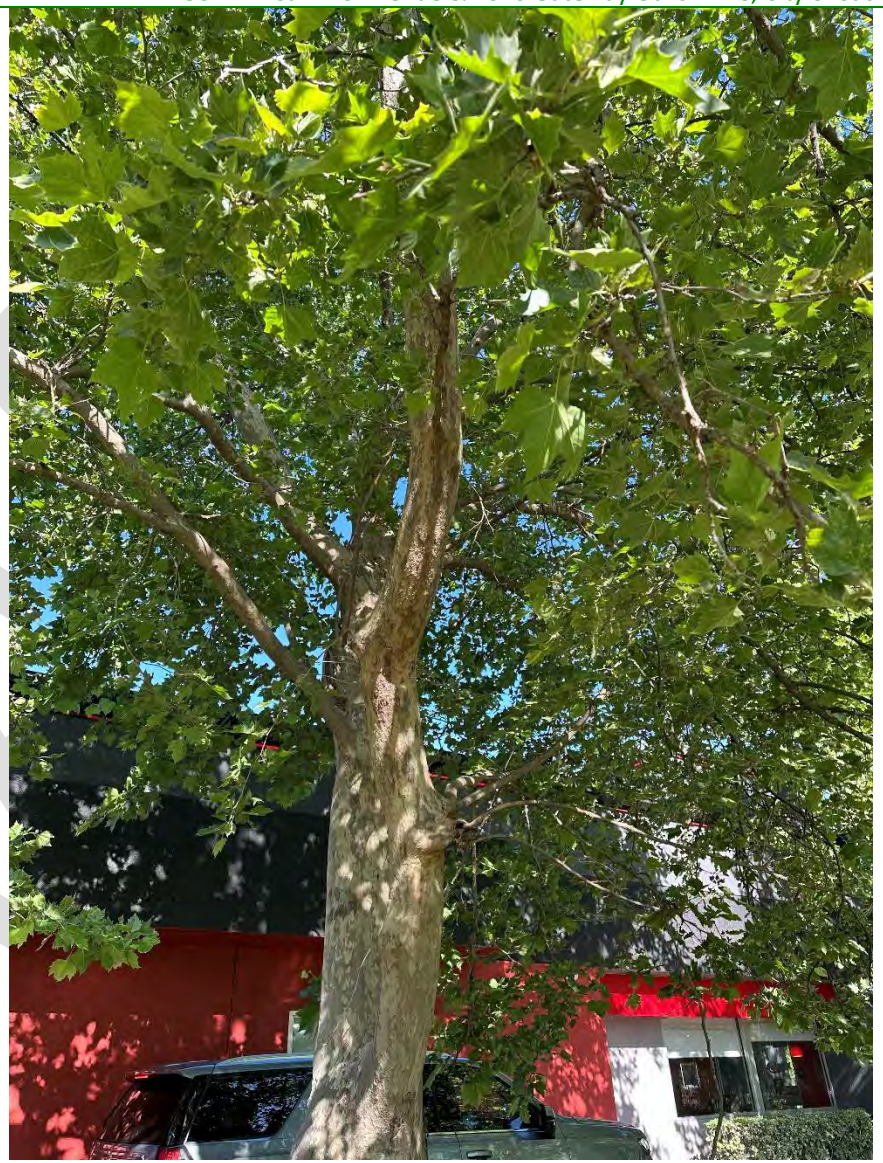

Photos #30 & #31, Show Tree #4517

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Photo #32, Shows Tree #4517



Photo #33, Shows Tree #4518

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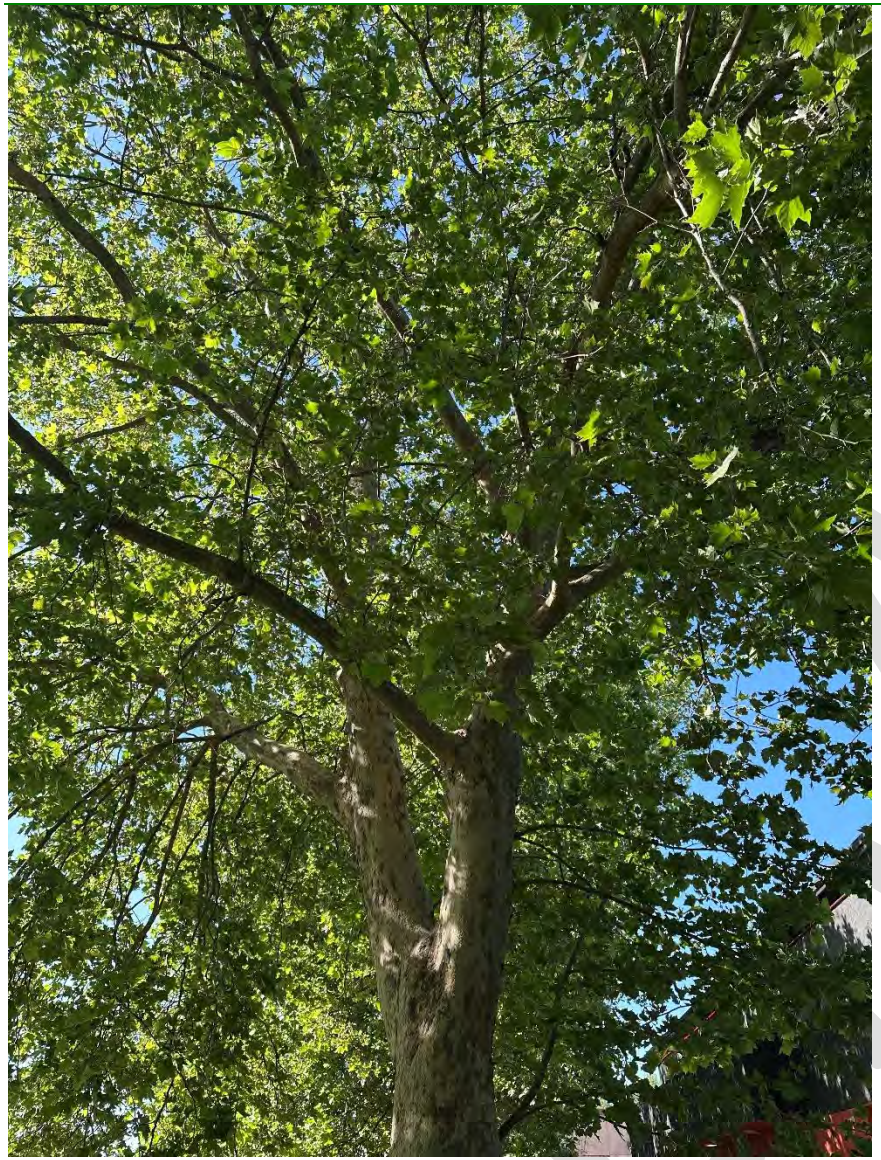

Photo #34, Shows Tree #4518



Photo #35, Shows Tree #4519

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Photo #36, Shows Tree #4519



Photo #37, Shows Tree #4520

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Photo #38, Shows Tree #4520



Photo #39, Shows Tree #4521

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Photos #40 & #41, Show Tree #4522

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Photo #42, Shows Tree #4523



Photo #43, Shows Tree #4524

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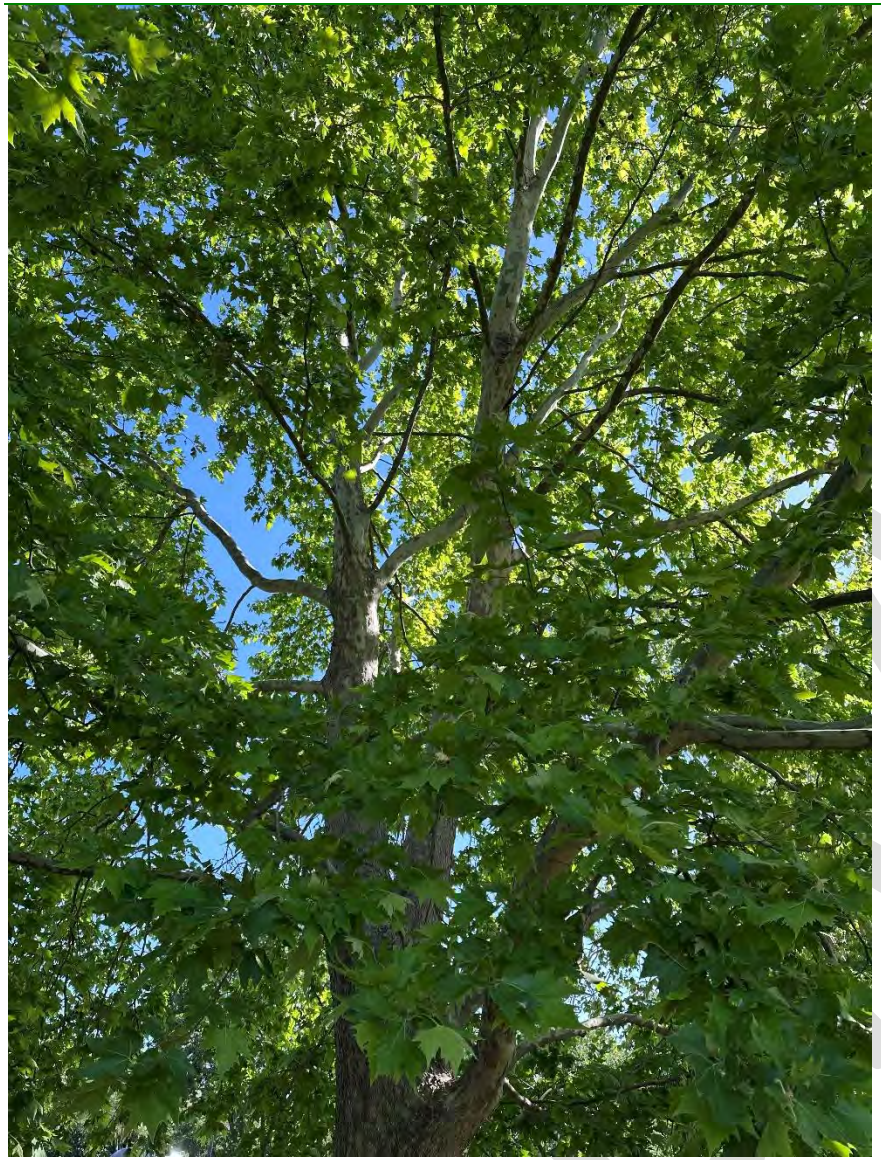
Photo #44, Shows Tree #4524


Photo #45, Shows Tree #4525

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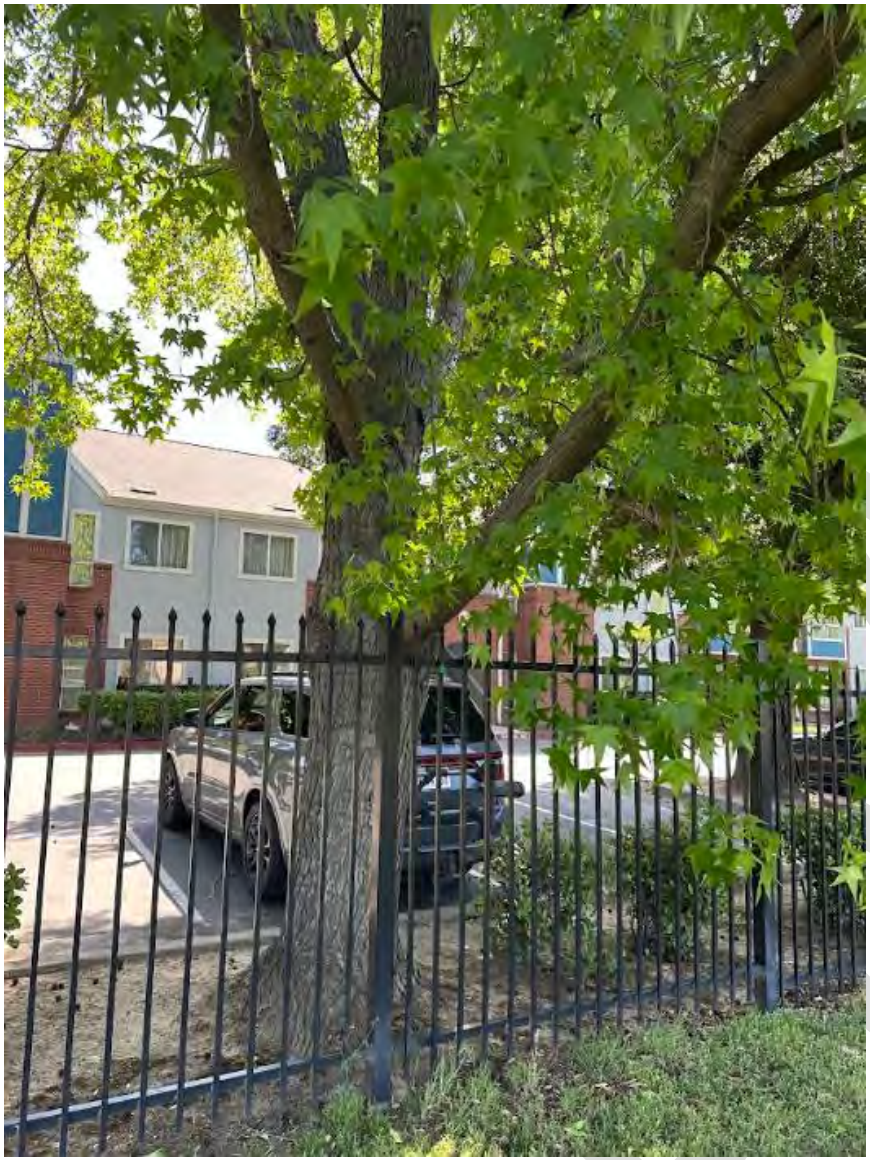

Photo #46, Shows Tree #4544



Photo #47, Shows Tree #4545

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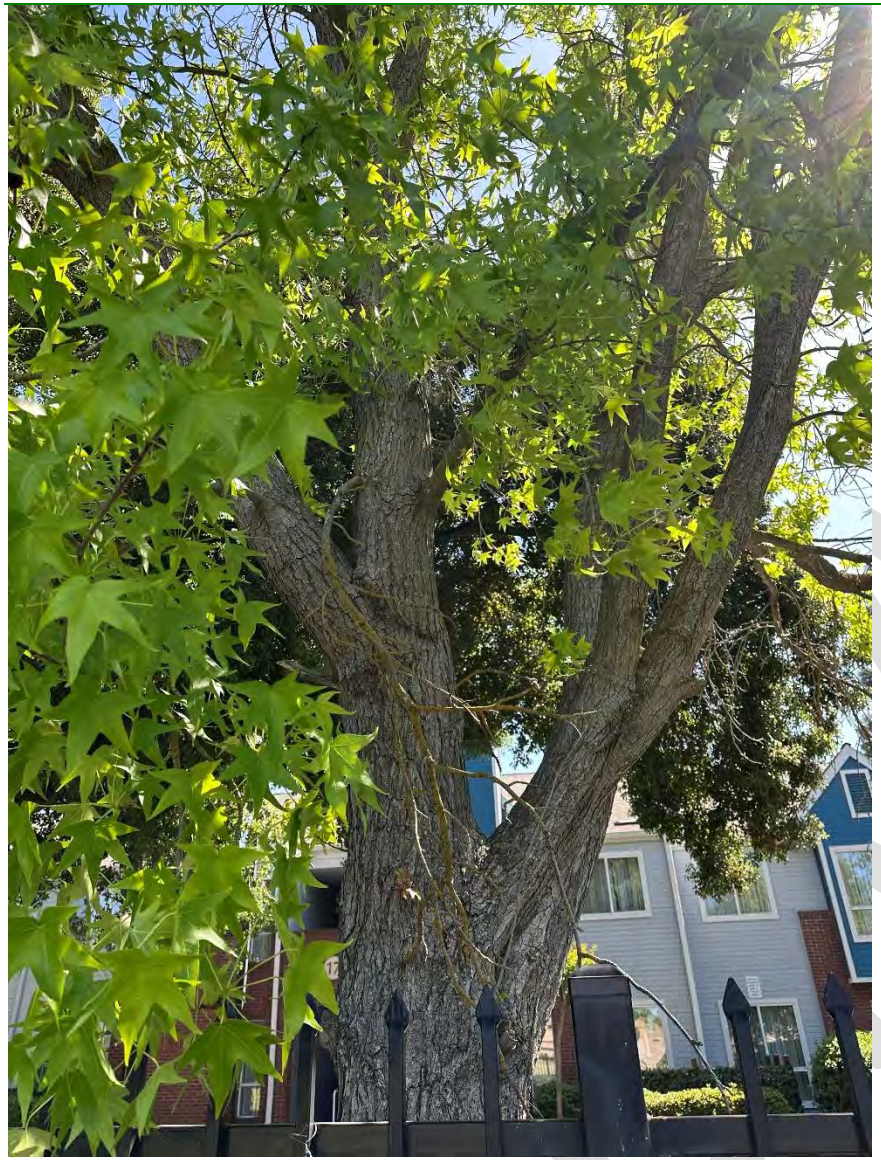

Photo #48, Shows Tree #4545

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**SITE PHOTOGRAPHS** by Tyler Thomson, April 20, 2026

***APN 225-1010-015***




Photo #49, Shows Tree #2114, girdling roots




Photo #50, Shows Tree #4537, looking northwest

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Photo #51, Shows Trees #4541 & #4542, from left to right, looking southeast

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Photo #52, Shows Trees #2116 & #2115, from left to right




Photo #53, Shows Tree #2122

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Photo #54, Shows Tree #2125

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# APPENDIX B

## LOCAL TRANSPORTATION ANALYSIS

Kimley»Horn

# Memorandum

**To:** Pelle Clark
Senior Civil Engineer, Transportation Division
Department of Public Works
City of Sacramento

**From:** Pedro Cortes, E.I.T.
Stephen Dillon, P.E., T.E.
Remy Ninh

***Re:*** *El Camino Hotel and Apartments*
Local Transportation Analysis (LTA)

**Date:** August 3, 2026

The purpose of this memorandum is to document the transportation analysis completed for the proposed El Camino Hotel and Apartments (the "Proposed Project" or "Project") located at the southeast corner of the West El Camino Avenue and Gateway Oaks Drive intersection, west of Interstate 5. In accordance with our Scope and Services, this memorandum evaluates the Weekday AM and PM peak-hours under Baseline and Baseline plus Project conditions.

## Project Understanding

Kimley-Horn understands that the Project applicant proposes to develop the 5.97-acres of vacant parcels in the southeast corner of the West El Camino Avenue and Gateway Oaks Drive intersection with a 160-unit apartment development and a 112-room hotel. We also understand access to the project will be provided by three existing driveways, one via West El Camino Avenue and two via Gateway Oaks Drive. The existing driveway on West El Camino Avenue operates as right-in/right-out (RIRO) access. The northernmost existing Gateway Oaks Drive driveway operates as RIRO access and the southern existing driveway operates as full access. The Project location is depicted in **Exhibit 1**. The Project site plan is shown in **Exhibit 2**.

## Study Facilities and Analysis Methodology

*Study Facilities*
This transportation analysis was completed for the following intersections:

1. West El Camino Avenue at Gateway Oaks Drive
2. West El Camino Avenue at Carl's Jr. Driveway
3. Gateway Oaks Drive at Gas Station Driveway
4. Gateway Oaks Drive at Starbucks/Jamba Juice Driveway
5. Gateway Oaks Drive at Venture Oaks Way

*Level of Service (LOS) Definitions*
The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual* using traffic analysis software (Synchro®).

The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for the worst (most delay) minor street movement. The AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 1** presents intersection LOS definitions as defined in the HCM.

**Table 1** – Intersection Level of Service Criteria

| Level of Service | Un-Signalized | Signalized |
|---|---|---|
| (LOS) | Average Control Delay* (sec/veh) | Average Control Delay (sec/veh) |
| A | ≤ 10 | ≤ 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F | > 50 | > 80 |

*Source: Highway Capacity Manual, 7th Edition*

* Applied to the worst lane/lane group(s) for SSSC

## Assessment of Proposed Project

*Trip Generation, Distribution, and Assignment*

The number of trips anticipated to be generated by the Project was approximated using data included in the *Trip Generation Manual, 12th Edition,* published by the Institute of Transportation Engineers (ITE). The apartment buildings are anticipated to be four stories high. Access to the individual apartment units will be provided via a lobby, elevator, stairs, and hallways. ITE Land Use Code 221 (Multifamily Housing (Mid-Rise)) was used to represent the apartment development based on these characteristics. Land Use Code 310 (Hotel) was used to represent the hotel. The Project's anticipated vehicle trip generation characteristics are presented in **Table 2**. As shown in **Table 2**, the Project is anticipated to generate 1,368 new Daily trips, 99 new AM peak-hour trips, and 114 new PM peak-hour trips.

**Table 2** – Proposed Project Trip Generation

| Land Use (ITE Code)[1] | Units | Daily Trips | AM Peak-Hour | | | | | PM Peak-Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Trips | In | | Out | | Total Trips | In | | Out | |
| | | | | % | Trips | % | Trips | | % | Trips | % | Trips |
| Multifamily Housing (Mid-Rise) (221) | 160 DU | 714 | 61 | 23% | 14 | 77% | 47 | 61 | 64% | 39 | 36% | 22 |
| Hotel (310) | 112 Rooms | 654 | 38 | 52% | 20 | 48% | 18 | 53 | 51% | 27 | 49% | 26 |
| ***Net New Project Trips:*** | | **1,368** | **99** | | **34** | | **65** | **114** | | **66** | | **48** |

[1] *ITE Trip Generation Manual, 12th Edition*

*DU = Dwelling Units*

The anticipated distribution of Project trips via the existing shopping center access driveways was developed based on the Project's location relative to Interstate 5 and Interstate 80 interchange access, existing driveway access restrictions, and engineering judgement. The resulting Project trip distribution is shown in **Exhibit 3**. The associated Project trip assignment is presented in **Exhibit 4**. The trip generation and trip distribution components of the analysis were previously provided in a memo to the City for review and comment[1]. City comments have been incorporated into the analysis documented in this technical memorandum.

## Analysis Results

*Data Collection*

The Baseline conditions were established using a combination of local traffic counts collected as a part of a previously completed Topgolf traffic study[2] and supplemental driveway traffic counts collected in May 2026. The Topgolf study also accounted for traffic from two other recently approved projects. Turning movement counts for the existing driveways were collected on Thursday, May 14, 2026. The previous Topgolf traffic study volumes were subsequently added to the collected counts to establish the Baseline scenario. The driveway traffic count data sheets are provided in **Attachment A**. As the prior Topgolf study only analyzed Study Intersection #1 and Study Intersection #5 during the PM peak-hour, only the project driveway intersections (Study Intersections #2 – #4) will be analyzed for the AM peak-hour.

*Intersection Level of Service (LOS)*

Baseline peak-hour traffic volumes, traffic control, and lane geometry are presented in **Exhibit 5**. Proposed Project trips were added to the Baseline peak-hour traffic volumes to establish the Baseline plus Project conditions. Baseline plus Project peak-hour traffic volumes, traffic control, and lane geometry are presented in **Exhibit 6**. Analysis worksheets for the Baseline scenario are provided in **Attachment B**. Analysis worksheets for the Baseline plus Project scenario are provided in **Attachment C**.

**Table 3** presents the peak-hour intersection LOS analysis results. As indicated in **Table 3**, the study intersections operate between LOS A and C in the Baseline scenario and LOS A and C in the Baseline plus Project scenario.

*Queuing Analysis Results*

Vehicle queuing for the study intersections was evaluated for Baseline and Baseline plus Project scenarios. 95$^{th}$-percentile queue results were developed using Synchro®. Vehicle queueing results for select movements are summarized in **Table 4**. As shown in **Table 4**, the reported queues are projected to be contained within the available storage under both Baseline and Baseline plus Project conditions.

[1] *El Camino Hotel and Apartments – Trip Generation and Distribution*, Kimley-Horn, June 17, 2026.
[2] *Local Transportation Analysis of the Proposed Topgolf on Venture Oaks Way*, Fehr & Peers, June 17,2025.

**Table 3 –** Baseline and Baseline plus Project Intersection LOS Summary

| ID | Intersection | Control | Peak Hour | Baseline | | Baseline plus Project | |
|---|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | West El Camino Avenue at Gateway Oaks Drive | Signal | AM | - | - | - | - |
| | | | PM | 24.8 | C | 25.6 | C |
| 2 | West El Camino Avenue at Carl's Jr. Driveway | SSSC | AM | 0.5(13.5 NBR) | A(B) | 0.8(14.3 NBR) | A(B) |
| | | | PM | 1.1(20.4 NBR) | A(C) | 1.5(23.2 NBR) | A(C) |
| 3 | Gateway Oaks Drive at Gas Station Driveway | SSSC | AM | 0.4(9.5 WBR) | A(A) | 0.6(9.6 WBR) | A(A) |
| | | | PM | 0.2(10.2 WBR) | A(B) | 0.3(10.4 WBR) | A(B) |
| 4 | Gateway Oaks Drive at Starbucks/Jamba Juice Driveway | SSSC | AM | 3.6(18.2 EBLTR) | A(C) | 4.5(19.2 EBLTR) | A(C) |
| | | | PM | 3.1(18.3 EBLTR) | A(C) | 3.4(20.3 EBLTR) | A(C) |
| 5 | Gateway Oaks Drive at Venture Oaks Way | SSSC | AM | - | - | - | - |
| | | | PM | 3.9(11.9 WBLR) | A(C) | 3.9(12.2 WBLR) | A(C) |

Notes: **Bold** represents deficient operations. Shaded represents a project induced deficiency.
Side Street Stop Controlled (SSSC) the intersection delay followed by worst movement delay.

**Table 4** – Queuing Analysis Results

| Intersection / Analysis Scenario | Movement | Available Storage (ft) | 95th % Queue (ft) | |
|---|---|---|---|---|
| | | | AM Peak-Hour | PM Peak-Hour |
| **#1 West El Camino Avenue at Gateway Oaks Drive** | **NBL** | | | |
| Baseline | | 135 | - | 130 |
| Baseline plus Project | | | - | 140 |
| | **NBR** | | | |
| Baseline | | 110 | - | 95 |
| Baseline plus Project | | | - | 120 |
| | **WBL** | | | |
| Baseline | | 190 | - | 115 |
| Baseline plus Project | | | - | 130 |
| | **EBR** | | | |
| Baseline | | 150 | - | 60 |
| Baseline plus Project | | | - | 60 |
| **#4 Gateway Oaks Drive at Starbucks/Jamba Juice Driveway** | **SBL** | | | |
| Baseline | | 25 | 5 | 10 |
| Baseline plus Project | | | 5 | 10 |

Notes: For approaches with dual left-turn lanes, the longest queue length is reported.
Shaded cell indicates queue exceeds storage by > 25' (one vehicle length)

## Access Evaluation

The Project will feature several drive aisles throughout the site, providing access to the proposed apartments and hotel. Access to these internal site roadways will be provided via the existing Project driveways located along West El Camino Avenue and Gateway Oaks Drive. Due to existing raised medians on both West El Camino Avenue and Gateway Oaks Drive, two project driveways operate as side street stop control with right-in/right-out (RIRO) access.

The potential for a right-turn deceleration lane was evaluated for the project driveways. According to the American Association of State Highway and Transportation Officials (AASHTO)[3]

> *"Warrants for the use of auxiliary lanes cannot be stated definitely. Many factors should be considered, such as speeds, traffic volumes, percentage of trucks, capacity, type of roadway, effects on pedestrians and bicyclists, availability of right-of-way, service provided, and the arrangement and frequency of intersections. Observations and considerable experience with auxiliary lanes have led to the following general conclusions:*
>
> - *Auxiliary lanes are warranted on high-speed and on high-volume highways where a change in speed is needed for vehicles entering or leaving the through-traffic lanes.*
> - *All drivers do not use auxiliary lanes in the same manner; some use little of the available facilities and some increase or decrease speeds outside the auxiliary lanes. As a whole, however, these lanes are used sufficiently to improve roadway operation.*
> - *Usage of auxiliary lanes varies with volume; the majority of drivers use them at high volumes. The directional type of auxiliary lane consisting of a long taper fits the behavior of most drivers and does not involve maneuvering on a reverse-curve path.*
> - *Deceleration lanes on the approaches to intersections that also function as storage lanes for turning traffic are particularly advantageous, and experience with them generally has been favorable."*

1. *Study Intersection #2 (West El Camino Avenue at Carl's Jr. Driveway) Deceleration Lane*

West El Camino Avenue is classified as an arterial roadway with a posted speed limit of 40 mph. At Baseline plus Project conditions, 109 AM and 83 PM inbound peak-hour trips make an eastbound right-turn into the Project site at Study Intersection #2. At Study Intersection #2, UC Berkeley's Transportation Injury Mapping System (TIMS) reported two collisions resulting in injury between 2020 and 2025 that may be related to the existing driveway operations. One collision was labeled as Rear-End collision involving a driver making the eastbound right-turn into the driveway. An examination of the existing roadway configuration supports the inclusion of a right-turn deceleration lane, which would improve the safety of the driveway for vehicles by providing dedicated space for vehicles to decelerate and turn into the driveway.

2. *Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway) Deceleration Lane*

Gateway Oaks Drive is classified as a collector roadway with a posted speed limit of 35 mph. At Baseline plus Project conditions, Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway) handles 18 AM and 24 PM inbound peak-hour trips making a northbound right-turn into the Project driveway. The low number of peak-hour movements into the driveway and lack of notable collision history does not warrant construction of a dedicated deceleration lane at this driveway.

[3] A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (2018)

*3. Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) Median Extension*

Gateway Oaks Drive is classified as a collector roadway with a posted speed limit of 35 mph. As shown in **Table 3** and **Table 4**, there are no LOS deficiencies at Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) for the southbound left-turn movement and queueing for the southbound left-turn movement is contained within the existing storage capacity. A site visit documented that roadway markings in the area are worn and not readily visible to drivers. Should the existing driveway configuration be maintained, it is recommended that the roadway striping be refreshed to improve visibility, driver awareness, and safety for all roadway users.

At Study Intersection #4, TIMS reports two broadside collisions resulting in injuries between 2020 and 2025 that may be related to the operation of the intersection. In treating this collision pattern, the existing raised median north of Study Intersection #4 could be extended south to convert the existing driveway access to Right-in/Right-out (RIRO). The median extension would improve traffic safety by prohibiting left-turn and through movements at the driveway and would improve pedestrian safety with fewer vehicle turning movements over pedestrian paths.

The proposed median extension would modify access at Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) into RIRO. The extension would subsequently reroute vehicle trips using the southbound left-turn movement at Study Intersection #4 to the driveway entrance at Study Intersection #2 (West El Camino Avenue at Carl's Jr. Driveway). The proposed median extension would require vehicles leaving the Project site to make a northbound U-turn at Study Intersection #1 (West El Camino Avenue at Gateway Oaks Drive) to subsequently head southbound. An evaluation of this condition was performed by assuming all inbound Project traffic from north of the site utilizes Study Intersection #2 and exiting southbound traffic utilizes Study Intersection #1 to perform a northbound U-turn. As shown in **Table 5**, the LOS changes for all study intersections considering the proposed median extension range from LOS A to LOS C. RIRO access decreases the delay at Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) while marginally increasing delay at other study intersections. As shown in **Table 6**, Study Intersection #1 westbound movement queues are contained within the existing storage and northbound left-turn movement queues exceed existing storage. It is recommended that the Study Intersection #1 northbound left-turn storage be lengthened from 110 feet to 215 feet concurrent with the median extension to contain the reported queue length. An illustrative example of the proposed median improvement is provided in **Exhibit 7**.

**Table 5** – Study Intersection #4 Right-In/Right-Out LOS Summary

| ID | Intersection | Control | Peak Hour | Baseline | | Baseline plus Project (Improved) | |
|---|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | West El Camino Avenue at Gateway Oaks Drive | Signal | AM | - | - | - | - |
| | | | PM | 24.8 | C | 25.9 | C |
| 2 | West El Camino Avenue at Carl's Jr. Driveway | SSSC | AM | 0.5(13.5 NBR) | A(B) | 0.8(14.43 NBR) | A(B) |
| | | | PM | 1.1(20.4 NBR) | A(C) | 1.5(24.6 NBR) | A(C) |
| 3 | Gateway Oaks Drive at Gas Station Driveway | SSSC | AM | 0.4(9.5 WBR) | A(A) | 0.6(9.6 WBR) | A(A) |
| | | | PM | 0.2(10.2 WBR) | A(B) | 0.3(10.3 WBR) | A(B) |
| 4 | Gateway Oaks Drive at Starbucks/Jamba Juice Driveway | SSSC | AM | 3.6(18.2 EBLTR) | A(C) | 1.6 (9.9 WBR) | A(A) |
| | | | PM | 3.1(18.3 EBLTR) | A(C) | 2.6 (11.2 WBR) | A(C) |
| 5 | Gateway Oaks Drive at Venture Oaks Way | SSSC | AM | - | - | - | - |
| | | | PM | 3.9(11.9 WBLR) | A(C) | 3.9(12.2 WBLR) | A(C) |

Notes: **Bold** represents deficient operations. Shaded represents a project induced deficiency.
Side Street Stop Controlled (SSSC) the intersection delay followed by worst movement delay.

Table 6 – Study Intersection #4 Right-In/Right-Out Queueing Evaluation

| Intersection / Analysis Scenario | Movement | Available Storage (ft) | 95th % Queue (ft) | |
|---|---|---|---|---|
| | | | AM Peak-Hour | PM Peak-Hour |
| #1 West El Camino Avenue at Gateway Oaks Drive | WBLU | | | |
| Baseline | | 190 | - | 115 |
| Baseline plus Project | | | - | 130 |
| Baseline plus Project (Improved) | | | - | 165 |
| | NBLU | | | |
| Baseline | | 110 | - | 95 |
| Baseline plus Project | | | - | 120 |
| Baseline plus Project (Improved) | | 215 | - | 155 |

Notes: For approaches with dual left-turn lanes, the longest queue length is reported.
Shaded cell indicates queue exceeds storage by > 25' (one vehicle length)

*4. Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) Throat Depth Evaluation*

The minimum required throat depth (MRTD) was calculated for the Baseline plus Project scenario for Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) using methodology presented by ITE[4]. This methodology uses traffic volumes approaching the minor street side-street stop control (Project trips), conflicting traffic volumes on the major street for turns from the minor street, and percentages of left-turn and right-turn movements to determine the MRTD. Table 7 summarizes the findings of the MRTD calculations. As shown in Table 7, the existing MRTD is determined to be sufficient for the full-access driveway.

Table 7 – MRTD for Existing Driveway

| ID | Driveway | Peak Hour | Approach Volume | ConflVol (Left) | ConflVol (Right) | RT Out | RT% | Minimum Required Throat Depth (MRTD) | Available Storage |
|---|---|---|---|---|---|---|---|---|---|
| 4 | Gateway Park Drive and Jamba Juice/Starbucks Driveway | AM | 202 | 795 | 280 | 109 | 54% | **110** | **115** |
| | | PM | 116 | 903 | 542 | 45 | 39% | **85** | |

*5. Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway) Queueing Evaluation*

As shown in Table 4, 95th-percentile queues are expected to be contained within the existing storage length under Baseline plus Project conditions. The reported northbound right-turn queue length at Study Intersection #1 (West El Camino Avenue at Gateway Oaks Drive) is not expected to consistently obstruct vehicles exiting onto Gateway Oaks Drive from Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway). Observations from the site visit during the AM peak-hour showed that users are not obstructed from exiting the driveway or would use alternative driveway access points to leave the Project site.

[4] *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, ITE Journal, November 2001.

## Conclusions

Based on the analysis provided herein, the following conclusions are provided:

- The project is estimated to generate 1,368 new daily trips, 99 new AM peak-hour trips, and 114 new PM peak-hour trips.
- The study intersections are anticipated to operate between LOS A and LOS C in the Baseline scenario and LOS A and LOS C in the Baseline plus Project scenario.
- Intersection queues are projected to be contained within the available storage under both Baseline and Baseline plus Project conditions.
- The existing roadway geometry, posted speed limit, documented collision history, and peak-hour turning movements at Study Intersection #2 (West El Camino Avenue at Carl's Jr. Driveway) support the recommendation to add an eastbound right turn deceleration lane at the site access driveway.
- The low number of peak-hour movements into Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway) and lack of notable collision history does not warrant construction of a dedicated deceleration lane at this site access driveway.
- The existing roadway geometry and documented collision history at Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) supports the recommendation to extend the existing raised median located between Study Intersection #3 and Study Intersection #4 and convert to the Study Intersection #4 driveway from full-access to Right-in/Right-out (RIRO) operation. It is recommended that the Study Intersection #1 northbound left-turn storage be lengthened from 110 feet to 215 feet concurrent with the median extension to accommodate the reported queue length. An illustration of the proposed improvement is provided in **Exhibit 7**.
- The existing Minimum Require Throat Depth (MRTD) at Study Intersection #4 (Gateway Oaks Drive at Starbucks/Jamba Juice Driveway) is determined to be sufficient for the full-access driveway.
- The reported northbound right-turn queue length at Study Intersection #1 (West El Camino Avenue at Gateway Oaks Drive) is not expected to consistently obstruct vehicles exiting onto Gateway Oaks Drive from Study Intersection #3 (Gateway Oaks Drive at Gas Station Driveway). Observations from the site visit during the AM peak-hour showed that users are not obstructed from exiting the driveway or would use alternative driveway access points to leave the Project site.

## Attachments

**Exhibit 1 –** Project Vicinity Map
**Exhibit 2** – Project Site Plan
**Exhibit 3** – Project Trip Distribution
**Exhibit 4** – Project Trip Assignment
**Exhibit 5** – Baseline Peak-Hour Traffic Volumes, Traffic Control, and Lane Geometry
**Exhibit 6** – Baseline plus Project Peak-Hour Traffic Volumes, Traffic Control, and Lane Geometry
**Exhibit 7** – Proposed Study Intersection #4 Right-In/Right-Out (RIRO) Improvements

**Attachment A –** Traffic Count Data Sheets
**Attachment B –** Analysis Worksheets for Baseline Conditions
**Attachment C** – Analysis Worksheets for Baseline plus Project Conditions
**Attachment D** – Analysis Worksheets for Baseline plus Project (Improved) Conditions




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*Exhibit 1*
*Project Vicinity Map*




VICINITY MAP

NOT TO SCALE

WEST EL CAMINO AVE

INTERSTATE 5 ON RAMP SB

HOTEL SITE
(SEE HOTEL PLAN SHEET FOR DETAIL SITE PLAN)

APARTMENT SITE
(SEE APARTMENT PLAN SHEET FOR DETAIL SITE PLAN)

*Source: Tahoe Design and Engineering, December 12, 2025*

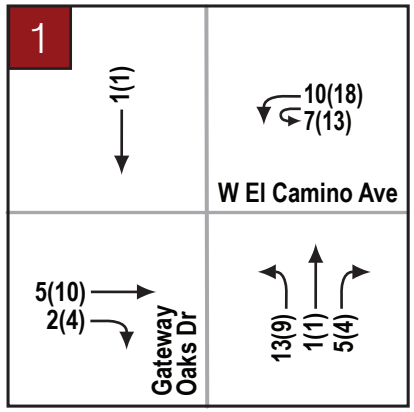
Kimley»Horn

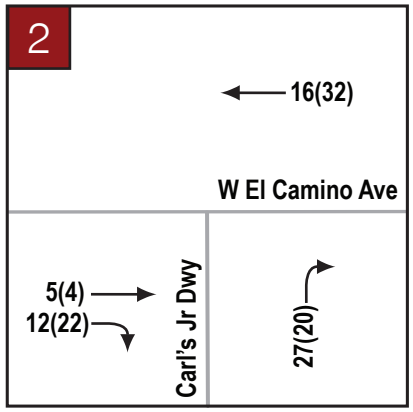
*Exhibit 2*
*Project Site Plan*

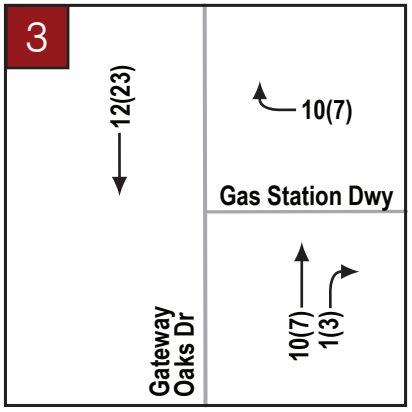


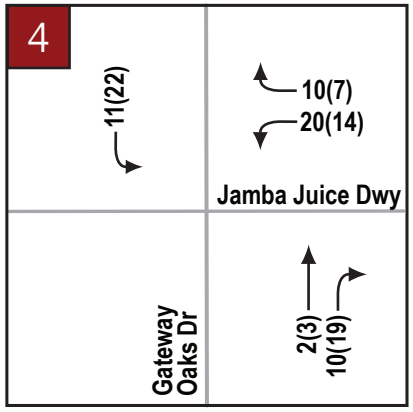

Kimley»Horn

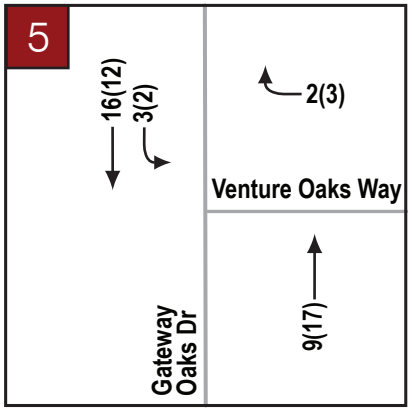
*Exhibit 3*
*Project Trip Distribution*

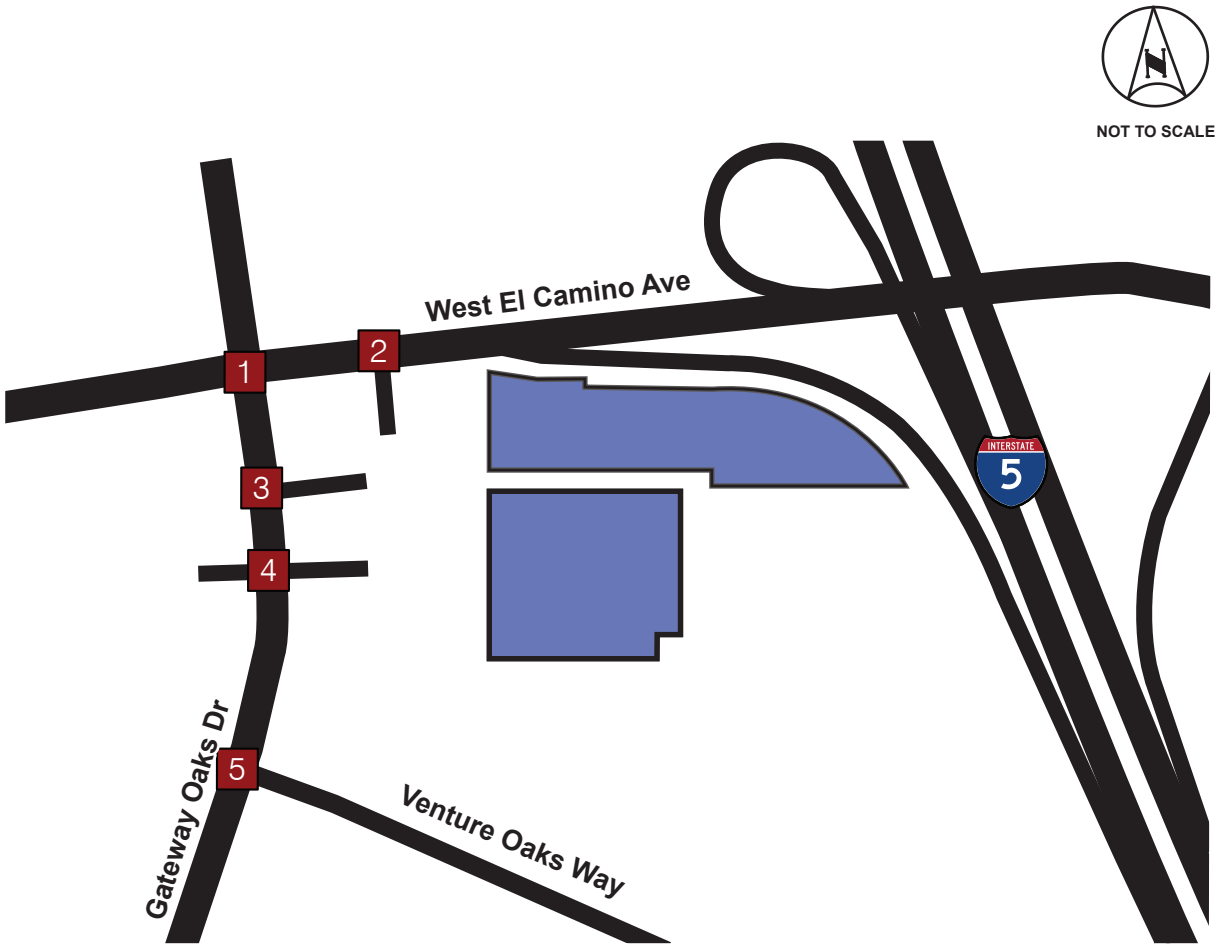


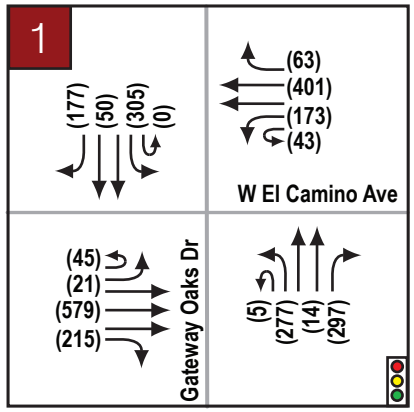



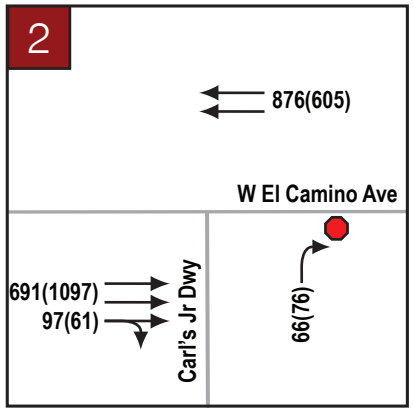

LEGEND

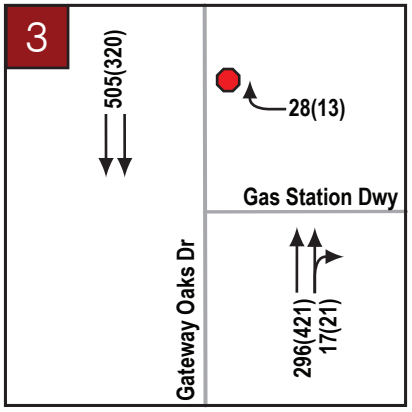
- Project Vicinity
- # Study Intersection
- XX(YY) AM(PM) Project Trip Assignment

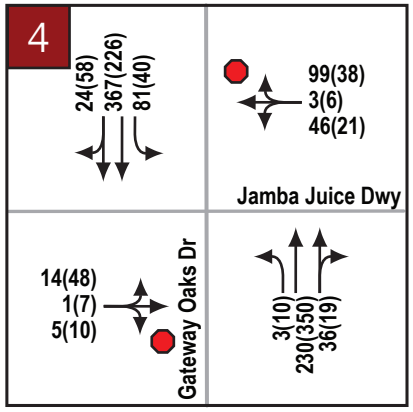
Kimley»Horn

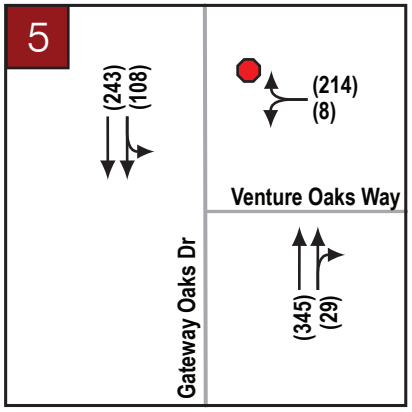
*Exhibit 4*
*Project Trip Assignment*

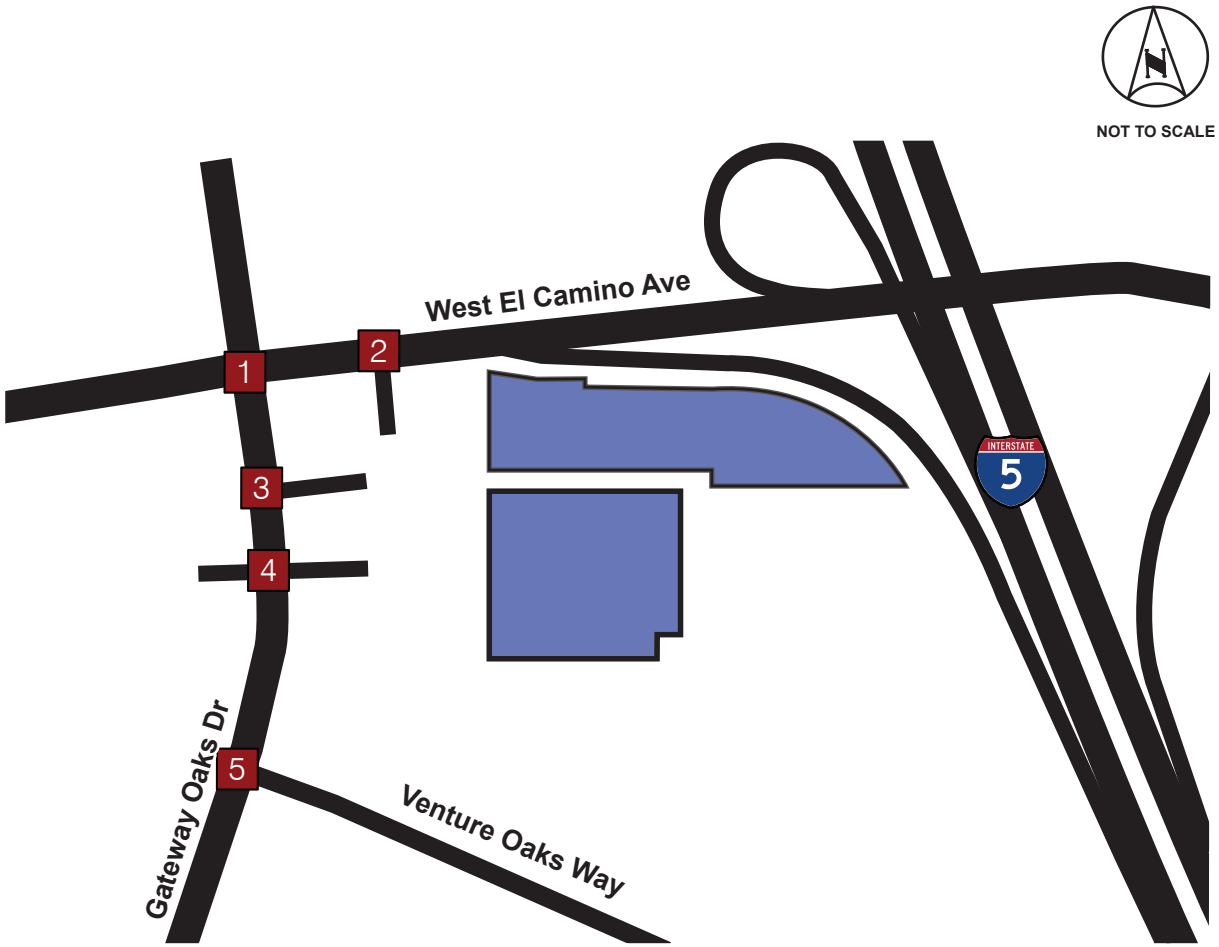


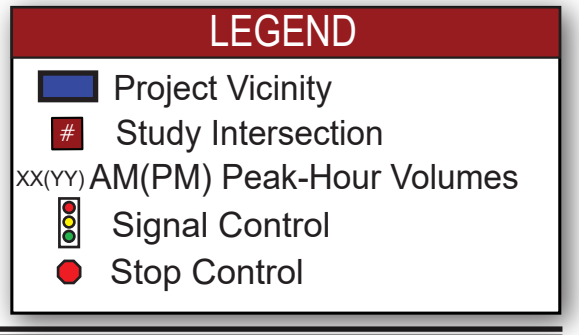




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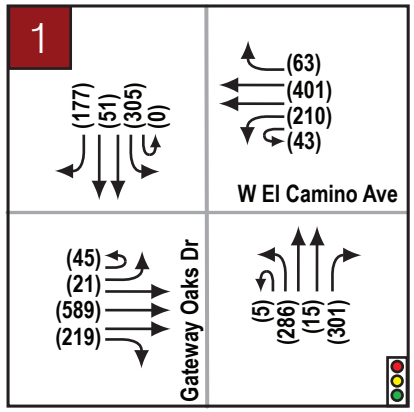
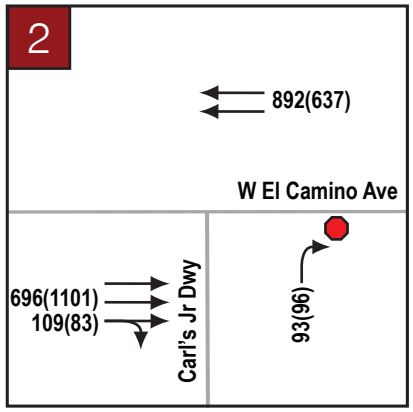
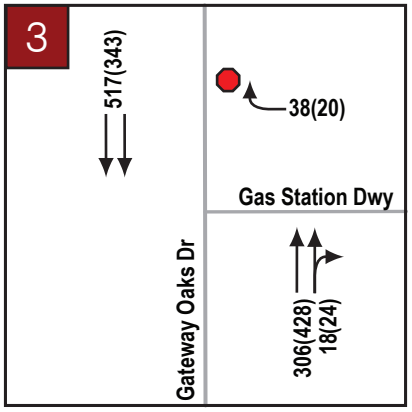
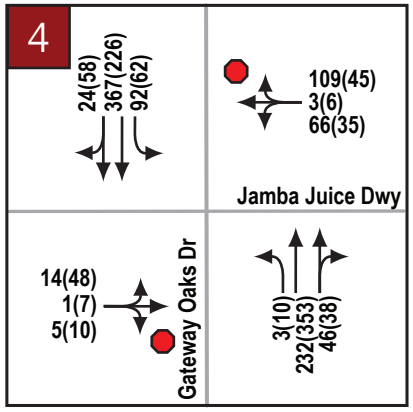
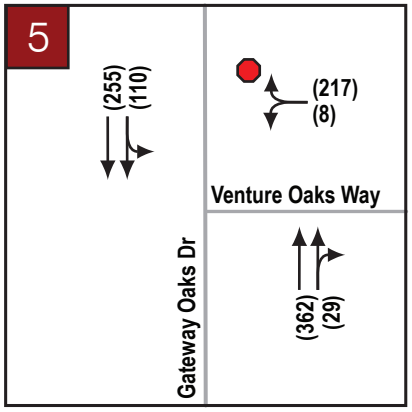
*Exhibit 5*
*Baseline Volumes, Lane Geometry, and Traffic Control*

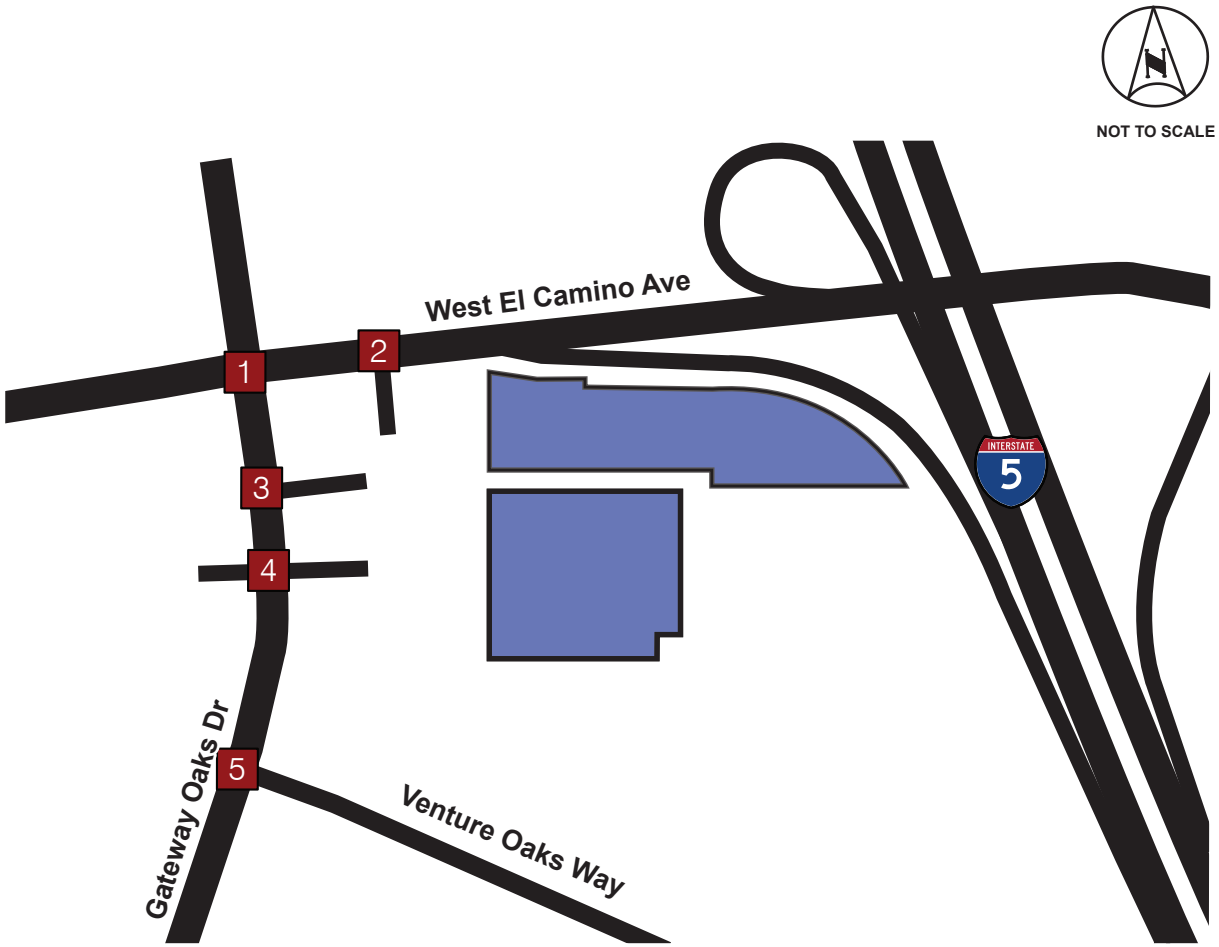


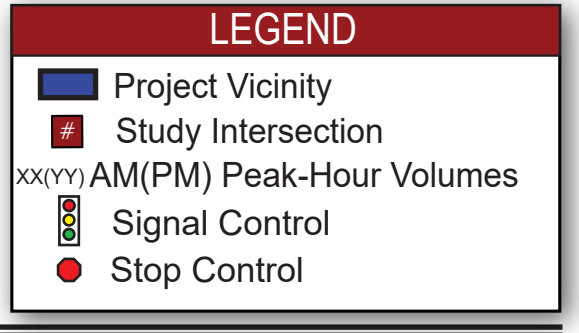



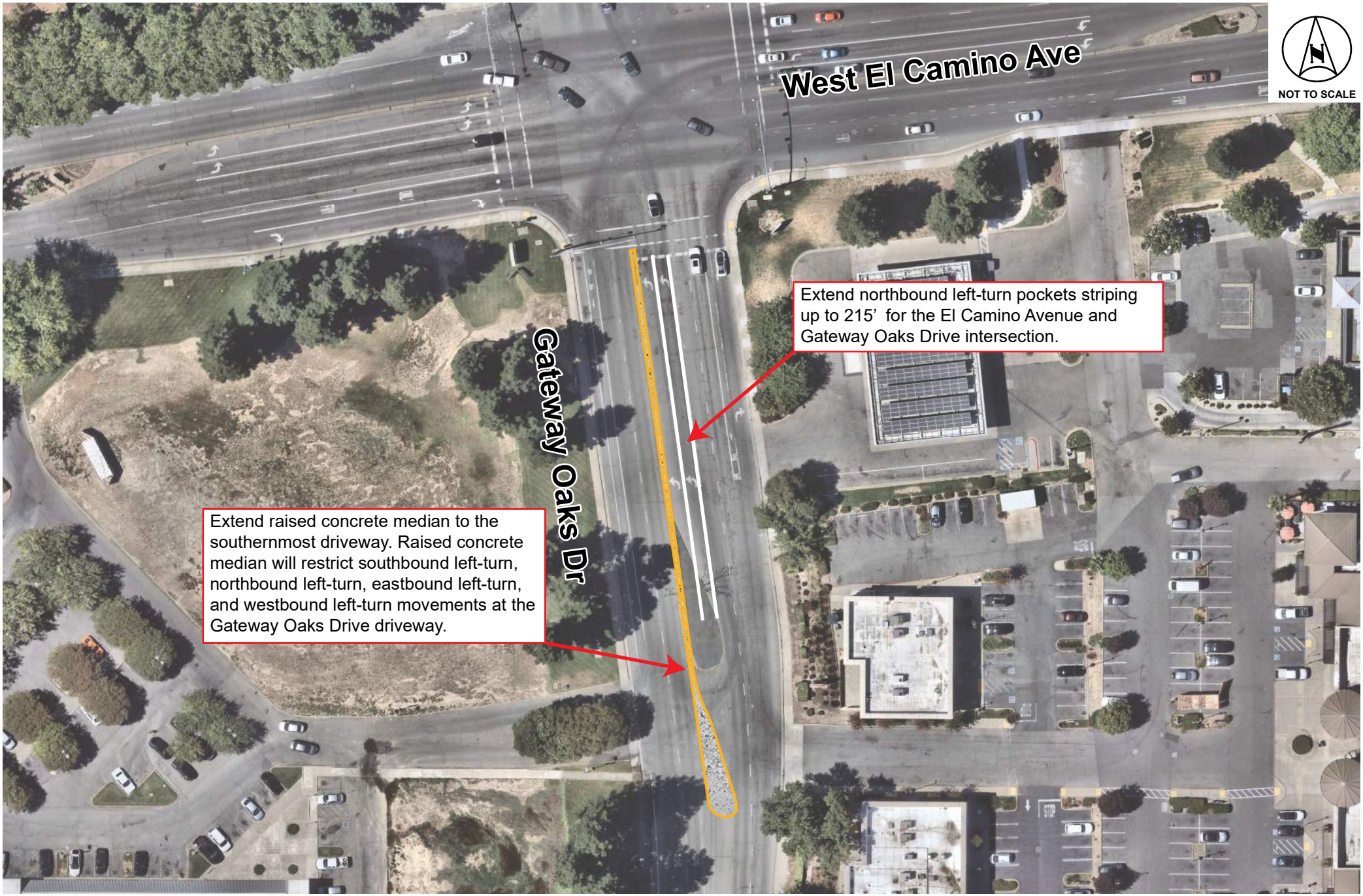




Kimley»Horn

*Exhibit 6*

*Baseline plus Project Volumes, Lane Geometry, and Traffic Control*




Kimley»Horn

*Exhibit 7*

*Proposed Study Intersection #4 Right-In/Right-Out (RIRO) Improvements*

Kimley»Horn

# Attachment A

Traffic Count Data Sheets

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Carl's Jr/Speedway Dwy & W El Camino Ave
City: Sacramento
Control: No Control

Project ID: 26-070082-001
Date: 5/14/2026

## Data - Total

| NS/EW Streets: | Carl's Jr/Speedway Dwy | | | | Carl's Jr/Speedway Dwy | | | | W El Camino Ave | | | | W El Camino Ave | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 11 | 0 | 0 | 138 | 0 | 0 | 260 |
| 7:15 AM | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 17 | 0 | 0 | 165 | 0 | 0 | 311 |
| 7:30 AM | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 19 | 0 | 0 | 210 | 0 | 0 | 381 |
| 7:45 AM | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 18 | 0 | 0 | 228 | 0 | 0 | 451 |
| 8:00 AM | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 28 | 0 | 0 | 259 | 0 | 0 | 474 |
| 8:15 AM | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 28 | 0 | 0 | 216 | 0 | 0 | 411 |
| 8:30 AM | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 23 | 0 | 0 | 173 | 0 | 0 | 394 |
| 8:45 AM | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 26 | 0 | 0 | 138 | 0 | 0 | 346 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 1197 | 170 | 0 | 0 | 1527 | 0 | 0 | 3028 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 87.56% | 12.44% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 691 | 97 | 0 | 0 | 876 | 0 | 0 | 1730 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.868 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.866 | 0.000 | 0.000 | 0.846 | 0.000 | 0.000 | 0.912 |
| | 0.868 | | | | | | | | 0.938 | | | | 0.846 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 24 | 0 | 0 | 142 | 0 | 0 | 432 |
| 4:15 PM | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 11 | 0 | 0 | 125 | 0 | 0 | 381 |
| 4:30 PM | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 305 | 13 | 0 | 0 | 146 | 0 | 0 | 474 |
| 4:45 PM | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 21 | 0 | 0 | 153 | 0 | 0 | 464 |
| 5:00 PM | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 319 | 13 | 0 | 0 | 134 | 0 | 0 | 494 |
| 5:15 PM | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 14 | 0 | 0 | 172 | 0 | 0 | 407 |
| 5:30 PM | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 18 | 0 | 0 | 160 | 0 | 0 | 387 |
| 5:45 PM | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 22 | 0 | 0 | 168 | 0 | 0 | 368 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 1927 | 136 | 0 | 0 | 1200 | 0 | 0 | 3407 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | | | | | 0.00% | 93.41% | 6.59% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 1097 | 61 | 0 | 0 | 605 | 0 | 0 | 1839 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.679 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.860 | 0.726 | 0.000 | 0.000 | 0.879 | 0.000 | 0.000 | 0.931 |
| | 0.679 | | | | | | | | 0.872 | | | | 0.879 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Gateway Oaks Dr & Speedway Dwy
City: Sacramento
Control: No Control

Project ID: 26-070082-002
Date: 5/14/2026

## Data - Total

| NS/EW Streets: | Gateway Oaks Dr | | | | Gateway Oaks Dr | | | | Speedway Dwy | | | | Speedway Dwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 64 | 3 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 135 |
| 7:15 AM | 0 | 75 | 2 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 148 |
| 7:30 AM | 0 | 87 | 12 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 202 |
| 7:45 AM | 0 | 82 | 4 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 209 |
| 8:00 AM | 0 | 71 | 4 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 210 |
| 8:15 AM | 0 | 80 | 5 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 222 |
| 8:30 AM | 0 | 63 | 4 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 205 |
| 8:45 AM | 0 | 69 | 5 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 194 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 591 | 39 | 0 | 0 | 835 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 1525 |
| APPROACH %'s : | 0.00% | 93.81% | 6.19% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 296 | 17 | 0 | 0 | 505 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 846 |
| PEAK HR FACTOR : | 0.000 | 0.902 | 0.850 | 0.000 | 0.000 | 0.971 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.700 | 0.000 | 0.953 |
| | 0.910 | | | | 0.971 | | | | | | | | 0.700 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 98 | 2 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 182 |
| 4:15 PM | 0 | 84 | 3 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 166 |
| 4:30 PM | 0 | 96 | 6 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 180 |
| 4:45 PM | 0 | 86 | 6 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 181 |
| 5:00 PM | 0 | 139 | 5 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 242 |
| 5:15 PM | 0 | 100 | 4 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 5:30 PM | 0 | 86 | 3 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 150 |
| 5:45 PM | 0 | 84 | 5 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 177 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 0 | 773 | 34 | 0 | 0 | 612 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 1450 |
| APPROACH %'s : | 0.00% | 95.79% | 4.21% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 421 | 21 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 775 |
| PEAK HR FACTOR : | 0.000 | 0.757 | 0.875 | 0.000 | 0.000 | 0.860 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 0.000 | 0.801 |
| | 0.767 | | | | 0.860 | | | | | | | | 0.650 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Gateway Oaks Dr & Residence Inn Dwy/Gateway Plaza Dwy
City: Sacramento
Control: No Control

Project ID: 26-070082-003
Date: 5/14/2026

## Data - Total

| NS/EW Streets: | Gateway Oaks Dr | | | | Gateway Oaks Dr | | | | Residence Inn Dwy/Gateway Plaza Dwy | | | | Residence Inn Dwy/Gateway Plaza Dwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 51 | 5 | 0 | 14 | 42 | 4 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 134 |
| 7:15 AM | 2 | 63 | 8 | 0 | 10 | 50 | 3 | 0 | 2 | 0 | 1 | 0 | 7 | 0 | 12 | 0 | 158 |
| 7:30 AM | 0 | 64 | 12 | 0 | 22 | 69 | 3 | 2 | 5 | 0 | 1 | 0 | 14 | 0 | 28 | 0 | 220 |
| 7:45 AM | 3 | 53 | 7 | 0 | 17 | 101 | 2 | 1 | 3 | 0 | 1 | 0 | 11 | 1 | 29 | 0 | 229 |
| 8:00 AM | 0 | 57 | 8 | 0 | 17 | 100 | 8 | 0 | 3 | 0 | 2 | 0 | 10 | 0 | 15 | 0 | 220 |
| 8:15 AM | 0 | 56 | 9 | 0 | 25 | 97 | 8 | 0 | 3 | 1 | 1 | 0 | 11 | 2 | 27 | 0 | 240 |
| 8:30 AM | 1 | 39 | 12 | 0 | 22 | 99 | 7 | 0 | 5 | 0 | 2 | 0 | 5 | 1 | 24 | 0 | 217 |
| 8:45 AM | 2 | 46 | 12 | 0 | 15 | 89 | 7 | 0 | 2 | 0 | 4 | 0 | 11 | 1 | 24 | 0 | 213 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 9 | 429 | 73 | 0 | 142 | 647 | 42 | 4 | 26 | 1 | 13 | 0 | 71 | 5 | 169 | 0 | 1631 |
| APPROACH %'s : | 1.76% | 83.95% | 14.29% | 0.00% | 17.01% | 77.49% | 5.03% | 0.48% | 65.00% | 2.50% | 32.50% | 0.00% | 28.98% | 2.04% | 68.98% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 230 | 36 | 0 | 81 | 367 | 21 | 3 | 14 | 1 | 5 | 0 | 46 | 3 | 99 | 0 | 909 |
| PEAK HR FACTOR : | 0.250 | 0.898 | 0.750 | 0.000 | 0.810 | 0.908 | 0.656 | 0.375 | 0.700 | 0.250 | 0.625 | 0.000 | 0.821 | 0.375 | 0.853 | 0.000 | 0.947 |
| | 0.885 | | | | 0.908 | | | | 0.833 | | | | 0.881 | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 70 | 9 | 0 | 10 | 62 | 6 | 2 | 16 | 0 | 1 | 0 | 5 | 1 | 11 | 0 | 196 |
| 4:15 PM | 1 | 70 | 11 | 0 | 12 | 47 | 10 | 1 | 5 | 1 | 5 | 0 | 4 | 3 | 11 | 0 | 181 |
| 4:30 PM | 3 | 84 | 5 | 0 | 8 | 55 | 15 | 0 | 11 | 1 | 3 | 0 | 3 | 2 | 8 | 0 | 198 |
| 4:45 PM | 2 | 78 | 3 | 0 | 8 | 64 | 12 | 1 | 11 | 4 | 2 | 0 | 6 | 1 | 3 | 0 | 195 |
| 5:00 PM | 2 | 110 | 5 | 0 | 15 | 63 | 11 | 4 | 13 | 1 | 1 | 0 | 6 | 1 | 15 | 0 | 247 |
| 5:15 PM | 3 | 78 | 6 | 0 | 9 | 44 | 14 | 1 | 13 | 1 | 4 | 0 | 6 | 2 | 12 | 0 | 193 |
| 5:30 PM | 0 | 71 | 3 | 0 | 6 | 39 | 10 | 0 | 13 | 2 | 2 | 0 | 7 | 1 | 6 | 0 | 160 |
| 5:45 PM | 1 | 51 | 7 | 0 | 12 | 57 | 15 | 0 | 22 | 0 | 4 | 1 | 7 | 0 | 15 | 0 | 192 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| TOTAL VOLUMES : | 15 | 612 | 49 | 0 | 80 | 431 | 93 | 9 | 104 | 10 | 22 | 1 | 44 | 11 | 81 | 0 | 1562 |
| APPROACH %'s : | 2.22% | 90.53% | 7.25% | 0.00% | 13.05% | 70.31% | 15.17% | 1.47% | 75.91% | 7.30% | 16.06% | 0.73% | 32.35% | 8.09% | 59.56% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 10 | 350 | 19 | 0 | 40 | 226 | 52 | 6 | 48 | 7 | 10 | 0 | 21 | 6 | 38 | 0 | 833 |
| PEAK HR FACTOR : | 0.833 | 0.795 | 0.792 | 0.000 | 0.667 | 0.883 | 0.867 | 0.375 | 0.923 | 0.438 | 0.625 | 0.000 | 0.875 | 0.750 | 0.633 | 0.000 | 0.843 |
| | 0.810 | | | | 0.871 | | | | 0.903 | | | | 0.739 | | | | |

# Attachment B

Analysis Worksheets for Baseline Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 691 | 97 | 0 | 876 | 0 | 66 |
| Future Vol, veh/h | 691 | 97 | 0 | 876 | 0 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 85 | 85 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 735 | 103 | 0 | 1031 | 0 | 76 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 419 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 498 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 498 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 13.52 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 498 | - | - | - |
| HCM Lane V/C Ratio | 0.152 | - | - | - |
| HCM Ctrl Dly (s/v) | 13.5 | - | - | - |
| HCM Lane LOS | B | - | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 28 | 296 | 17 | 0 | 505 |
| Future Vol, veh/h | 0 | 28 | 296 | 17 | 0 | 505 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 70 | 70 | 91 | 91 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 40 | 325 | 19 | 0 | 521 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 172 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 842 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 842 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.49 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 842 | - |
| HCM Lane V/C Ratio | - | - | 0.048 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.5 | - |
| HCM Lane LOS | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

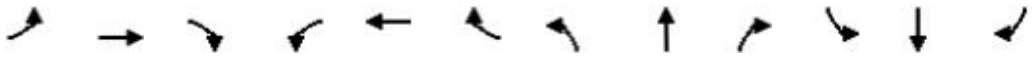
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 1 | 5 | 46 | 3 | 99 | 3 | 230 | 36 | 81 | 367 | 24 |
| Future Vol, veh/h | 14 | 1 | 5 | 46 | 3 | 99 | 3 | 230 | 36 | 81 | 367 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 25 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 88 | 88 | 88 | 88 | 88 | 88 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1 | 6 | 52 | 3 | 113 | 3 | 261 | 41 | 89 | 403 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 734 | 904 | 215 | 669 | 896 | 151 | 430 | 0 | 0 | 302 | 0 | 0 |
| Stage 1 | 595 | 595 | - | 289 | 289 | - | - | - | - | - | - | - |
| Stage 2 | 139 | 309 | - | 380 | 608 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.22 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 308 | 275 | 790 | 343 | 278 | 868 | 1126 | - | - | 1256 | - | - |
| Stage 1 | 458 | 491 | - | 695 | 672 | - | - | - | - | - | - | - |
| Stage 2 | 849 | 658 | - | 614 | 484 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 245 | 255 | 790 | 314 | 258 | 868 | 1126 | - | - | 1256 | - | - |
| Mov Cap-2 Maneuver | 245 | 255 | - | 314 | 258 | - | - | - | - | - | - | - |
| Stage 1 | 426 | 456 | - | 693 | 670 | - | - | - | - | - | - | - |
| Stage 2 | 733 | 656 | - | 564 | 450 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.18 | 14.55 | 0.09 | 1.39 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1126 | - | - | 297 | 544 | 1256 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.081 | 0.309 | 0.071 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | - | - | 18.2 | 14.6 | 8.1 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 1.3 | 0.2 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 97 | 629 | 234 | 259 | 436 | 68 | 310 | 15 | 323 | 332 | 54 | 192 |
| v/c Ratio | 0.25 | 0.51 | 0.41 | 0.46 | 0.37 | 0.11 | 0.50 | 0.03 | 0.70 | 0.52 | 0.11 | 0.51 |
| Control Delay (s/veh) | 33.5 | 24.7 | 6.3 | 30.8 | 20.3 | 3.0 | 30.3 | 29.5 | 14.9 | 30.0 | 28.9 | 10.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 33.5 | 24.7 | 6.3 | 30.8 | 20.3 | 3.0 | 30.3 | 29.5 | 14.9 | 30.0 | 28.9 | 10.4 |
| Queue Length 50th (ft) | 18 | 78 | 0 | 47 | 71 | 0 | 56 | 2 | 10 | 60 | 10 | 0 |
| Queue Length 95th (ft) | 53 | 153 | 56 | 112 | 146 | 17 | 129 | 13 | 94 | 136 | 31 | 57 |
| Internal Link Dist (ft) | | 1317 | | | 201 | | | 158 | | | 546 | |
| Turn Bay Length (ft) | 175 | | 150 | 190 | | 190 | 135 | | | 235 | | 235 |
| Base Capacity (vph) | 500 | 1990 | 762 | 974 | 1874 | 883 | 1133 | 1928 | 996 | 1185 | 1983 | 971 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.32 | 0.31 | 0.27 | 0.23 | 0.08 | 0.27 | 0.01 | 0.32 | 0.28 | 0.03 | 0.20 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 89 | 579 | 215 | 238 | 401 | 63 | 285 | 14 | 297 | 305 | 50 | 177 |
| Future Volume (veh/h) | 89 | 579 | 215 | 238 | 401 | 63 | 285 | 14 | 297 | 305 | 50 | 177 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 97 | 629 | 234 | 259 | 436 | 68 | 310 | 15 | 323 | 332 | 54 | 192 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 220 | 1175 | 365 | 387 | 989 | 441 | 449 | 862 | 384 | 475 | 888 | 396 |
| Arrive On Green | 0.06 | 0.23 | 0.23 | 0.11 | 0.28 | 0.28 | 0.13 | 0.24 | 0.24 | 0.14 | 0.25 | 0.25 |
| Sat Flow, veh/h | 3456 | 5106 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 97 | 629 | 234 | 259 | 436 | 68 | 310 | 15 | 323 | 332 | 54 | 192 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 7.0 | 8.6 | 4.7 | 6.5 | 2.1 | 5.5 | 0.2 | 12.5 | 5.9 | 0.7 | 6.7 |
| Cycle Q Clear(g_c), s | 1.8 | 7.0 | 8.6 | 4.7 | 6.5 | 2.1 | 5.5 | 0.2 | 12.5 | 5.9 | 0.7 | 6.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 220 | 1175 | 365 | 387 | 989 | 441 | 449 | 862 | 384 | 475 | 888 | 396 |
| V/C Ratio(X) | 0.44 | 0.54 | 0.64 | 0.67 | 0.44 | 0.15 | 0.69 | 0.02 | 0.84 | 0.70 | 0.06 | 0.48 |
| Avail Cap(c_a), veh/h | 507 | 2012 | 624 | 988 | 1894 | 845 | 1148 | 1949 | 869 | 1201 | 2004 | 894 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.2 | 21.9 | 22.5 | 27.6 | 19.2 | 17.6 | 26.9 | 18.7 | 23.3 | 26.6 | 18.5 | 20.7 |
| Incr Delay (d2), s/veh | 1.4 | 0.4 | 1.9 | 2.0 | 0.3 | 0.2 | 1.9 | 0.0 | 5.0 | 1.9 | 0.0 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 2.6 | 3.1 | 1.9 | 2.4 | 0.7 | 2.3 | 0.1 | 4.7 | 2.4 | 0.3 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 30.6 | 22.3 | 24.4 | 29.6 | 19.5 | 17.8 | 28.8 | 18.7 | 28.3 | 28.5 | 18.5 | 21.6 |
| LnGrp LOS | C | C | C | C | B | B | C | B | C | C | B | C |
| Approach Vol, veh/h | | 960 | | | 763 | | | 648 | | | 578 | |
| Approach Delay, s/veh | | 23.6 | | | 22.8 | | | 28.3 | | | 25.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.4 | 20.2 | 11.7 | 19.4 | 12.9 | 20.7 | 8.6 | 22.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 22.5 | 35.5 | 18.5 | 25.5 | 21.5 | 36.5 | 9.5 | 34.5 |
| Max Q Clear Time (g_c+I1), s | 7.9 | 14.5 | 6.7 | 10.6 | 7.5 | 8.7 | 3.8 | 8.5 |
| Green Ext Time (p_c), s | 1.0 | 1.1 | 0.7 | 4.3 | 0.9 | 0.9 | 0.1 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.8 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1097 | 61 | 0 | 605 | 0 | 76 |
| Future Vol, veh/h | 1097 | 61 | 0 | 605 | 0 | 76 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 87 | 87 | 88 | 88 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1261 | 70 | 0 | 688 | 0 | 112 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 666 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 345 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 345 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 20.36 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 345 | - | - | - |
| HCM Lane V/C Ratio | 0.324 | - | - | - |
| HCM Ctrl Dly (s/v) | 20.4 | - | - | - |
| HCM Lane LOS | C | - | - | - |
| HCM 95th %tile Q(veh) | 1.4 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 13 | 421 | 21 | 0 | 320 |
| Future Vol, veh/h | 0 | 13 | 421 | 21 | 0 | 320 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 65 | 65 | 77 | 77 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 20 | 547 | 27 | 0 | 372 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 287 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 710 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 710 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.22 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 710 | - |
| HCM Lane V/C Ratio | - | - | 0.028 | - |
| HCM Ctrl Dly (s/v) | - | - | 10.2 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 7 | 10 | 21 | 6 | 38 | 10 | 350 | 19 | 40 | 226 | 58 |
| Future Vol, veh/h | 48 | 7 | 10 | 21 | 6 | 38 | 10 | 350 | 19 | 40 | 226 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 30 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 74 | 74 | 74 | 81 | 81 | 81 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 53 | 8 | 11 | 28 | 8 | 51 | 12 | 432 | 23 | 46 | 260 | 67 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 630 | 865 | 163 | 694 | 887 | 228 | 326 | 0 | 0 | 456 | 0 | 0 |
| Stage 1 | 385 | 385 | - | 469 | 469 | - | - | - | - | - | - | - |
| Stage 2 | 245 | 480 | - | 226 | 418 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.22 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 366 | 290 | 853 | 329 | 282 | 775 | 1230 | - | - | 1102 | - | - |
| Stage 1 | 610 | 609 | - | 544 | 559 | - | - | - | - | - | - | - |
| Stage 2 | 737 | 553 | - | 756 | 589 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 315 | 275 | 853 | 300 | 267 | 775 | 1230 | - | - | 1102 | - | - |
| Mov Cap-2 Maneuver | 315 | 275 | - | 300 | 267 | - | - | - | - | - | - | - |
| Stage 1 | 584 | 584 | - | 539 | 554 | - | - | - | - | - | - | - |
| Stage 2 | 671 | 547 | - | 706 | 564 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.28 | 14.68 | 0.21 | 1.04 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1230 | - | - | 343 | 459 | 1102 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.211 | 0.191 | 0.042 | - | - |
| HCM Ctrl Dly (s/v) | 8 | - | - | 18.3 | 14.7 | 8.4 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | 0.7 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 214 | 345 | 29 | 108 | 243 |
| Future Vol, veh/h | 8 | 214 | 345 | 29 | 108 | 243 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 233 | 375 | 32 | 117 | 264 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 758 | 203 | 0 | 0 | 407 | 0 |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 367 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 343 | 804 | - | - | 1149 | - |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 671 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 305 | 804 | - | - | 1149 | - |
| Mov Cap-2 Maneuver | 305 | - | - | - | - | - |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 597 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.94 | 0 | 2.96 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 759 | 1064 | - |
| HCM Lane V/C Ratio | - | - | 0.318 | 0.102 | - |
| HCM Ctrl Dly (s/v) | - | - | 11.9 | 8.5 | 0.5 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 0.3 | - |

Kimley»Horn

# Attachment C

Analysis Worksheets for Baseline plus Project Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 696 | 109 | 0 | 892 | 0 | 92 |
| Future Vol, veh/h | 696 | 109 | 0 | 892 | 0 | 92 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 85 | 85 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 740 | 116 | 0 | 1049 | 0 | 106 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 428 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 491 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 491 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 14.32 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 491 | - | - | - |
| HCM Lane V/C Ratio | 0.215 | - | - | - |
| HCM Ctrl Dly (s/v) | 14.3 | - | - | - |
| HCM Lane LOS | B | - | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 38 | 306 | 18 | 0 | 517 |
| Future Vol, veh/h | 0 | 38 | 306 | 18 | 0 | 517 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 70 | 70 | 91 | 91 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 54 | 336 | 20 | 0 | 533 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 178 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 834 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 834 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.62 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 834 | - |
| HCM Lane V/C Ratio | - | - | 0.065 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.6 | - |
| HCM Lane LOS | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - |

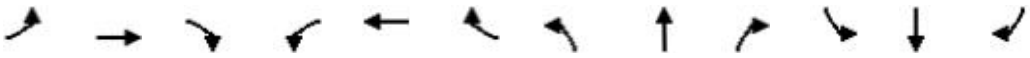
| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 1 | 5 | 66 | 4 | 109 | 3 | 232 | 46 | 92 | 367 | 24 |
| Future Vol, veh/h | 14 | 1 | 5 | 66 | 4 | 109 | 3 | 232 | 46 | 92 | 367 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 30 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 88 | 88 | 88 | 88 | 88 | 88 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1 | 6 | 75 | 5 | 124 | 3 | 264 | 52 | 101 | 403 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 760 | 941 | 215 | 701 | 928 | 158 | 430 | 0 | 0 | 316 | 0 | 0 |
| Stage 1 | 619 | 619 | - | 297 | 297 | - | - | - | - | - | - | - |
| Stage 2 | 141 | 323 | - | 404 | 632 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.22 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 295 | 262 | 790 | 325 | 266 | 859 | 1126 | - | - | 1241 | - | - |
| Stage 1 | 443 | 479 | - | 687 | 666 | - | - | - | - | - | - | - |
| Stage 2 | 848 | 649 | - | 594 | 472 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 227 | 240 | 790 | 294 | 244 | 859 | 1126 | - | - | 1241 | - | - |
| Mov Cap-2 Maneuver | 227 | 240 | - | 294 | 244 | - | - | - | - | - | - | - |
| Stage 1 | 407 | 440 | - | 685 | 664 | - | - | - | - | - | - | - |
| Stage 2 | 718 | 647 | - | 540 | 434 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.2 | 17.58 | 0.09 | 1.55 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1126 | - | - | 278 | 487 | 1241 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.087 | 0.418 | 0.081 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | - | - | 19.2 | 17.6 | 8.2 | - | - |
| HCM Lane LOS | A | - | - | C | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 2 | 0.3 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 97 | 640 | 238 | 299 | 436 | 68 | 320 | 16 | 327 | 332 | 55 | 192 |
| v/c Ratio | 0.28 | 0.52 | 0.42 | 0.51 | 0.35 | 0.11 | 0.52 | 0.03 | 0.73 | 0.53 | 0.11 | 0.49 |
| Control Delay (s/veh) | 36.5 | 26.2 | 6.6 | 32.1 | 20.0 | 2.8 | 31.7 | 29.4 | 17.6 | 31.6 | 29.2 | 9.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 36.5 | 26.2 | 6.6 | 32.1 | 20.0 | 2.8 | 31.7 | 29.4 | 17.6 | 31.6 | 29.2 | 9.9 |
| Queue Length 50th (ft) | 19 | 85 | 0 | 59 | 75 | 0 | 63 | 3 | 22 | 65 | 11 | 0 |
| Queue Length 95th (ft) | 55 | 161 | 58 | 129 | 145 | 17 | 136 | 13 | 116 | 140 | 31 | 57 |
| Internal Link Dist (ft) | | 1317 | | | 201 | | | 158 | | | 546 | |
| Turn Bay Length (ft) | 175 | | 150 | 190 | | 190 | 135 | | | 235 | | 235 |
| Base Capacity (vph) | 380 | 1843 | 725 | 838 | 1753 | 832 | 1041 | 2068 | 1037 | 1091 | 2120 | 1025 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.35 | 0.33 | 0.36 | 0.25 | 0.08 | 0.31 | 0.01 | 0.32 | 0.30 | 0.03 | 0.19 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 89 | 589 | 219 | 275 | 401 | 63 | 294 | 15 | 301 | 305 | 51 | 177 |
| Future Volume (veh/h) | 89 | 589 | 219 | 275 | 401 | 63 | 294 | 15 | 301 | 305 | 51 | 177 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 97 | 640 | 238 | 299 | 436 | 68 | 320 | 16 | 327 | 332 | 55 | 192 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 216 | 1165 | 362 | 424 | 1025 | 457 | 454 | 868 | 387 | 469 | 883 | 394 |
| Arrive On Green | 0.06 | 0.23 | 0.23 | 0.12 | 0.29 | 0.29 | 0.13 | 0.24 | 0.24 | 0.14 | 0.25 | 0.25 |
| Sat Flow, veh/h | 3456 | 5106 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 97 | 640 | 238 | 299 | 436 | 68 | 320 | 16 | 327 | 332 | 55 | 192 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 7.4 | 9.1 | 5.6 | 6.7 | 2.1 | 5.9 | 0.2 | 13.1 | 6.1 | 0.8 | 6.9 |
| Cycle Q Clear(g_c), s | 1.8 | 7.4 | 9.1 | 5.6 | 6.7 | 2.1 | 5.9 | 0.2 | 13.1 | 6.1 | 0.8 | 6.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 216 | 1165 | 362 | 424 | 1025 | 457 | 454 | 868 | 387 | 469 | 883 | 394 |
| V/C Ratio(X) | 0.45 | 0.55 | 0.66 | 0.71 | 0.43 | 0.15 | 0.70 | 0.02 | 0.84 | 0.71 | 0.06 | 0.49 |
| Avail Cap(c_a), veh/h | 388 | 1871 | 581 | 853 | 1781 | 794 | 1060 | 2099 | 936 | 1111 | 2153 | 960 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.2 | 22.8 | 23.4 | 28.2 | 19.3 | 17.7 | 27.8 | 19.2 | 24.1 | 27.6 | 19.2 | 21.5 |
| Incr Delay (d2), s/veh | 1.5 | 0.4 | 2.0 | 2.2 | 0.3 | 0.1 | 2.0 | 0.0 | 5.1 | 2.0 | 0.0 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 2.7 | 3.3 | 2.2 | 2.5 | 0.7 | 2.4 | 0.1 | 5.0 | 2.5 | 0.3 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.7 | 23.2 | 25.5 | 30.3 | 19.6 | 17.8 | 29.8 | 19.2 | 29.1 | 29.6 | 19.2 | 22.4 |
| LnGrp LOS | C | C | C | C | B | B | C | B | C | C | B | C |
| Approach Vol, veh/h | | 975 | | | 803 | | | 663 | | | 579 | |
| Approach Delay, s/veh | | 24.6 | | | 23.4 | | | 29.2 | | | 26.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 20.8 | 12.7 | 19.8 | 13.3 | 21.1 | 8.7 | 23.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.5 | 39.5 | 16.5 | 24.5 | 20.5 | 40.5 | 7.5 | 33.5 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 15.1 | 7.6 | 11.1 | 7.9 | 8.9 | 3.8 | 8.7 |
| Green Ext Time (p_c), s | 1.0 | 1.2 | 0.7 | 4.1 | 0.9 | 1.0 | 0.1 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.6 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1101 | 83 | 0 | 637 | 0 | 96 |
| Future Vol, veh/h | 1101 | 83 | 0 | 637 | 0 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 87 | 87 | 88 | 88 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1266 | 95 | 0 | 724 | 0 | 141 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 680 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 337 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 337 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 23.15 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 337 | - | - | - |
| HCM Lane V/C Ratio | 0.419 | - | - | - |
| HCM Ctrl Dly (s/v) | 23.2 | - | - | - |
| HCM Lane LOS | C | - | - | - |
| HCM 95th %tile Q(veh) | 2 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 428 | 24 | 0 | 343 |
| Future Vol, veh/h | 0 | 20 | 428 | 24 | 0 | 343 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 65 | 65 | 77 | 77 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 31 | 556 | 31 | 0 | 399 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 294 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 703 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 703 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.36 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 703 | - |
| HCM Lane V/C Ratio | - | - | 0.044 | - |
| HCM Ctrl Dly (s/v) | - | - | 10.4 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 7 | 10 | 35 | 6 | 45 | 10 | 353 | 38 | 62 | 226 | 58 |
| Future Vol, veh/h | 48 | 7 | 10 | 35 | 6 | 45 | 10 | 353 | 38 | 62 | 226 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | 30 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 74 | 74 | 74 | 81 | 81 | 81 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 53 | 8 | 11 | 47 | 8 | 61 | 12 | 436 | 47 | 71 | 260 | 67 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 682 | 943 | 163 | 760 | 953 | 241 | 326 | 0 | 0 | 483 | 0 | 0 |
| Stage 1 | 436 | 436 | - | 484 | 484 | - | - | - | - | - | - | - |
| Stage 2 | 247 | 507 | - | 276 | 469 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | 5.54 | - | 6.54 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 | 2.22 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 336 | 261 | 853 | 295 | 258 | 760 | 1230 | - | - | 1076 | - | - |
| Stage 1 | 569 | 578 | - | 533 | 550 | - | - | - | - | - | - | - |
| Stage 2 | 735 | 537 | - | 706 | 559 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 280 | 241 | 853 | 261 | 238 | 760 | 1230 | - | - | 1076 | - | - |
| Mov Cap-2 Maneuver | 280 | 241 | - | 442 | 408 | - | - | - | - | - | - | - |
| Stage 1 | 532 | 540 | - | 528 | 545 | - | - | - | - | - | - | - |
| Stage 2 | 660 | 532 | - | 642 | 522 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.32 | 13.08 | 0.2 | 1.54 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1230 | - | - | 307 | 561 | 1076 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.236 | 0.207 | 0.066 | - | - |
| HCM Ctrl Dly (s/v) | 8 | - | - | 20.3 | 13.1 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.9 | 0.8 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 217 | 362 | 29 | 110 | 255 |
| Future Vol, veh/h | 8 | 217 | 362 | 29 | 110 | 255 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 236 | 393 | 32 | 120 | 277 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 787 | 213 | 0 | 0 | 425 | 0 |
| Stage 1 | 409 | - | - | - | - | - |
| Stage 2 | 378 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 329 | 793 | - | - | 1131 | - |
| Stage 1 | 639 | - | - | - | - | - |
| Stage 2 | 663 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 291 | 793 | - | - | 1131 | - |
| Mov Cap-2 Maneuver | 291 | - | - | - | - | - |
| Stage 1 | 639 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.15 | 0 | 2.95 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 747 | 1044 | - |
| HCM Lane V/C Ratio | - | - | 0.327 | 0.106 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.1 | 8.6 | 0.5 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 0.4 | - |

# Attachment D

Analysis Worksheets for Baseline plus Project (Improved) Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 696 | 118 | 0 | 892 | 0 | 92 |
| Future Vol, veh/h | 696 | 118 | 0 | 892 | 0 | 92 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 85 | 85 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 740 | 126 | 0 | 1049 | 0 | 106 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 433 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 488 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 488 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 14.41 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 488 | - | - | - |
| HCM Lane V/C Ratio | 0.217 | - | - | - |
| HCM Ctrl Dly (s/v) | 14.4 | - | - | - |
| HCM Lane LOS | B | - | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 38 | 306 | 19 | 0 | 507 |
| Future Vol, veh/h | 0 | 38 | 306 | 19 | 0 | 507 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 70 | 70 | 91 | 91 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 54 | 336 | 21 | 0 | 523 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 179 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 834 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 834 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.62 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 834 | - |
| HCM Lane V/C Ratio | - | - | 0.065 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.6 | - |
| HCM Lane LOS | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - |

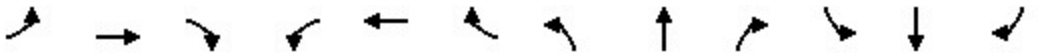
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 20 | 0 | 0 | 109 | 0 | 232 | 46 | 0 | 367 | 24 |
| Future Vol, veh/h | 0 | 0 | 20 | 0 | 0 | 109 | 0 | 232 | 46 | 0 | 367 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 88 | 88 | 88 | 88 | 88 | 88 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 24 | 0 | 0 | 124 | 0 | 264 | 52 | 0 | 403 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 215 | - | - | 158 | - | 0 | 0 | - | - | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 6.94 | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.32 | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 790 | 0 | 0 | 859 | 0 | - | - | 0 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | - | 790 | - | - | 859 | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

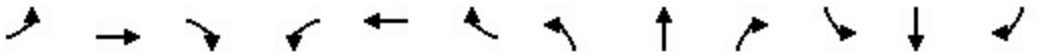
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.7 | 9.89 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 790 | 859 | - | - |
| HCM Lane V/C Ratio | - | - | 0.031 | 0.144 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 9.7 | 9.9 | - | - |
| HCM Lane LOS | - | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.5 | - | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 97 | 640 | 237 | 311 | 436 | 68 | 395 | 16 | 327 | 333 | 54 | 192 |
| v/c Ratio | 0.28 | 0.53 | 0.42 | 0.52 | 0.35 | 0.11 | 0.57 | 0.03 | 0.71 | 0.54 | 0.12 | 0.52 |
| Control Delay (s/veh) | 36.9 | 26.5 | 6.6 | 32.5 | 20.2 | 2.8 | 31.2 | 29.5 | 17.1 | 32.0 | 31.2 | 11.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 36.9 | 26.5 | 6.6 | 32.5 | 20.2 | 2.8 | 31.2 | 29.5 | 17.1 | 32.0 | 31.2 | 11.2 |
| Queue Length 50th (ft) | 20 | 86 | 0 | 62 | 75 | 0 | 78 | 3 | 23 | 66 | 11 | 0 |
| Queue Length 95th (ft) | 55 | 162 | 58 | 135 | 145 | 17 | 160 | 13 | 117 | 140 | 32 | 59 |
| Internal Link Dist (ft) | | 1317 | | | 201 | | | 158 | | | 546 | |
| Turn Bay Length (ft) | 175 | | 150 | 190 | | 190 | 135 | | | 235 | | 235 |
| Base Capacity (vph) | 373 | 1808 | 715 | 822 | 1720 | 818 | 1021 | 2029 | 1022 | 1071 | 2080 | 1009 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.35 | 0.33 | 0.38 | 0.25 | 0.08 | 0.39 | 0.01 | 0.32 | 0.31 | 0.03 | 0.19 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 89 | 589 | 218 | 286 | 401 | 63 | 363 | 15 | 301 | 306 | 50 | 177 |
| Future Volume (veh/h) | 89 | 589 | 218 | 286 | 401 | 63 | 363 | 15 | 301 | 306 | 50 | 177 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 97 | 640 | 237 | 311 | 436 | 68 | 395 | 16 | 327 | 333 | 54 | 192 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 215 | 1158 | 360 | 436 | 1033 | 461 | 535 | 867 | 387 | 469 | 800 | 357 |
| Arrive On Green | 0.06 | 0.23 | 0.23 | 0.13 | 0.29 | 0.29 | 0.15 | 0.24 | 0.24 | 0.14 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3456 | 5106 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 97 | 640 | 237 | 311 | 436 | 68 | 395 | 16 | 327 | 333 | 54 | 192 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1702 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 7.5 | 9.2 | 5.8 | 6.7 | 2.1 | 7.3 | 0.2 | 13.2 | 6.2 | 0.8 | 7.2 |
| Cycle Q Clear(g_c), s | 1.8 | 7.5 | 9.2 | 5.8 | 6.7 | 2.1 | 7.3 | 0.2 | 13.2 | 6.2 | 0.8 | 7.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 215 | 1158 | 360 | 436 | 1033 | 461 | 535 | 867 | 387 | 469 | 800 | 357 |
| V/C Ratio(X) | 0.45 | 0.55 | 0.66 | 0.71 | 0.42 | 0.15 | 0.74 | 0.02 | 0.85 | 0.71 | 0.07 | 0.54 |
| Avail Cap(c_a), veh/h | 385 | 1857 | 577 | 847 | 1768 | 788 | 1052 | 2084 | 930 | 1103 | 2137 | 953 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.5 | 23.0 | 23.7 | 28.3 | 19.3 | 17.7 | 27.2 | 19.3 | 24.2 | 27.8 | 20.5 | 23.0 |
| Incr Delay (d2), s/veh | 1.5 | 0.4 | 2.1 | 2.2 | 0.3 | 0.1 | 2.0 | 0.0 | 5.1 | 2.0 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 2.8 | 3.3 | 2.4 | 2.5 | 0.7 | 3.0 | 0.1 | 5.0 | 2.5 | 0.3 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 32.0 | 23.4 | 25.7 | 30.5 | 19.6 | 17.8 | 29.2 | 19.3 | 29.4 | 29.8 | 20.6 | 24.3 |
| LnGrp LOS | C | C | C | C | B | B | C | B | C | C | C | C |
| Approach Vol, veh/h | | 974 | | | 815 | | | 738 | | | 579 | |
| Approach Delay, s/veh | | 24.8 | | | 23.6 | | | 29.1 | | | 27.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 20.9 | 13.0 | 19.8 | 14.9 | 19.7 | 8.7 | 24.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.5 | 39.5 | 16.5 | 24.5 | 20.5 | 40.5 | 7.5 | 33.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 15.2 | 7.8 | 11.2 | 9.3 | 9.2 | 3.8 | 8.7 |
| Green Ext Time (p_c), s | 1.0 | 1.2 | 0.7 | 4.1 | 1.1 | 1.0 | 0.1 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.9 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1101 | 148 | 0 | 637 | 0 | 96 |
| Future Vol, veh/h | 1101 | 148 | 0 | 637 | 0 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 87 | 87 | 88 | 88 | 70 | 70 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1266 | 170 | 0 | 724 | 0 | 137 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | - | 718 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.92 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 319 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 319 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 24.56 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 319 | - | - | - |
| HCM Lane V/C Ratio | 0.43 | - | - | - |
| HCM Ctrl Dly (s/v) | 24.6 | - | - | - |
| HCM Lane LOS | C | - | - | - |
| HCM 95th %tile Q(veh) | 2.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 428 | 24 | 0 | 325 |
| Future Vol, veh/h | 0 | 20 | 428 | 24 | 0 | 325 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 70 | 70 | 77 | 77 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 29 | 556 | 31 | 0 | 378 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 294 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 703 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 703 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.34 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 703 | - |
| HCM Lane V/C Ratio | - | - | 0.041 | - |
| HCM Ctrl Dly (s/v) | - | - | 10.3 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 133 | 0 | 353 | 38 | 0 | 226 | 58 |
| Future Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 133 | 0 | 353 | 38 | 0 | 226 | 58 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 2 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 74 | 74 | 74 | 81 | 81 | 81 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 72 | 0 | 0 | 180 | 0 | 436 | 47 | 0 | 260 | 67 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 163 | - | - | 241 | - | 0 | 0 | - | - | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 6.94 | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.32 | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 853 | 0 | 0 | 760 | 0 | - | - | 0 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | - | 853 | - | - | 760 | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.61 | 11.2 | 0 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 853 | 760 | - | - |
| HCM Lane V/C Ratio | - | - | 0.085 | 0.237 | - | - |
| HCM Ctrl Dly (s/v) | - | - | 9.6 | 11.2 | - | - |
| HCM Lane LOS | - | - | A | B | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.9 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 217 | 362 | 29 | 110 | 255 |
| Future Vol, veh/h | 8 | 217 | 362 | 29 | 110 | 255 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 236 | 393 | 32 | 120 | 277 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 787 | 213 | 0 | 0 | 425 | 0 |
| Stage 1 | 409 | - | - | - | - | - |
| Stage 2 | 378 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 329 | 793 | - | - | 1131 | - |
| Stage 1 | 639 | - | - | - | - | - |
| Stage 2 | 663 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 291 | 793 | - | - | 1131 | - |
| Mov Cap-2 Maneuver | 291 | - | - | - | - | - |
| Stage 1 | 639 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.15 | 0 | 2.95 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 747 | 1044 | - |
| HCM Lane V/C Ratio | - | - | 0.327 | 0.106 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.1 | 8.6 | 0.5 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 0.4 | - |