City of
SACRAMENTO
Community Development

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/dsd

DRAFT

MITIGATED NEGATIVE DECLARATION

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

Quick Quack Car WSH, 3815 Florin Road (P18-012): The proposed project site consists of approximately 4.80 acres located northwest of the Florin Road/Franklin Road intersection in the City of Sacramento, California. The project site includes a portion of a parcel located adjacent to the Florin Road/Franklin Boulevard intersection (APN 041-0120-004), as well as approximately 4.30 acres of a larger 14.21-acre parcel (APN 041-0120-022). The project site is bordered by Florin Road to the south and Franklin Boulevard to the east.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

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

By: _____

Dated: May 21, 2019

Quick Quack Carwash

3815 Florin Road, Sacramento

P18-012

Initial Study/Mitigated Negative Declaration

PREPARED FOR THE
CITY OF SACRAMENTO

PREPARED BY RANEY PLANNING & MANAGEMENT, INC.
SACRAMENTO, CALIFORNIA

MAY 2019

QUICK QUACK CAR WASH
3815 FLORIN ROAD, SACRAMENTO

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

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

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

REFERENCES CITED: Identifies source materials that were consulted in the preparation of the IS/MND.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the IS/MND.

SECTION I - BACKGROUND

Project Name and File Number:	Quick Quack Carwash (P18-012)
Project Location:	3815 Florin Road; Northwest of Florin Road/Franklin Boulevard Intersection Sacramento, CA 95823 Assessor's Parcel Number (APN) 041-0120-004, -022
Project Applicant:	Efrain Corona Quick Quack Development, LLC 1380 Lead Hill Boulevard, #260 Roseville, CA 95661 (916) 846-2100
Project Planner:	Angel Anguiano, Junior Planner (916) 808-5519 aanguiano@cityofsacramento.org
Environmental Planner:	Tom Buford, Principal Planner (916) 808-7931 tbuford@cityofsacramento.org
Date Initial Study Completed:	May 2019

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

The City has prepared the attached IS/MND to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance (see CEQA Guidelines Sections 15177 and 15178). The initial study identifies new significant effects as well as mitigation measures that would reduce each such effect to a less-than-significant level. A Mitigated Negative Declaration is the appropriate CEQA document (CEQA Guidelines Section 15378(b)).

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable General Plan policies that reduce the environmental effects of development that may occur consistent with the 2035 General Plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available on the City's website at:

http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan

The analysis contained in this IS/MND incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, and on the City's web site at:

http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

All technical environmental studies utilized in preparation of this IS/MND are available for review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, California.

The City will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the City's intention to adopt the Mitigated Negative Declaration, and provides dates for public comment. The NOA/NOI will be available on the City's web site set forth above.

Please send written responses to:

Tom Buford, Principal Planner
Community Development Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-7931
tbuford@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Introduction

This section of the IS/MND provides a description of the Quick Quack Carwash Project (proposed project) and includes location, existing conditions, surrounding land uses, and project components.

Project Location

The proposed project site consists of approximately 4.80 acres located northwest of the Florin Road/Franklin Road intersection in the City of Sacramento, California (see Figure 1, Project Location, and Figure 2, Aerial Vicinity Map). The project site includes a portion of a parcel located adjacent to the Florin Road/Franklin Boulevard intersection (APN 041-0120-004), as well as approximately 4.30 acres of a larger 14.21-acre parcel (APN 041-0120-022). The project site is bordered by Florin Road to the south and Franklin Boulevard to the east.

Existing Conditions and Surrounding Land Uses

The proposed project site is developed with a deteriorating asphalt parking lot. A total of six ornamental shade trees are scattered throughout the site. In addition, the site includes two former building pad areas which currently consist of ruderal vegetation. Sidewalks and empty planter strips are located along the site frontage along Florin Road. The site is designated Urban Center Low per the City's 2035 General Plan and is zoned General Commercial (C-2).

North of the 4.80-acre project site, the remainder of the 14.21-acre subject parcel consists of unused asphalt parking areas and building pads associated with previous development. A Food Maxx store is located south of the project site, across Florin Road. The westernmost portion of the project site includes a 40-foot-wide drive aisle associated with the neighboring commercial uses. The drive aisle is subject to an access and utility easement and is separated from the remainder of the project site by a row of shrubs.

Project Components

The proposed project would include a Tentative Parcel Map to create four separate parcels (Parcels 2, 3, 4, and 5) within 4.30 acres of a larger 14.21-acre parcel, leaving a 9.91-acre remainder parcel (Parcel 1). Parcel 4, at the southwestern portion of the 4.30-acre area, would include 1.665 acres (approximately 72,536 square feet [sf]) (see Figure 3). Parcel 2, located north of Parcel 4, would include 0.973-acre (42,386 sf). Parcel 3, located east of Parcels 4 and 2, would include 0.959-acre (41,764 sf). Approximately 0.69-acre (30,056 sf) of the 4.30-acre area (Parcel 5) would be sold to the current owner of the neighboring undeveloped parcel adjacent to the Florin Road/Franklin Boulevard intersection (APN 041-0120-004), which is currently planned for development with a 7-11 convenience store and a gas station. In total, the 7-11 development area would include 0.945-acre.

Parcels 2, 3, and 4 to be created by the Tentative Parcel Map would be developed in two phases. The following provides an overview of the components of the proposed project, including proposed site improvements per phase, site access and circulation, proposed operations, utility improvements, and required project approvals.

Figure 1
Project Location

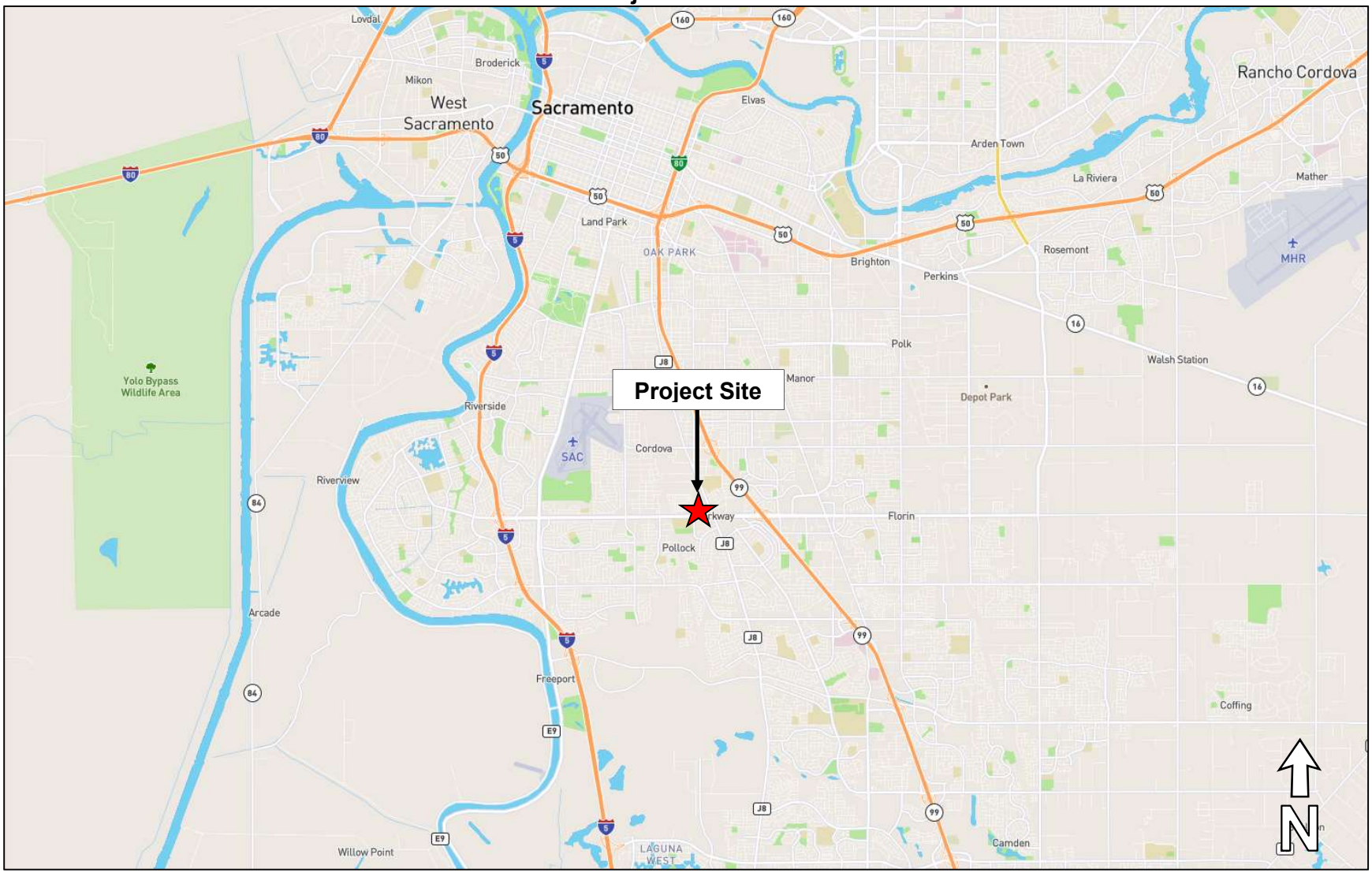
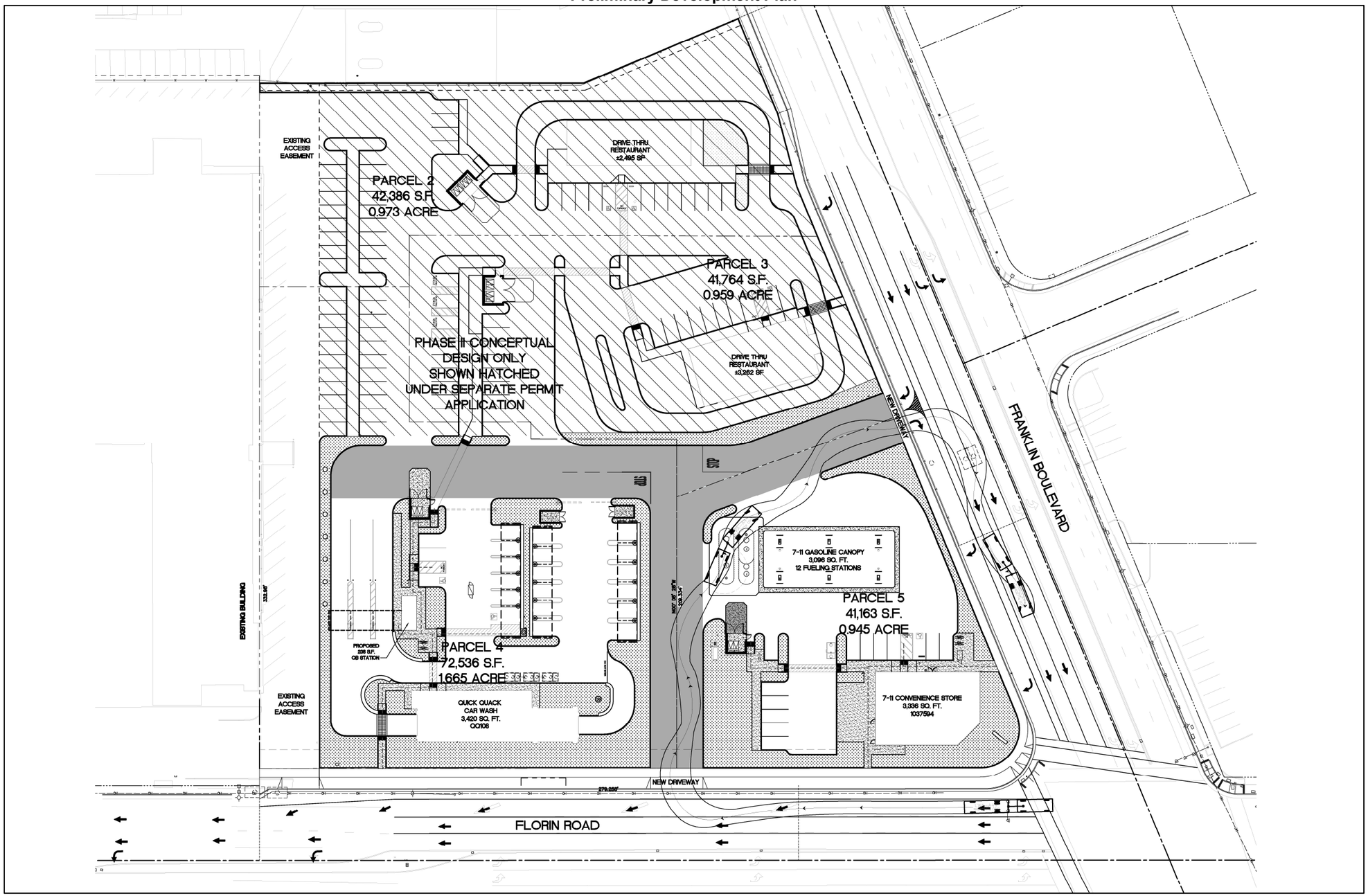


Figure 2
Aerial Vicinity Map

Figure 3
Preliminary Development Plan



Proposed Site Improvements: Phase I

Phase I of the proposed project includes development of Parcel 4 with a 3,420-sf, 112-foot-long car wash building and a detached 236-sf pay attendant building in the southern portion of the project site. The car wash building would be one story and would consist of a car wash tunnel with various automated car washing equipment, various equipment storage rooms, and employee restroom facilities. An underground water clarifier/grease interceptor would be located on the north side of the building.

All mechanical equipment associated with the car wash tunnel would be contained within the building so as to minimize sound travel associated with car wash operations. With the exception of electric blower dryers at the exit of tunnel, all car wash equipment would be hydraulic. The hydraulic pumps would be contained within an equipment room, which would be closed during normal operations.

North of the proposed car wash building and water clarifier, the project would include construction of three separate wet/dry vacuum canopies. A masonry trash enclosure and two vacuum equipment enclosures would be provided to the north of the vacuum canopies. Landscaping elements would be provided throughout the project site, including along the project frontage at Florin Road and along the west and east site boundaries. Overall, Parcel 4 would include a total of 43 parking stalls, including vacuum stalls.

Proposed Site Improvements: Phase II

Phase II would include development of additional commercial uses on Parcels 2 and 3. Parcel 2 would be developed with a 2,495-sf drive-through restaurant and approximately 35 parking spaces. Parcel 3 would include a 3,262-sf drive-through restaurant and approximately 29 parking spaces, including three electric vehicle (EV) charging stations. Both parcels would include masonry trash enclosures and underground grease interceptors to serve the restaurants, as well as landscaping improvements.

Development of Parcels 2 and 3 would not occur as part of the proposed project but, rather, would occur under a separate permit application. In addition, the 7-11 convenience store and gas station anticipated for development at the southeastern portion of the project site would not be developed by the project applicant. Nonetheless, the City's general practice is to treat tentative maps as facilitating development of the land area involved, which includes Parcels 2 and 3, as well as a portion of the future 7-11 site. For the purposes of this IS/MND, the proposed project site is defined by the limits of a 4.80-acre area, which includes Parcels 2, 3, and 4, as well as the adjacent 0.945-acre 7-11 site. Because Parcel 1 is not owned by the applicant, and reasonable uses of the parcel cannot be anticipated at this time, Parcel 1 has been omitted from further consideration and analysis within this IS/MND.

While the design of the 7-11 has not yet been finalized, for the purpose of this analysis, the 7-11 is assumed to include an approximately 3,336-sf convenience store, 12 parking stalls, and a pumping station with six fuel pumps (12 fueling stations). Landscaping would be provided along the site frontage at Florin Road and Franklin Boulevard. In addition, the 7-11 development is assumed to include a masonry trash enclosure.

Site Access, Circulation, and Parking

As part of the proposed project, the existing driveways along the southern site boundary at Florin Road would be removed and replaced with a new sidewalk, curb, and gutter per standard City requirements. Access to the various uses within the project site would be provided by new 35-foot-wide drive aisles connecting to both Florin Road and Franklin Boulevard. At the northwestern portion of the site, the proposed internal circulation system would connect to the existing 40-foot drive aisle associated with the neighboring commercial uses to the west of the site.

The proposed car wash facility would provide a total of 43 vehicle parking spaces, including two ADA-compliant stalls, and 18 vacuum stalls. In addition, five bicycle parking spaces would be provided at the eastern side of the proposed car wash building. Vehicles accessing the proposed car wash tunnel would enter from the northwest site boundary, driving past a pay station before entering the west end of the car wash tunnel at the southwest portion of the site. Vehicles exiting the east end of the tunnel would drive through the vacuum canopies before exiting the site to the north. Vehicles would also be permitted to enter the vacuum canopies/parking area from the access points at the northern site boundary without driving through the car wash tunnel.

Development of the proposed drive-through restaurants, the 7-11, and associated improvements would include an additional 76 parking spaces, for a total of 119 parking spaces within the overall project site.

Proposed Operations

The proposed car wash facility would be open from 7:00 AM to 7:00 PM daily during normal business hours, with extended operations (7:00 AM to 9:00 PM) during summer hours. Two or three employees would be present on-site during operations. Employees would be responsible for maintaining proper operation of equipment, cleaning, maintenance, and customer service. Employees would not be responsible for physically cleaning cars; rather, the car wash facility would use conveyor belts to transport vehicles through each step of an automated cleaning process. The wash cycle would last approximately three minutes per vehicle.

Water used in the washing process within the car wash tunnel would be reclaimed, pumped through cleaning and filtering equipment, and returned to the car wash equipment for reuse. Accounting for water recycling, on average, approximately 12 to 15 gallons of dirtied water would be discharged to the City's wastewater system for every car washed. Chemicals used in the cleaning process would be bio-degradable, non-corrosive, and water-soluble.

The 7-Eleven convenience facility would operate 24 hours a day, seven days a week offering a wide assortment of snack foods, fresh foods, candies, ancillary automobile goods, tobacco products, coffee, and beverages. Alcoholic beverages would not be sold on site. Specific operational details for the proposed drive-through restaurants are not known at this time.

Utility Improvements

Water service to the proposed project would be provided by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American sub-basins to meet the City's water demands. The project car wash would include extension of a new water supply pipe from the City's existing water main located in Florin Road. As noted above, a portion of the water used in the car wash process would be recycled for use on-site prior to eventual discharge to the City's sanitary sewer system. Wastewater from the car wash process, as well as a single employee-

only restroom facility, would be routed, by way of a new six-inch sewer line, to the City's existing 18-inch sewer main in Florin Road.

Stormwater runoff generated by impervious areas created by the proposed car wash site would be captured by a series of new drain inlets and conveyed to three bio-retention basins within the site. Treated runoff from the bio-retention basins would be routed through new 12-inch underground stormwater pipes to the City's existing 12-inch storm drains located west and east of the site.

Utility plans have not yet been prepared for the proposed drive-through restaurants or the 7-11 site. However, for the purpose of this analysis, such development is assumed to connect to existing City water, sewer, and stormwater infrastructure within Florin Road and Franklin Boulevard. Similar to the car wash facility, each development would be required to provide for management of stormwater generated by on-site impervious surfaces, with drainage facilities sized to accommodate anticipated flows.

Project Approvals

Phase I of the proposed project would require the following approvals by the lead agency (i.e., the City of Sacramento):

- Adoption of the IS/MND and Mitigation Monitoring Plan;
- Approval of a Tentative Parcel Map;
- Approval of a Conditional Use Permit (CUP) to allow development of a car wash within the C-2 zoning district; and
- Approval of Site Plan and Design Review for the proposed car wash facilities.

Phase II of the proposed project would require the following future approvals by the lead agency:

- Approval of a CUP(s) to allow two drive-through restaurants within the C-2 zoning district; and
- Site Plan and Design Review(s) for the proposed drive-through restaurants.

Given that the future 7-11 anticipated for the southeastern 0.5-acre portion of the project site would not be developed by the project applicant and an application has not yet been submitted to the City, the full list of required entitlements for such development is not available at this time. However, at minimum, the 7-11 would require a CUP to allow for development of a gas station within the C-2 zoning district.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

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

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

This section of the IS/MND identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project and other future development within the project site. This section also discusses agricultural resources and energy, and the effect of the proposed project on these resources.

Discussion

Land Use

The proposed project would include a Tentative Parcel Map to create four separate parcels (Parcels 2, 3, 4, and 5) within 4.30 acres of a larger 14.21-acre subject parcel, leaving a 9.91-acre remainder parcel (Parcel 1). Parcel 4, at the southwestern portion of the 4.30-acre area, would include 1.665 acres (approximately 72,536 sf) (see Figure 3). Parcel 2, located north of Parcel 4, would include 0.973-acre (42,386 sf). Parcel 3, located east of Parcels 4 and 2, would include 0.959-acre (41,764sf). Approximately 0.69-acre (30,056 sf) of the 4.30-acre area (Parcel 5) would be sold to the current owner of the neighboring undeveloped parcel adjacent to the Florin Road/Franklin Boulevard intersection (APN 041-0120-004), which is currently planned for development with a 7-11 convenience store and a gas station. In total, the 7-11 development area would include 0.945-acre.

The 4.80-acre development area is currently designated Urban Center Low per the City's General Plan. Per the City's 2035 General Plan, the Urban Center Low land use designation provides for a balanced mix of high-density/intensity single-use commercial or residential development. The minimum and maximum floor-to-area ratios (FAR) for the Urban Center Low Designation are 0.40

and 4.00, respectively. Combined, the proposed car wash, restaurants, and the future 7-11 development would include a total of approximately 15,847 sf, resulting in an FAR of 0.08. However, Policy LU 1.1.11 in the 2035 General Plan allows for development below the minimum FAR if the City finds that the proposed use conducts a substantial amount of its operations outdoors. Such is the case for both the proposed car wash, which would include outdoor vacuum stalls, as well as the future 7-11 development, which would include outdoor fuel pumps. In addition, the future drive-through restaurants may include outdoor seating. Thus, the proposed project and the future 7-11 development would be consistent with the development standards established for the Urban Center Low land use designation per the 2035 General Plan.

Currently, the 4.80-acre development area is zoned C-2. Per Section 17.216.710(B) of the Municipal Code, "Auto – service, repair" is a conditional use within the C-2 zone, subject to the special use regulations in Section 17.228.118. Section 17.108.020 of the Municipal Code defines Auto – service, repair to include car washes and detailing services. Similarly, drive-through restaurants and gas stations are conditional uses, subject to the special use regulations in Section 17.228.109 and 17.228.118, respectively. Thus, with approval of a Conditional Use Permit, the proposed car wash and drive-through restaurant uses, as well as the future on-site 7-11, would be consistent with the site's zoning designation.

Based on the above, potential land use impacts associated with development of the proposed commercial uses has been previously anticipated for the project site per the General Plan and analyzed in the Master EIR. In addition, given that the project site is not located within the vicinity of any existing residential development, development of the proposed project would not physically divide an established community.

The proposed project would not result in impacts related to land use.

Population and Housing

The proposed project would include the construction of a car wash facility, two drive-through restaurants, and associated improvements. In addition, future development within the project site would include a 7-11 gas station and convenience store. The project site is located in a developed area and would not include the extension of major infrastructure. Given the nature and scale of the development proposed, the project would not be anticipated to create a large number of jobs or result in a large influx of new residents to the project area. Rather, the project is intended to serve the needs of the existing residences in the site vicinity. In addition, the proposed project site does not contain any existing residences. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere.

The proposed project would not result in impacts related to population and housing.

Agricultural Resources

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

According to the California Department of Conservation's Sacramento County Important Farmland 2016 Map, the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance); rather, the Sacramento County Important Farmland 2016 Map designates the site as Urban and Built Up Land. The site is not designated or zoned for agricultural uses, nor is the land under a Williamson Act contract.

The proposed project would not result in impacts to agricultural resources.

Energy

Structures built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes goals (Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant General Plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24), development allowed in the 2035 General Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy.

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of 2035 General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level. The proposed project would be required to comply with all applicable regulations related to energy efficiency, including Titles 20 and 24 of the California Code of Regulations, and the applicable policies of the 2035 General Plan.

Consistent with the Master EIR, as well as Section VI of CEQA Guidelines Appendix G, the proposed project would not result in impacts related to energy. Specifically, the project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

Environmental Setting

The proposed project site consists of an unused parking lot with three ornamental shade trees located near the center of the site. The westernmost portion of the project site includes a 40-foot wide drive aisle associated with the neighboring commercial uses. The drive aisle is separated from the remainder of the project site by a row of shrubs.

The project site is bordered by Florin Road to the south, an undeveloped parcel currently planned for development with a 7-11 to the east (APN 041-0120-004), and a multi-use commercial building to the west. North of the 4.30-acre proposed project site, the remainder of the 14.21-acre subject parcel consists of unused asphalt parking areas and building pads left over from previous development. A Food Maxx store is located south of the project site across Florin Road. Public views of the project site include views from motorists, bicyclists, and pedestrians travelling on Florin Road to the south and Franklin Boulevard to the east. Existing views of the site from Florin Road and Franklin Boulevard consist primarily of a chain-link fence, the deteriorating asphalt parking lots within the project site and the remainder of the 14.21-acre subject parcel, and single-story commercial development in the background. Figure 4 provides an example of views looking northwest across the project site from Florin Road.

Existing sources of light and glare include, but are not limited to, headlights from vehicles travelling on Florin Road and Franklin Boulevard in the project vicinity and exterior lighting from the commercial development to the west of the project site. The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista and is not visible from any State Scenic Highways.[1]

Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the proposed project would:

[1] California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed July 2018.

- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors; or

Figure 4
Existing View of Project Site Looking Northwest from Florin Road

- Substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

Answers to Checklist Questions

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2035 General Plan would add sources of light that are 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. These potential new sources of light would be similar to the current urban setting in amount and intensity of light and the day or nighttime views of adjacent sensitive land uses would not be significantly affected. Sensitive land uses would generally be residential uses, especially single-family residential uses.

New development allowed under the 2035 General Plan would be subject to General Plan policies, building codes, and design review; therefore, the introduction of substantially greater intensity or dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well-lit areas of the City and would be similar to the existing character of urban lighting. Given that the proposed project would be consistent with the project site's existing Urban Center Low land use designation, introduction of new sources of light and glare to the site has been previously analyzed in the Master EIR.

The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. Policy ER 7.1.3: Lighting requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and (5) using exposed concrete that exceeds 50 percent of any building. All development within the project site would comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process.

While the proposed car wash facility and drive through-restaurants, as well as the future on-site 7-11 development, would introduce new sources of light and glare to the project site, such uses would result in a similar type and intensity of light and glare as has been anticipated for the site per the 2035 General Plan and analyzed in the Master EIR. All on-site uses would be required to

comply with all applicable General Plan policies related to minimizing light and glare. Therefore, the proposed project would have ***no additional significant effects*** regarding sources of light and glare.

Question C

The City of Sacramento is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under "Thresholds of Significance" important existing scenic resources include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. In addition, Policy ER 7.1.2, states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American rivers, and along streams. With adherence to these policies, buildout of the 2035 General Plan would not substantially alter views of important scenic resources from visually sensitive areas. According to the Master EIR, with buildout of the 2035 General Plan, impacts related to interference with important existing scenic resources or degrading views of important existing scenic resources, as seen from a visually sensitive, public location would be less than significant. Significant visual resources such as the Sacramento and American rivers, the State Capitol, or public trails are not located in the vicinity of the project site.

The project site has been previously developed with parking lots and is surrounded by vacant land and existing commercial uses. As such, the site does not contain any scenic resources that would be degraded by development of the proposed car wash facility. In addition, landscaping would be provided throughout the project site, including along the site frontages at Florin Road and Franklin Boulevard, which would help to create an aesthetically pleasing streetscape. The Site Plan and Design Review process would ensure that the visual character and quality of the on-site uses would be compatible with existing and planned commercial development in the project area. Furthermore, the proposed car wash facility and drive through-restaurants, as well as the future on-site 7-11 development, would be consistent with the site's existing land use and zoning designations with approval of a CUP. As such, potential impacts to the visual character of the site and the site's surroundings associated with development of the site with commercial uses has been previously analyzed in the Master EIR, and the proposed project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Aesthetics. Implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

Environmental Setting

The environmental setting for the proposed project, including the existing climate and meteorological conditions, existing air quality conditions, and greenhouse gas (GHG) emissions, is discussed below.

Climate and Meteorology

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Air Quality Conditions

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

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*. The SMAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD's guide also includes screening criteria for localized carbon monoxide (CO) emissions and thresholds for new stationary sources of toxic air contaminants (TACs).

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer.

Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in an area identified as likely to contain NOA.

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. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site are the single-family residential homes approximately 200 feet north of the site along Franklin Boulevard.

Greenhouse Gas (GHG) Emissions

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. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, Assembly Bill (AB) 32 was enacted, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008 and subsequently revised in 2014 and 2017. The 2017 revision to the Scoping Plan updated the plan in compliance with Senate Bill (SB) 32. SB 32 codified emissions reduction targets for the year 2030, which had previously been established by Executive Order B-30-15.

The City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all citywide policies and programs that are supportive of reducing GHG emissions.

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO_x above 85 pounds per day;

- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TAC. TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if the project fails to satisfy the requirements of the City's CAP.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. Accordingly, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet State and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety, as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction-related GHG emissions include: ER 6.1.2, ER 6.1.11, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates compliance mechanisms for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.9 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals. Policy ER 6.1.8 also commits the City to evaluate the feasibility and effectiveness of new GHG

emissions reduction measures in view of the City's longer-term GHG emissions reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq.

Answers to Checklist Questions

Question A

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors (i.e., reactive organic compounds [ROG] and oxides of nitrogen [NO_X], as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ROG and NO_X are in units of pounds per day (lbs/day) and are presented in Table 1.

Table 1
SMAQMD Thresholds of Significance for Ozone Precursors

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

Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. Available at: http://www.airquality.org/ceqa/CH2ThresholdsTables5-2015.pdf. May 2015. Accessed July 2018.

In order to determine whether the proposed project would result in ozone emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction-related NO_X and operational ROG and NO_X emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. Accordingly, based on project-specific information provided by the project applicant and a Traffic Impact Study prepared by Kimley-Horn for the proposed project,[2] the following assumptions were made for the proposed project's modeling:

- Construction was assumed to commence in June 2019 and all on-site development would be fully operational by 2021;
- Average daily trip rates were adjusted based on the total daily trip estimates provided by Kimley-Horn.

The results of the proposed project's emissions estimations were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included in the appendix to this IS/MND.

[2] Kimley-Horn. *Traffic Impact Study, Florin Road Quick Quack Car Wash, Sacramento, California.* November 15, 2018.

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 workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold for NO_X, as shown in Table 1, above.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NO_X as shown in Table 2.

Table 2
Maximum Unmitigated Project Construction NO_X Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO_X	74.03	85
Source: CalEEMod, March 2019 (see appendix).		

As shown in the table, the proposed project's maximum unmitigated construction-related NO_X emissions would be below the applicable SMAQMD threshold of significance of 85 lbs/day. It should be noted that all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at www.airquality.org/rules). Accordingly, the proposed project is required to comply with all applicable SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 442 (Architectural Coatings), and Rule 453 (Cutback and Emulsified Asphalt Paving Materials). Furthermore, all projects 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 construction emissions are minimized.

Given that NO_X emissions associated with construction of the proposed project would be below the applicable SMAQMD threshold of significance, the project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Question B

Operational Emissions

Operation of the proposed project and the future 7-11 development would result in various sources of emissions including emissions related to natural gas combustion and electricity use for heating mechanisms, landscape maintenance equipment exhaust, and mobile sources. Emissions from mobile sources would make up the majority of the emissions related to operation of the proposed gas station, drive-through restaurants, and the 7-11 facility.

The CalEEMod modeling assumptions for the proposed project are presented above. The proposed project's estimated operational emissions are presented in Table 3. As shown in the table, the proposed project would not result in operational emissions of NO_X or ROG above the

65 lbs/day SMAQMD threshold of significance. Therefore, impacts related to the proposed project's operational emissions of NO_X and ROG would be less than significant.

Table 3
Maximum Project Operational NO_X and ROG Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Thresholds of Significance (lbs/day)
NO_X	13.42	65
ROG	6.01	65

Source: CalEEMod, March 2019 (see appendix).

Conclusion

Because the proposed project would and the future on-site 7-11 development not result in construction emissions of NO_X above 85 lbs/day or operational emissions of NO_X or ROG above 65 lbs/day, the proposed project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Question C

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

As discussed above and below, the proposed project and the future on-site 7-11 development would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. As such, implementation of the proposed project would have the not contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and the project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Question D

As the region is designated nonattainment for PM_{10} and $PM_{2.5}$, the SMAQMD has adopted mass emissions thresholds of significance for PM_{10} and $PM_{2.5}$, which are presented in Table 4 below.

Table 4
SMAQMD Thresholds of Significance for PM_{10} and $PM_{2.5}$

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)	Operational Thresholds (tons/yr)
PM_{10}	80	80	14.6
$PM_{2.5}$	82	82	15

Source: SMAQMD, May 2015.

In order to determine whether the proposed project, combined with the future on-site 7-11 development, would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM_{10} and $PM_{2.5}$ emissions have been estimated using CalEEMod with the same assumptions as listed above applied. According to the CalEEMod results, the proposed project and the 7-11 development would result in PM_{10} and $PM_{2.5}$ emissions as shown in Table 5. As presented in the table, the estimated emissions of PM_{10} and $PM_{2.5}$ would be below the applicable SMAQMD thresholds of significance.

Table 5
Maximum Unmitigated Project Emissions of PM_{10} and $PM_{2.5}$

Pollutant	Project Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)	Project Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)	Project Operational Emissions (tons/yr)	Operational Thresholds (tons/yr)
PM_{10}	28.77	80	3.02	80	0.53	14.6
$PM_{2.5}$	16.86	82	0.87	82	0.15	15

Source: CalEEMod, March 2019 (see appendix).

Therefore, the proposed project and the future on-site 7-11 development are not expected to result in PM_{10} concentrations in excess of SMAQMD's thresholds of significance, and the project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Questions E through G

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. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site are the single-family residential homes approximately 200 feet north of the site along Franklin Boulevard (approximately 525 feet north of the planned location of the pump canopy associated with the proposed gas station). The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the proposed project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and

- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

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

As discussed in further detail in the Transportation and Circulation section of this IS/MND, and according to the .Traffic Impact Study prepared by Kimley-Horn for the proposed project, the addition of traffic from the proposed project would not deteriorate operations at any of the study intersections to LOS E or F. Consequently, the proposed project and the future on-site 7-11 development would not be expected to result in the generation of CO concentrations that exceed the 1-hour State AAQS (i.e., 20.0 ppm) or the 8-hour State AAQS (i.e., 9.0 ppm). Therefore, the proposed project would result in less than significant cumulative impacts to localized CO emissions.

TAC Emissions

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook)[3] provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Gasoline includes multiple TACs, which are released through various processes during the operation of gasoline dispensing facilities (GDFs). Such TACs include benzene, ethyl benzene, toluene, and xylene. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would involve several components that would result in the emission of TACs. During construction activities occurring on-site, the operation of heavy-duty diesel-powered machinery within the project site would result in the emission of DPM.

The CARB Handbook acknowledges that DPM is a highly dispersive gas, the concentration of which rapidly decreases with distance from the source. The project site is located approximately 200 feet away from the nearest existing residential receptors, to the northeast of the project site. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Construction would occur

[3] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

over an approximately six-month period. Grading activities, when emissions would be most intensive, would occur over the period of approximately eight days. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the six-month construction period associated with the proposed project. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.

Following completion of construction activities, the 7-11 development planned for the southeastern portion of the project site would include a gas pumping station with a total of six fuel pumps, the operation of which would result in emission of TACs. With regard to operations, the CARB Handbook recommends a setback of 300 feet from a sensitive receptor to a large gas station. For the purpose of this analysis, the GDF associated with the 7-11 development is assumed to involve a throughput of 3.6 million gallons per year or greater and, thus, the facility has been characterized as a large gas station. However, the nearest sensitive receptor (i.e., the existing single-family residences northeast of the Franklin Boulevard/Green Tree Drive intersection) would be located approximately 525 feet north of the proposed fuel pumps (as measured from the nearest proposed gas pump to the property line of the nearest residence). Therefore, the proposed gas station would be located outside of the CARB-recommended setback. Because the proposed gas station is located outside of the CARB's recommended setback from a sensitive receptor and would be required to comply with the conditions of the SMAQMD's Authority to Construct/Permit to Operate permitting process, which would ensure that associated health risks would not occur, the proposed project would not result in generation of any substantial pollutant concentrations during operations.

Conclusion

Based on the above discussion, the proposed project and the future on-site 7-11 development would not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operation. Therefore, the proposed project would have ***no additional significant effects*** related to the exposure of sensitive receptors to substantial pollutant concentrations that were not evaluated in the Master EIR.

Question H

Emissions from operations of the proposed project were quantified using CalEEMod and would equal approximately 935.04 metric tons of CO_2 equivalent per year. However, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs. Rather, the City of Sacramento has integrated a CAP into the City's General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed project would include marked pedestrian crossings throughout the project

site and connecting to future off-site development north of the site. In addition, the proposed circulation system would connect to both Florin Road and Franklin Boulevard in the project vicinity and would allow for convenient access to other future commercial uses within the remainder of the 14.21-acre subject parcel. Thus, the proposed project would comply with Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6. Policy LU 2.6.1 encourages sustainable development patterns within the City, including compact development and higher-development intensities to promote land use efficiency. Goal LU 4.1, and the associated policies, promote the development of neighborhoods featuring a variety of housing types, densities, and a mix of uses and services. The proposed project would provide a car wash facility within close proximity to existing commercial uses, as well as residential subdivisions northeast and south of the project site.

The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005. Furthermore, Policy ER 6.1.2 directs the City to review proposed development and incorporate feasible measures that reduce construction emissions for ROG, NO_X, and other pollutants. As discussed under Question A above, emissions related to construction of the proposed project would comply with SMAQMD's thresholds of significance.

The Master EIR concluded that buildout of the City's General Plan 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 zoning and General Plan land use designations for the site as well as the 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 were previously analyzed in the Master EIR. Considering the project's consistency with the City's General Plan and the general consistency with the City's General Plan policies intended to reduce GHG emissions, the foregoing annual emissions related to operations of the proposed project and the future 7-11 development have been previously analyzed, and the proposed project would not conflict with the City's CAP. Consequently, the proposed project would have ***no additional significant effects*** related to the GHG emissions that were not evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to air quality and GHG emissions. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

Environmental Setting

Although the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. The natural plant and wildlife habitats are located primarily outside the City boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

The project site is currently developed with an asphalt parking lot and is surrounded by existing commercial development, paved parking areas, and other built landscapes. A total of six ornamental shade trees are scattered throughout the site. None of the habitat types listed above are found on-site. In addition, the site does not contain any jurisdictional waters.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the General Plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The General Plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the General Plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.3-7).

Answers to Checklist Questions

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations.

The proposed project consists of a car wash facility, two drive-through restaurants, and associated improvements. In addition, the proposed Tentative Parcel Map would allow for future development of a 7-11 gas station and convenience store at the southeastern portion of the project site. Car wash facilities and drive-through restaurants are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. In addition, all chemicals used in the car wash process at the proposed facility would be bio-degradable, non-corrosive, and water-soluble.

Maintenance and upkeep of the proposed on-site uses could involve the use common household cleaning products on-site, which could contain potentially hazardous chemicals; however, due to the regulations of such products and the amount utilized on the site, routine use of such products would not represent a substantial risk to public health or the environment. Similarly, while the future on-site gas station would involve transport, use, and storage of petroleum products on-site, such hazardous materials are regulated by existing federal, State, and local regulations. Fuel for the gas station would be stored on-site in underground storage tanks (USTs), which would dispense fuels by way of six fuel pumps. It should be noted that underground storage of hazardous materials is subject to the provisions of the California Health and Safety Code and Title 23 of the California Code of Regulations. The on-site USTs would be installed and operated under permit and inspection with Sacramento County Environmental Management Department and in compliance with California Health and Safety Code and Title 23 of the California Code of Regulations. All USTs are subject to State Water Resources Control Board (SWRCB) regulations governing the prevention of leaks.

Thus, the proposed project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area. Furthermore, with approval of the required CUPs, the various commercial uses within the project site would be consistent with the site's current General Plan land use and zoning designations. Therefore, the proposed project would have ***no additional significant effects*** that were not evaluated in the Master EIR.

Question B

The proposed project site is developed with an asphalt parking lot. As such, special-status plant and animal species are highly unlikely to occur on-site. In addition, existing water bodies or features with connectivity to downstream waterways, including rivers, creeks, and ditches, do not exist on the proposed project site. Nonetheless, migratory birds have the potential to nest within the small number of trees located on the project site. Birds and their nests are protected under the California Fish and Game Code (Sections 3503, 3503.5, 3513), and the Migratory Bird Treaty Act (MBTA). The proposed project would include removal of trees during construction, and, thus, could result in impacts to nesting raptors and migratory birds, potentially occurring in the trees.

The City of Sacramento requires a permit to perform regulated work on "City Trees" or "Private Protected Trees" (which includes trees formerly referred to as "*Heritage Trees*"). City trees include

trees partially or completely located in a City park, on City-owned property, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip or alley. Private protected trees are defined as trees designated to have special historical value, special environmental value, or significant community benefit, and is located on private property. The City defines Private Protected Trees as follows:[4]

- All native trees 12-inch diameter at standard height (DSH) or greater. Native trees include: coast, interior, valley and blue oaks, California sycamore, and buckeye.
- All trees 32-inch DSH or greater with an existing single family or duplex dwelling.
- All trees 24-inch DSH or greater on undeveloped land or any other type of property such as commercial, industrial, and apartments.

In the event that any of the six existing on-site trees are determined to qualify as Private Protected Trees under the above criteria, the project applicant would be required to obtain a Tree Permit from the City prior to tree work/removal pursuant to Chapter 12.56.050 of the City's Municipal Code.

Based on the above, given the highly disturbed nature of the proposed project site, special-status plant and wildlife species are not likely to be adversely affected by development of the proposed car wash. However, the project could result in impacts to nesting raptors and migratory birds potentially occurring in the six existing on-site trees. Therefore, the proposed project could result in ***additional significant environmental effects*** related to substantial degradation of the quality of the environment, reduction of the habitat, or reduction of population below self-sustaining levels for threatened or endangered species of plant or animal species beyond what was analyzed in the Master EIR. Implementation of Mitigation Measures 3-1 below would mitigate the impact to a *less-than-significant* level.

Question C

Currently, the proposed project site consists of an asphalt parking lot within a developed urban area. Wetlands or other aquatic features do not exist on-site. Therefore, the proposed project would have ***no additional significant effects*** to regulatory waters or wetlands that were not evaluated in the Master EIR.

Mitigation Measures

Implementation of the following mitigation measure would reduce impacts related to biological resources to *less-than-significant* levels.

3-1 *If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk) and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not required. If active nests are found, the*

[4] City of Sacramento. *Tee Permits & Ordinances.* Available at: https://www.cityofsacramento.org/Public-Works/Maintenance-Services/Trees/Permits-Ordinances. Accessed July 2018.

construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.

Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.

Findings

All additional significant environmental effects of the proposed project relating to biological resources can be mitigated to less-than-significant levels. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	

Environmental Setting

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today; however, all such areas are outside of the immediate project vicinity. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development, however discovery of new archaeological resources is still possible.

Standards of Significance

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10)

and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort (Policy HCR 2.1.15).

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources (Impacts 4.4-1, 2).

Answers to Checklist Questions

Questions A and B

The proposed project site has been developed with asphalt parking lots. Given the heavily disturbed nature of the site, previously undiscovered cultural resources are not likely to occur on-site. In addition, the project site is not located adjacent to a waterway, which suggests that the project site has a low potential for containing prehistoric sites. The project site does not contain structures that could possibly yield important prehistoric or historic information. In addition, the project site has been entirely disturbed by previous development activities and consists primarily of paved surfaces. Given the disturbed nature of the project site, surface cultural resources would not likely be found on-site during grading and construction. However unlikely, unknown resources below the surface could be encountered during grading and excavation. Therefore, the proposed project could result in ***additional significant environmental effects*** related to damaging or destroying prehistoric cultural resources beyond what was analyzed in the Master EIR. Implementation of Mitigation Measures 4-1 through 4-4 would mitigate the impact to a *less-than-significant* level.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts related to cultural resources to *less-than-significant* levels.

4-1 ***Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities***

The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment

of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

4-2 ***In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.***

If cultural resources or tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to cultural resources and tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.*
- *Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.*
- *If the discovered cultural resource or tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a cultural resource or a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.*

- *The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".*

If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:

- *Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.*

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:*
- *Protect the cultural character and integrity of the resource.*
- *Protect the traditional use of the resource.*
- *Protect the confidentiality of the resource.*
- *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
- *Protect the resource.*

4-3 ***Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.***

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

4-4 *Should paleontological resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts*

to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Findings

All additional significant environmental effects of the proposed project relating to cultural resources can be mitigated to a less-than-significant level. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. GEOLOGY AND SOILS A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

Environmental Setting

Seismicity

The Sacramento 2035 General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VII on the Modified Mercalli scale (SGP Master EIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. The project site is relatively level with no major changes in grade.

Regional Geology

The project site lies near the southern end of the Sacramento Valley portion of the Great Valley Geomorphic Province. The Great Valley is bordered to the north by the Cascade and the Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada Mountain Range, and to the south by the transverse ranges. The valley formed by tilting of Sierran Block with the western side dropping to form the valley and the eastern side being uplifted to the form the Sierra Nevada Mountain Range. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada Mountain Range to the east and the Coast Range to the west. These sedimentary rocks are mainly Cretaceous in age. The depths of the sediments vary from a thin veneer at the edges of the valley to depths in excess of 50,000 feet near the western edge of the valley. In the vicinity of the project site, these sediments are approximately 15,000 feet deep.

Standards of Significance

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

Answers to Checklist Questions

Question A

Geologic Hazards

The proposed project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the proposed project site is considered to be low. The proposed project site is located in an area of the City of Sacramento that is topographically flat. Seismically-induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. According to the Background Report for the City's 2035 General Plan and the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the existing on-site soils range from 0 to two percent slopes. Considering the proposed project site is topographically flat, the potential for seismically-induced or soil failure landslides does not exist.

Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. These soils lose strength during ground shaking generated by seismic events. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant number of fines (minute silt and clay fraction) may also liquefy. According to the NRCS, soils at the project site include 0 to 2 percent slopes. The proposed project site is not located within a State-Designated Seismic Hazard Zone for liquefaction. Although the project site is not within a State-Designated Seismic Hazard Zone, areas within the Sacramento region that include unconsolidated water-saturated sediments may experience liquefaction during seismic events. Thus, the potential for liquefaction to occur at the project site during seismic events may exist.

The California Building Standards Code (CBSC) includes requirements regarding earthquake protection measures and requirements for grading and soil preparation related to liquefaction. The Sacramento City Code requires implementation of the CBSC and all relevant requirements relating to design of structures to withstand earthquake related ground shaking as well as requirements regarding the preparation of soil and proper grading practices for areas with the potential to experience liquefaction. Specifically, the Master EIR concluded that implementation of Chapter 16, *Structural Design Requirements*, Division IV, *Earthquake Design*, of the CBSC would ensure that structures within the City's planning area would not experience excess risk due

to seismic ground shaking. In addition, potential hazards related to liquefaction within the City's planning area would be mitigated through adherence to the Seismic Zone 3 soil and foundation support parameters in Chapters 16 and 18 of the CBSC, as well as the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the CBSC.

It should further be noted that as part of the building permit process, a Geotechnical Investigation is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. The Geotechnical Investigation would include site-specific recommendations for general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented. Submittal of a Geotechnical Investigation would be required for each of the commercial uses anticipated for development on the project site.

Consistent with the conclusions of the Master EIR, implementation of the Sacramento City Code, which requires preparation and implementation of site-specific Geotechnical Investigations and compliance with the CBSC, would ensure that the proposed commercial uses and the future on-site 7-11 development would include protections against possible seismic hazards.

Soil Hazards

All on-site development would be required to be consistent with the City of Sacramento Building Code; and, therefore would comply with the CBSC as the City implements the CBSC through the building permit process. The CBSC provides minimum standards for building design in the State of California. Chapter 16 of the CBSC (Structural Design Requirements) includes regulations and building standards governing seismically-resistant construction and construction techniques to protect people and property from hazards associated with excavation cave-ins and falling debris/construction materials. Chapter 18 of the CBC provides regulations regarding site demolition, excavations, foundations, retaining walls, and grading, including, but not limited to, requirements for seismically-resistant design, foundation investigation, stable cut and fill slopes, and excavation, shoring, and trenching. The CBSC also defines different building regions in California and ranks them according to their seismic hazard potential. Seismic Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. The City of Sacramento is in Seismic Zone 3; accordingly, all on-site commercial uses would be required to comply with all design standards applicable to Seismic Zone 3.

Both the proposed commercial uses and the future on-site 7-11 gas station and convenience store would require grading and excavation during the construction period and would, therefore, require a Grading and Erosion and Sediment Control Plan to be submitted and approved per Chapter 15.88 of the City's Municipal Code. Chapter 15.88 of the Municipal Code (Grading and Erosion and Sediment Control) is used to regulate grading on property within the City of Sacramento to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated by surface runoff from construction activities; to comply with the City's National Pollution Discharge Elimination System Permit; and, to ensure graded sites within the City comply with all applicable City standards and ordinances.

As discussed previously, a Geotechnical Investigation would be required prior to construction of the proposed car wash and drive-through restaurants. In addition, a separate Geotechnical Investigation would be required prior to future development of the on-site 7-11 gas station and convenience store. The Geotechnical Investigations would include descriptions of existing soil

conditions, identification of any potential building hazards related to existing soil conditions, and recommendation of methods to reduce such hazards in compliance with the requirements of the CBSC and Chapter 15.88 of the City's Municipal Code.

New development on the project site would not include the use of septic tanks or alternative wastewater disposal systems; therefore, impacts would not occur due to inadequate soils being able to support such wastewater storage/disposal systems.

Conclusion

The on-site uses evaluated in this IS/MND are consistent with the City's 2035 General Plan, and, as discussed in the Master EIR, the policies included in the City's 2035 General Plan as well as the requirements of the CBSC and the City's Municipal Code would ensure that development in compliance with the City's 2035 General Plan would not result in significant impacts related to seismic or soil hazards. Therefore, the proposed project would not allow construction within the project site to commence without protection against potential seismic or soil hazards, and, as such, ***no additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Geology and Soils. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

Environmental Setting

The City of Sacramento Fire Department is the first responder for fire, accident, and hazardous materials emergencies in the project area. The Department maintains two Hazardous Materials (HazMat) Program teams at fire stations in the project region; Truck 5 is stationed in Downtown at 8th and Broadway, and Truck 20 is stationed at Arden Way and Del Paso Boulevard. The HazMat Teams respond to hazardous materials incidents. All members of the HazMat Teams are trained in accordance with National Fire Protection Association standards and are certified by the California Specialized Training Institute as Hazardous Materials Specialists. The teams would be expected to respond to any hazardous materials release at the project site or in the vicinity of the project site.

Currently, the proposed project is developed with asphalt parking lots. The site does not contain any permanent structures and is not currently used for storage of any hazardous materials.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than

significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

Answers to Checklist Questions

Question A

The proposed project site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5.[5] Known contaminated soils do not occur on the project site according to the Department of Toxic Substances Control. In addition, future on-site development would not include ground-disturbing activities in previously undisturbed areas. Accordingly, buildout of the site with commercial uses would not result in the exposure of residents, pedestrians, construction workers, or other persons in the project area to contaminated soil. ***No additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Question B and C

Naturally-occurring asbestos (NOA) exists in many parts of California. Earth disturbing activities, such as those associated with construction activities, could release NOA into the air, if NOA is present in the area of disturbance. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County; thus, the project site is not located in an area identified as likely to contain NOA.[6] In addition, the project site does not contain any permanent structures that could have been constructed with asbestos-containing materials. Therefore, development of the project site is not anticipated to result in the release of, or exposure of persons to, asbestos.

Furthermore, the proposed project site is not located within the vicinity of any known groundwater contamination sites for which cleanup has not been completed,[7] and development of the site with commercial uses is not anticipated to include any dewatering or other activities which would result in contact with groundwater. Accordingly, development of the proposed car wash and drive-through restaurants, as well as the future 7-11 gas station and conveniences store, would not result in the exposure of residents, pedestrians, construction workers, or other persons in the project area to asbestos-containing materials, contaminated groundwater, or other hazardous waste. ***No additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Mitigation Measures

None required.

---

5 State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed July 2018.

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

7 State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed July 2018.

Findings

The proposed project would have ***no additional project-specific environmental effects*** relating to Hazards. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

Environmental Setting

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. 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* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM *Community Panel Number 06067C1302H*[8] as being located within an area designated as an Area with Reduced Flood Risk due to a Levee (Zone X). Thus, the project site is protected by levees from a 100-year return occurrence flood.

Section 13.08.145 of the Sacramento City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property would contribute drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must 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 an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures,

[8] Federal Emergency Management Agency. *Flood Insurance Rate Map Community Panel Numbers 06067C0160J and 06067C0157J*. June 16, 2015.

infrastructure, or property does not occur. The proposed project is within the service area of the Sacramento Area Sewer District (SASD). New connections within the SASD service area are subject to sewer impact fees, which are used to recover a share of SASD's cost for any new system facilities necessary to service new connections.[9] In addition to sewer service provided by SASD, the proposed project would also be within the Sacramento Regional County Sanitation District (SRCSD). In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.

Standards of Significance

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

Answers to Checklist Questions

Question A

Development of the project site with commercial uses and associated improvements has the potential to degrade water quality during both construction and operations. Further details regarding the potential effects are provided below.

Construction

Construction activities associated with development of the project site would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The SWRCB adopted a statewide NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-

[9] Sacramento Area Sewer District. *Sewer Ordinance SDI-0072*. Effective May 27, 2016.

0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the site developers to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements, along with implementation of BMPs, would ensure that construction activities associated with development of the proposed car wash facility and drive-through restaurants, as well as the future 7-11 gas station and convenience store, would result in a less-than-significant impact related to water quality.

Operation

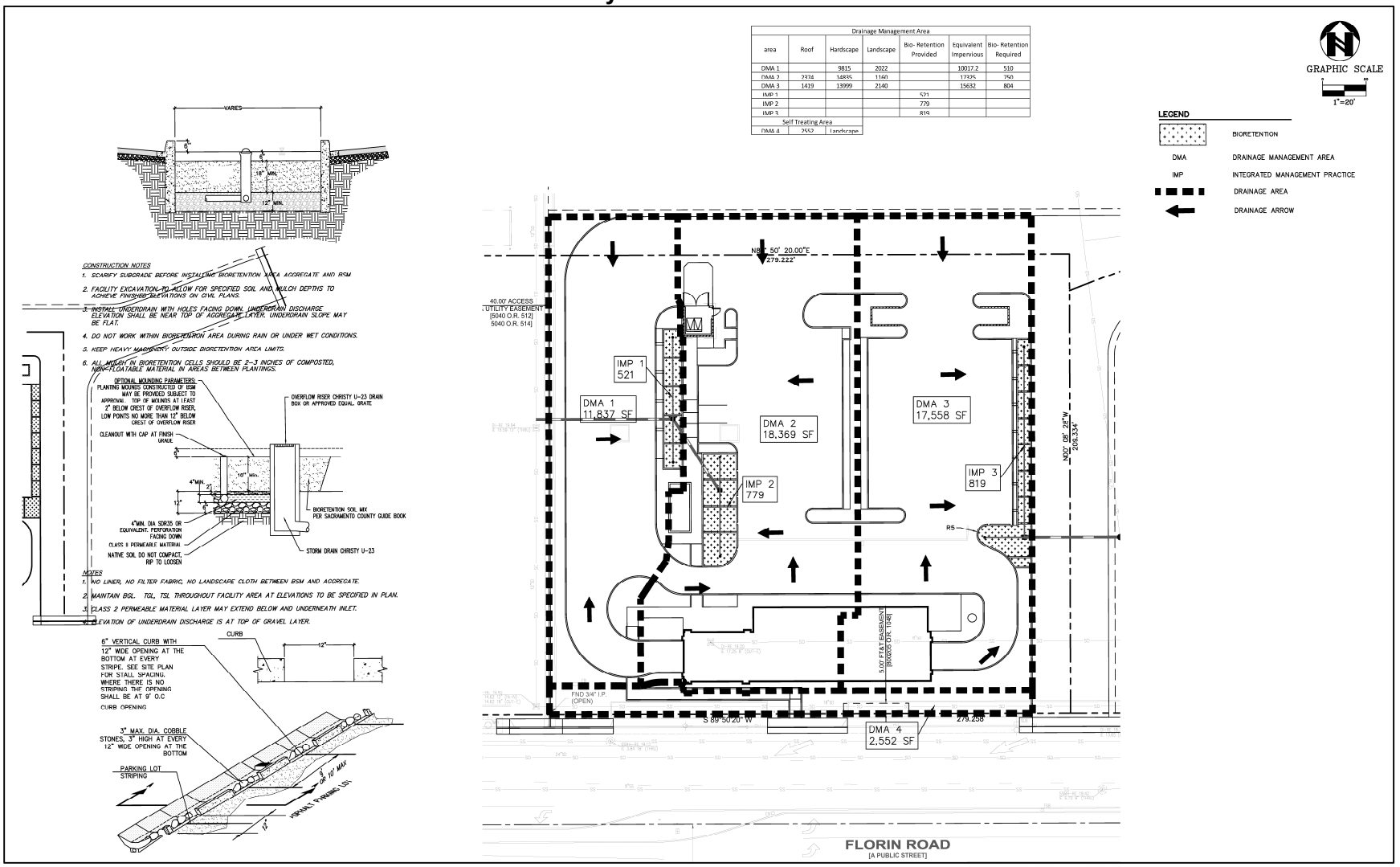
Stormwater runoff generated by impervious areas created by the proposed car wash development would be captured by a series of new drain inlets to three on-site bio-retention basins. Each bio-retention basin would be sized to treat and detain runoff from three Drainage Management Areas (DMAs) within the site (see Figure 5). Treated runoff from the bio-retention basins would be routed through new 12-inch underground stormwater pipes to the City's existing 12-inch storm drains located west and east of the site.

Given that project-level plans are not available for the proposed drive-through restaurants or the future on-site 7-11 facility, details related to management of stormwater throughout the remainder of the project site have not been included in this IS/MND. However, this analysis assumes that similar to the proposed car wash facility, all other on-site uses would be required to treat and detain runoff from on-site impervious surfaces prior to discharging treated runoff to the City's existing stormwater infrastructure.

The City Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the City of Sacramento Municipal 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

Figure 5
Preliminary Stormwater Control Plan



> 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."

Conclusion

Conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by implementation of the proposed project would not occur. All on-site development would comply with LID treatment requirements associated with the City's MS4 permit. In addition, the project site currently consists primarily of paved parking areas. As such, development of the site with a car wash facility, two drive-through restaurants, parking areas, and associated improvements would not result in a net increase in on-site impervious surfaces. Therefore, ***no additional significant environmental effect*** would occur related to substantial degradation of water quality or violation of any water quality objectives set by the SWRCB, due to increases in sediments and other contaminants generated by buildout of the project site with commercial uses.

Question B

The floodplain is the area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historical floods. In addition to FEMA, the Sacramento Area Flood Control Agency (SAFCA) was formed to address the Sacramento area's vulnerability to catastrophic flooding. According to FEMA's Flood Insurance Rate Map, the project site is located within an area which is protected by levees from a 100-year flood.[10] As such, the proposed project would not place housing or structures within a 100-year flood hazard area, and ***no additional significant environmental effect*** would occur relative to flooding impacts analyzed in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Hydrology and Water Quality. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

[10] Federal Emergency Management Agency. *National Flood Hazard Layer FIRMette, 06067C0302H.* Updated October 2017.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

Environmental Setting

Noise

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard by the human ear. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given

time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50}, represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50}.

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the L_{dn}, except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with L_{dn}.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that 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 a frequency. A person's perception to the vibration will depend 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 can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Sensitive Receptors

Noise-sensitive receptors include land uses such as single-family residences, churches, or other uses which are considered particularly sensitive to noise level increases. The proposed project site is not located within the vicinity of any noise-sensitive receptors. The nearest residential development is located approximately 200 feet northwest of the project site along Franklin Boulevard. Existing uses within the commercial building located west of the site include a pharmacy, medical offices, and a beauty salon.

Standards of Significance

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain

significant after implementation of General Plan policies:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the 2035 General Plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

Answers to Checklist Questions

Questions A and B

The following section includes a discussion of noise standards and criteria applicable to the proposed project, as well as potential traffic noise and non-transportation noise sources associated with the proposed project.

Noise Standards and Criteria

The City of Sacramento General Plan Noise Element establishes exterior noise level criteria for determining the compatibility of land uses. For residential land uses, exterior noise levels below 60 dB L_{dn} are considered "Normally Acceptable". Exterior noise levels between 60 and 70 dB L_{dn} are classified "Conditionally Acceptable" and are acceptable on the condition that all feasible noise attenuation measures have been attempted. For areas where exterior noise levels are between 70 and 75 dB L_{dn}, which is considered "Normally Unacceptable", new construction or development is discouraged. New construction or development should not be undertaken at locations where exterior noise levels exceed 75 dB L_{dn} due to traffic or stationary sources. With

regards to interior noise levels, interior noise levels for residential land uses that exceed 45 dB are considered unacceptable. In addition, maximum instantaneous interior noise levels due to rail operations should not be allowed to exceed 50 dB in bedrooms and 55 dB in other habitable rooms.

Traffic Noise

Table 4.8-4 of the Master EIR includes an analysis of traffic noise levels associated with various roadways within the City of Sacramento, including noise contours. The traffic noise levels presented therein are based on traffic volumes projected for buildout of the 2035 General Plan. Given that the proposed project is consistent with the site's existing land use designation, vehicle trip generation associated with development of the site has been accounted for in the traffic noise analysis presented in the Master EIR.

Non-Transportation Noise

Non-transportation noise issues associated with the proposed car wash facility and other future on-site uses are described below.

Proposed Car Wash Facility

All mechanical equipment associated with the proposed car wash tunnel would be contained within the building so as to minimize sound travel associated with car wash operations. With the exception of electric blower dryers at the exit of tunnel, all car wash equipment would by hydraulic. The hydraulic pumps would be contained within an equipment room, which would be closed during normal operations. The vacuum stalls, located in the northern portion of the project site, would be covered by canopies. The turbines for the vacuums would be contained within a masonry enclosure to the north of the vacuum stalls.

The nearest existing sensitive receptors to the proposed car wash tunnel location are the single-family residential homes approximately 650 feet north of the site along Franklin Boulevard. The maximum noise level (L_{MAX}) associated with typical carwash blower arch assembly at a distance of 50 feet is approximately 81 dB.[11] The proposed car wash tunnel would include four blower arches. Accounting for a 6.0 dB increase due to the combined noise from the four blower arches, the blower noise associated with proposed project would be approximately 86 dB L_{MAX} at a distance of 50 feet, or 82 dB L_{DN} assuming that the blowers operate between 7 AM and 9 PM for an average of 45 minutes per hour. Assuming standard spherical spreading loss (-6 dB per doubling of distance), car wash dryer noise levels would be approximately 59.7 dB at the property line of the residences at Franklin Boulevard, not accounting by any shielding provided by intervening buildings or vegetation. Given that the blowers car wash tunnel exit would not face towards the sensitive receptors, and the car wash tunnel building itself would provide a substantial amount of noise attenuation, the proposed blowers would not cause exterior noise levels at the sensitive receptors to exceed the City's 60 dB L_{dn} threshold for "Normally Acceptable" exterior residential noise levels. It should be noted that in addition to noise from the car wash tunnel blowers, the proposed project would generate noise associated with use of the proposed vacuum stalls. However, because the turbines for the vacuums would be contained within a masonry enclosure, vacuum noise at the sensitive receptors would be negligible relative to blower noise.

[11] Sonny's Enterprises. *Blower Assembly, One Arch, 4SHP. August 1, 2012.*

With regard to interior noise levels, modern construction typically provides a 25-dB reduction in exterior-to-interior noise levels with windows closed. Accordingly, sensitive receptors exposed to exterior noise of 70 dB L_{dn}, or less, would typically comply with the City's 45 dB interior noise level standard. Given that noise levels associated with the proposed car wash facility would be below 70 dB L_{dn} at the nearest sensitive receptors, the maximum interior noise levels anticipated at the sensitive receptors would meet the 45-dB L_{dn} interior threshold.

Proposed Drive-Through Restaurants and Future 7-11 Facility

Stationary noise sources associated with the proposed drive-through restaurants and the future on-site 7-11 gas station and convenience store would be primarily limited to parking lot noise (i.e., car doors closing). In addition, outdoor speakers associated with the drive-through operations could result in limited noise-level increases. However, given that the nearest residential homes are located approximately 200 feet from the site and are separated from the site by Franklin Boulevard, operation of the drive-through restaurants and the future 7-11 facility would not result in perceptible noise-level increases at the nearest sensitive receptors. Thus, development of the project site with such uses would not conflict with the City's established noise level thresholds.

Question C

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 76 to 90 dB at a distance of 50 feet from the noise source. Construction-generated noise levels drop off at a rate of approximately six dB per doubling of distance between the source and receptor. Thus, construction activities associated with development of the northeastern portion of the project site would result in maximum noise levels between 64 and 78 dB at the existing residential uses located 200 feet north of the site across Franklin Boulevard. Construction activities occurring elsewhere on the site would located further from such residential uses and, thus, would result in lower maximum noise levels.

The City Code regulates noise and provides that construction noise during specified hours would be exempt from such controls. (Title 8 – Health and Safety, Chapter 8.68 of the City Code) Construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday and between 9:00 AM and 6:00 PM on Sundays are exempt from the applicable noise standards. Construction noise is limited in duration, and hours of construction are limited, and the proposed project would not result in a substantial increase in ambient noise levels in the project vicinity due to construction. Thus, ***no additional significant environmental effect*** would occur.

Questions D through F

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec PPV), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec PPV for buildings that are found to be

structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened.[12] Accordingly, the City uses a threshold of significance for vibration levels of 0.5 in/sec PPV for residential and commercial areas, and 0.2 in/sec PPV for historic buildings and archaeological sites.

The primary vibration-generating activities associated with development of the proposed project would occur during grading, placement of infrastructure, and construction of foundations and structures. Construction activities would be temporary, and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City of Sacramento Municipal Code, and would likely only occur over portions of the project site at a time. Although vibration levels would vary depending on soil conditions, construction methods, and equipment used, Table 6 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet.

Table 6
Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft (in/sec)
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: Caltrans, Transportation and Construction Vibration: Guidance Manual. September 2013.

As shown in the table, construction equipment anticipated to be used at the project site would not exceed the 0.5 in/sec PPV threshold used by the City for residential and commercial areas. In addition, the nearest existing structures are located approximately 40 feet west from areas where ground-disturbing activities would occur on-site. Therefore, the proposed project would not expose any residential or commercial areas to vibration levels greater than 0.5 in/sec PPV due to project construction.

A vibratory roller is the only piece of construction equipment that could exceed the 0.2 in/sec PPV threshold used for exposure to historic buildings and archaeological sites if used within 25 feet of such a building or site. As discussed in the Cultural Resources section of this IS/MND, historic buildings or archaeological sites are not located in the vicinity of the proposed project site. Thus, the proposed project would not expose any historic buildings or archaeological sites to vibration levels greater than 0.2 in/sec PPV due to project construction.

The proposed project site is not located adjacent to any highways or train tracks. As such, the proposed project would not expose any residential or commercial areas to vibration levels greater than 0.5 in/sec PPV due to highway traffic or rail operations.

Based on the above, the proposed project would not expose any residential or commercial areas, or historic buildings or archaeological sites to excessive vibration levels, and ***no additional significant environmental effect*** would occur.

[12] California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Noise. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?			X

Environmental Setting

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. The nearest fire station is located at 3720 47th Avenue, approximately 1.4 miles north of the project site by way of Franklin Boulevard.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the Sacramento Police Department located at 300 Richards Boulevard. In addition to the SPD and Sheriff's Department, the California Highway Patrol and the Regional Transit Police Department provide police protection within the City of Sacramento.

Standards of Significance

For the purposes of this IS/MND, an impact would be considered significant if buildout of the project site with commercial uses would result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2035 General Plan.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the General Plan would be less than significant.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

Answers to Checklist Questions

Question A

The Master EIR discusses the potential for impacts to public services as a result of increased development and population in the City of Sacramento. The Master EIR analyzes the 2035 General Plan policies related to law enforcement service, fire protection service, educational service, and library service, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City of Sacramento would be required to comply with the public service policies presented in the 2035 General Plan.

Given that the proposed car wash facility and drive-through restaurants, as well as the future on-site 7-11 gas station and convenience store, would be consistent with the project site's current 2035 General Plan land use designation, provision of fire and police protection services to the project site has been previously analyzed in the Master EIR. In addition, all new development occurring within the project site would be required to meet applicable standards related to the provision of fire protection features and would be subject to payment of development impact fees uses to fund new fire and police protection facilities within the City.

Furthermore, the project would not include residential development and, thus, would not increase demand on local school facilities or libraries. Based on the above, the proposed project would not result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan. Thus, ***no additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Public Services. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

Environmental Setting

The City of Sacramento Parks and Recreation Department maintains all parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than 10 acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City's General Plan Background Report, the City currently contains 226 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 226 parks comprise 3,200 acres. Of these, 1,573 acres are neighborhood and community parks and the remaining are City and non-City regional parks. Neighborhood, community, and/or regional parks are not located in the project area.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood and community park facilities.

Standards of Significance

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). Impacts

were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

Answers to Checklist Questions

Questions A and B

The proposed project would not include residential development and, thus, would not increase use of existing parks or demand for parks or other recreational facilities. Furthermore, all commercial development occurring on the project site would be subject to payment of development impact fees used to fund construction of future parks and recreation facilities. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. Thus, ***no additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Mitigation Measures

None Required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Recreation. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project:			
A) Roadway segments: degrade peak period level of service (LOS) from A, B, C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

The following discussion is based primarily on a Traffic Impact Study prepared for the proposed project by Kimley-Horn & Associates, Inc.[13]

Environmental Setting

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

Project Area Roadways

- **Florin Road** is an east-west arterial roadway bordering the southern edge of the project site. Florin Road connects the residential areas to the south and west of the site with State

[13] Kimley-Horn & Associates, Inc. *Traffic Impact Study, Florin Road Quick Quack Car Wash, Sacramento, California.* November 15, 2018

Route (SR) 99 and Franklin Boulevard. Along the project frontage, Florin Road has two lanes in each direction. Currently, sidewalks are provided along the proposed project frontage and Class II bicycle facilities are provided on Florin Road to the west of the project site.

- **Franklin Boulevard** is a north-south arterial roadway bordering the eastern edge of the project site. Franklin Boulevard connects the residential areas with the commercial and industrial uses north of the project site. Franklin Boulevard has two lanes in each direction along the project frontage. Sidewalks and Class II bicycle facilities are provided on Franklin Boulevard at the proposed project frontage.

- **SR 99** is a north-south freeway located east of the project site, with ramps located less than a mile from the site.

Study Intersections

The following study intersections were evaluated in the Traffic Impact Study:

1. Florin Road/Franklin Boulevard;
2. Franklin Boulevard/Green Tree Drive;
3. Florin Road/Project Driveway; and
4. Franklin Boulevard/Project Driveway.

Transit System

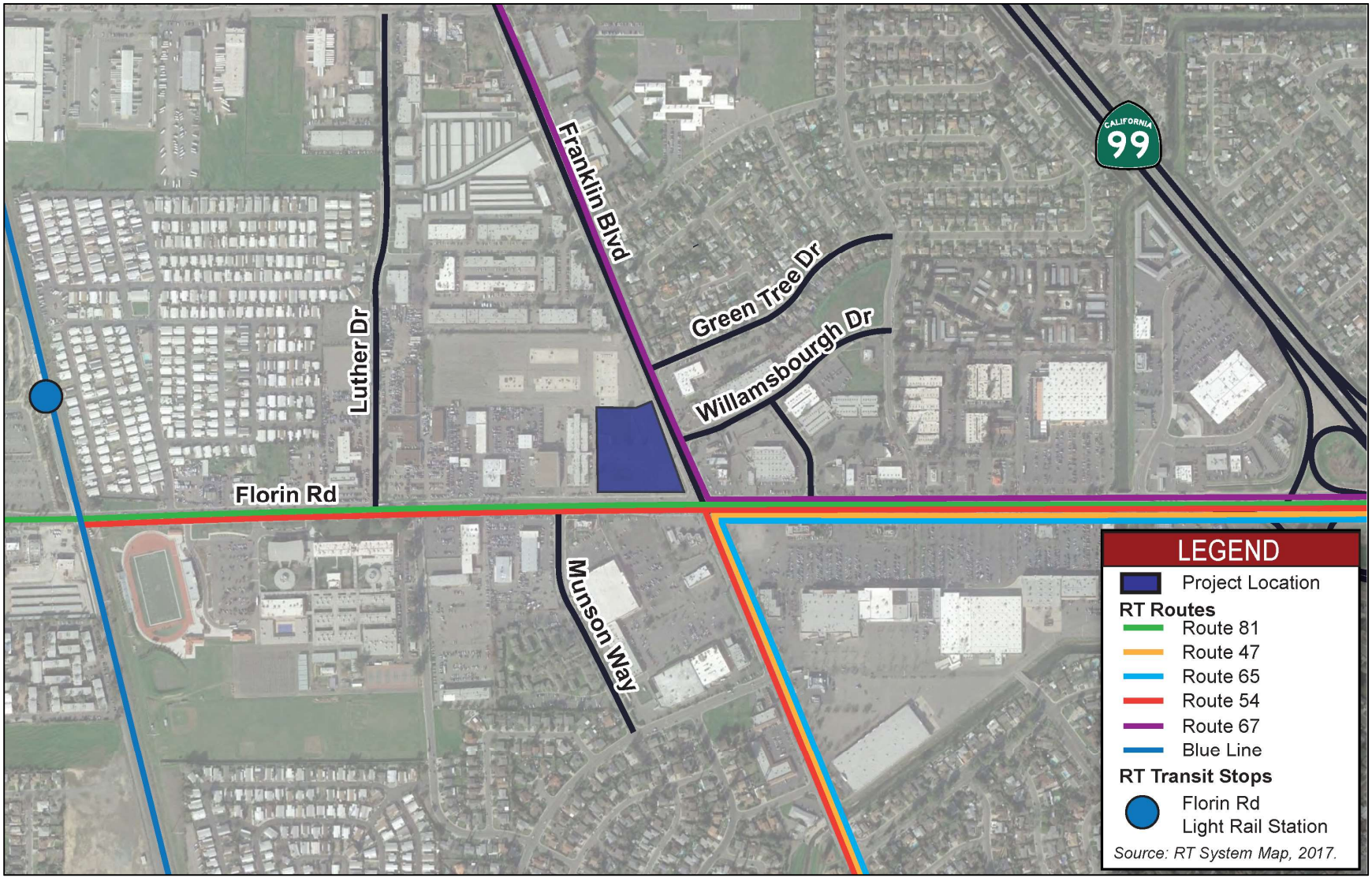
Sacramento Regional Transit District (RT) provides transit service in the greater Sacramento metropolitan area. The project site is located directly adjacent to several public transit routes. The nearest transit stops are located on Florin Road and Franklin Boulevard, less than a quarter mile from the project site. The Franklin Boulevard stop is served by RT Route 67. The stops along Florin Road are served by RT Routes 81, 47, 65, 54, and 67. The Florin Towne Centre Transit Center is located approximately a mile east of the project site. In addition, the Florin light rail stop is located approximately a half-mile west of the project site. Figure 6 depicts the transit routes within the project vicinity. In addition to the existing transit facilities, a Bus Rapid Transit (BRT) line is planned along Florin Road between Indian Lane and Franklin Boulevard, which includes the portion of Florin Road adjacent to the project site.

Bicycle and Pedestrian Facilities

Currently, a Class II bicycle lane is provided along the east side of Franklin Boulevard across from the project site and along the north side of Florin Road immediately west of the project site frontage. According to the City's Bicycle Master Plan, as shown in Figure 4, on-street bicycle facilities are proposed on Florin Road to the east of the project site.

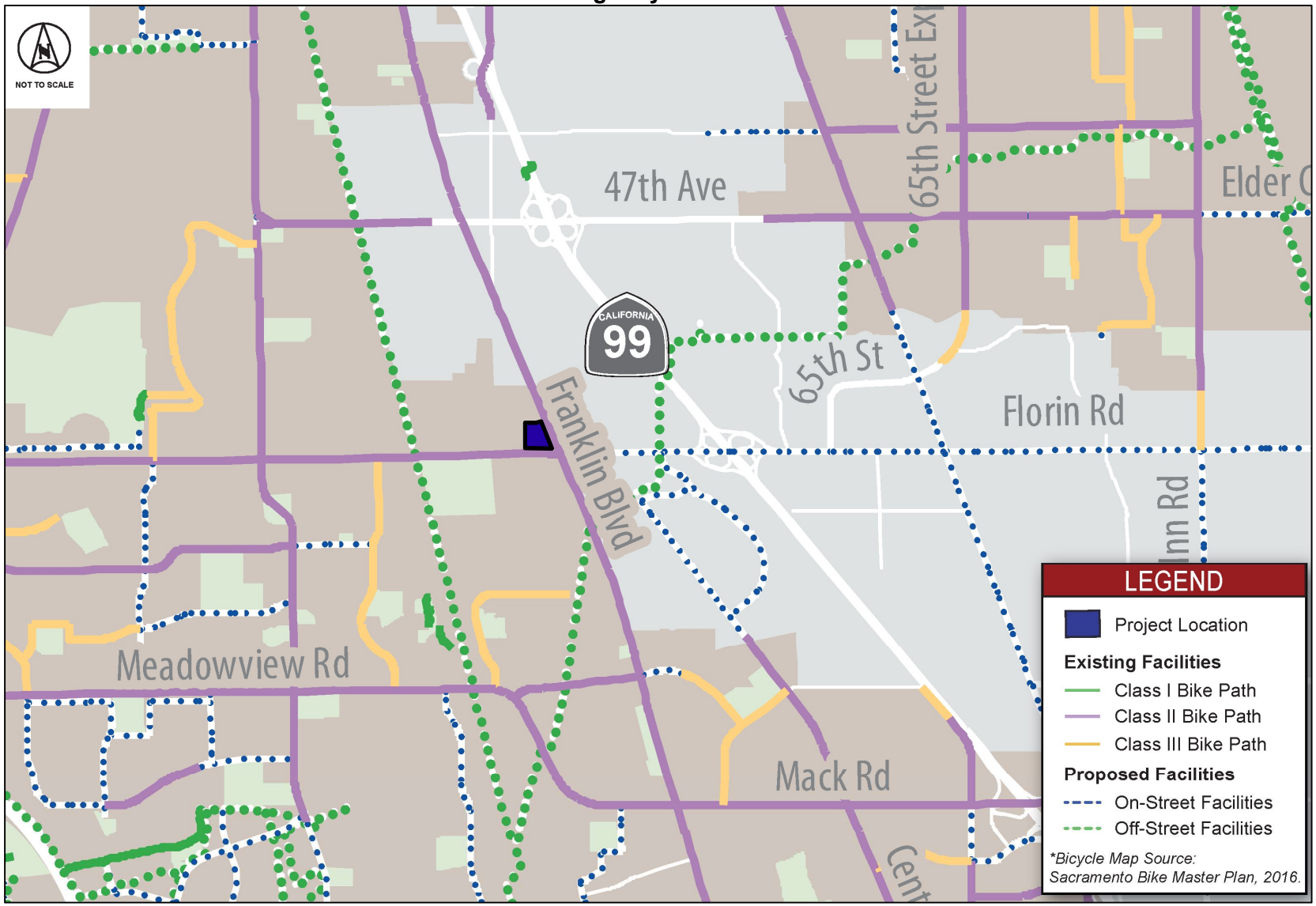
Currently, sidewalks are provided along both Franklin Boulevard and Florin Road at the project site frontages. Striped crosswalks are provided for all approaches at the intersection of Florin Road with Franklin Boulevard; however pedestrian signal phases are only present for the northbound and southbound approaches. Existing and proposed pedestrian facilities are contained in the City's Pedestrian Master Plan.

Figure 6
RT Transit Routes



Source: Kimley-Horn & Associates, Inc., 2018.

Figure 7
Existing Bicycle Facilities



Source: Kimley-Horn & Associates, Inc., 2018.

Standards of Significance

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

Study Intersections

As noted in the Traffic Impact Study, the intersection of Florin Road and Franklin Boulevard (Intersection #1) is operated and maintained by the County of Sacramento and is located within the County's Urban Services Boundary. Per the County General Plan, LOS E is the minimum acceptable LOS for the intersection. Per City of Sacramento's General Plan Policy M 1.2.2, LOS D is considered acceptable for the intersections along Franklin Boulevard (Intersection #2 and Intersection #4) while LOS F is considered acceptable for the intersections along Florin Road (Intersection #3). For all study intersections, including Intersection #1 within Sacramento County, a significant impact would occur under the following circumstances:

- The traffic generated by a project degrades peak period level of service from acceptable (without project) to unacceptable (with project); or
- The LOS (without project) is already, or is projected to be, unacceptable, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Transit

Impacts to the local transit system would be considered significant if the proposed project would result in the following:

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

Bicycle Facilities

Impacts to bicycle facilities would be considered significant if the proposed project would result in the following:

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

Pedestrian Circulation

Impacts to pedestrian facilities would be considered significant if the proposed project would result in the following:

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

Answers to Checklist Questions

Questions A through C

The following provides a summary of the project trip generation and distribution, Existing Plus Project LOS, and issues related to vehicle queuing.

Project Trip Generation and Distribution

The number of trips anticipated to be generated by proposed project and the future on-site 7-11 development was approximated using data included in the Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers (ITE). ITE Land Use Code 948 (Automated Car Wash) was used to represent the proposed car wash facility. Trip generation data published by the San Diego Association of Governments (SANDAG) was used to supplement the ITE data for the AM peak-hour and daily trip rates. ITE Land Use Codes 960 (Super Convenience Market/Gas Station) and 934 (Fast-Food Restaurant with Drive-Thru Window) were used to represent the gas station with convenience store and drive-through restaurants.

Based on guidance in ITE's Trip Generation Handbook, 3rd Edition, pass-by reductions of 59-percent for daily trips, 62 percent for AM peak hour trips, and 56 percent for PM peak hour trips, were incorporated to account for the proportion of gas station trips that are understood to already be on the adjacent roadway network. Pass-by reductions of 50 percent for daily trips, 49 percent for AM peak hour trips, and 50 percent for PM peak hour trips, were incorporated to account for the proportion of drive-through trips that are understood to already be on the adjacent roadway network. The trips generated by the proposed project (Phase I and Phase II) are summarized in Table 7 below.

The project trip distribution was developed based on the existing traffic patterns at the intersection of Florin Road and Franklin Boulevard identified using the weekday AM and PM peak-hour counts collected on May 15, 2018. Intersection turning movement counts were conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM.

Table 7
Project Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour					PM Peak Hour				
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Phase I												
Automated Car Wash	3,556 sf	900	36	50%	18	50%	18	50	50%	25	50%	25
Gas Station with Convenience Store	12 fueling positions	2,768	337	50%	169	50%	168	276	50%	138	50%	138
Phase II												
Fast-Food Restaurant with Drive-Through Window	5,757 sf	2,712	231	51%	118	49%	113	188	52%	98	48%	90
Subtotal		**6,380**	**604**		**605**		**299**	**514**		**261**		**253**
Gas Station Pass-By Trip Reduction (59% daily; 62% AM; 56% PM)		-1,633	-209	50%	-105	50%	-104	-155	50%	-78	50%	-77
Drive-Through Pass-By Trip Reduction (50% daily; 49% AM; 50% PM)		-1,342	-113	51%	-58	49%	-55	-94	52%	-49	48%	-45
Net New Project Trips		**3,404**	**282**		**142**		**140**	**265**		**134**		**131**

Note: The Traffic Impact Study evaluated a 3,556-sf car wash facility, which is slightly larger than the 3,420-sf facility included in the proposed project. Thus, the trip generation figures presented in this table for the car wash provide a conservative estimate.

Source: Kimley-Horn, 2018.

Existing Plus Project LOS

For the Existing Plus Project conditions, net new trips associated with the proposed development were added to existing traffic volumes in the project area. The resulting study intersection LOS is shown in Table 8 below. As shown in the table, all study intersections would operate at an acceptable LOS without the project, and the addition of project traffic would not degrade operations.

Table 8
Existing Plus Project Intersection LOS

Intersection	Control	Peak Hour	Existing (2018)		Existing (2018) Plus Project	
			Delay	LOS	Delay	LOS
1. Florin Rd/ Franklin Blvd	Signal	AM	36.5	D	38.8	D
		PM	43.7	D	47.7	D
2. Franklin Blvd/ Green Tree Drive	Side-Street Stop Control	AM	1.4 (43.2 WB)	A (E)	1.5 (46.7 WB)	A (E)
		PM	0.8 (26.6 WB)	A (D)	0.8 (27.6 WB)	A (D)
3. Florin Rd/ Project Driveway	Side-Street Stop Control	AM	N/A		2.4 (17.9 SB)	A (C)
		PM			2.4 (17.9 SB)	A (C)
4. Franklin Blvd/ Project Driveway	Side-Street Stop Control	AM			2.4 (10.9 EB)	A (B)
		PM			1.5 (18.1 EB)	A (C)

Note: Side-street stop-controlled intersections are reported with the overall intersection delay followed by the worst movement's delay. Similarly, the LOS results are reported with the overall intersection LOS followed by the worst movement's LOS.

Source: Kimley-Horn, 2018.

Vehicle Queuing

As part of the Traffic Impact Study, the 95th percentile vehicle queues were calculated and compared to actual vehicle storage/segment lengths. Based on the results of the queuing analysis, Kimley-Horn concluded that the calculated vehicle queues are less than the available storage, with the exception of the westbound left and northbound right movements at the intersection of Florin Road with Franklin Boulevard (Intersection #1), for which the westbound left-turn and northbound right-turn queues exceed the available storage both with and without the addition of project traffic. However, the existing right-of-way is not sufficient to extend the turn pockets at the intersection. In addition, 95 percent of the time during peak hours, the vehicle queuing will be less than or equal to the calculated distances. Therefore, the proposed project and the future on-site 7-11 development would not result in substantial hazards related to vehicle queuing.

Conclusion

Based on the above, the proposed project, including the future on-site 7-11 development, would not conflict with the applicable City and County minimum LOS policies under Existing Plus Project conditions. In addition, the project would not result in substantial risks related to vehicle queuing at the study intersections. Therefore, ***no additional significant environmental effects*** would occur related to study intersection operations beyond what was analyzed in the Master EIR

Questions D through F

Per the Traffic Impact Study, the proposed project would not adversely affect existing or planned transit operations, including the Florin Road BRT transit line planned within the project vicinity.

The project site is located in close proximity to existing transit services that would provide convenient access for future works and patrons at the project site. Any additional demand generated by the proposed project, including the future on-site 7-11 development, is anticipated to be adequately accommodated by existing and planned transit facilities.

Furthermore, the project would not adversely affect any existing pedestrian or bicycle facilities in the project area and would not conflict with any facilities planned within the project area per the City's Bicycle and Pedestrian Master Plans. The project would provide for frontage improvements to the satisfaction of the Department of Public Works.

Considering that the proposed project and the future on-site 7-11 development would not result in a project-specific impact related to transit services or bicycle and pedestrian facilities, ***no additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Transportation and Circulation. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. 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: 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)?		X	
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.		X	

Environmental Setting

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today; however, all such areas are outside of the immediate project vicinity. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development; however, discovery of new archaeological resources is still possible.

Standards of Significance

For purposes of this IS/MND, tribal cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in a substantial adverse change in the significance of a tribal cultural resource that is:

- 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); or
- 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.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort (Policy HCR 2.1.15).

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources (Impacts 4.4-1, 2).

Answers to Checklist Questions

Questions A and B

Tribal cultural resources are generally defined by Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. The City notified all applicable Native American tribes per the requirements of AB 52.

As noted previously, the project site is not located within the vicinity of a waterway, which suggests that the project site has a low potential for containing prehistoric sites, including sites associated with Native American tribes. In addition, the project site has been entirely disturbed by previous development activities and consists primarily of paved surfaces. Given the disturbed nature of the project site, surface tribal cultural resources would not likely be found on-site during grading and construction. However, unknown resources below the surface could be encountered during grading and excavation. Therefore, the proposed project could result in ***additional significant environmental effects*** related to damaging or destroying tribal cultural resources beyond what was analyzed in the Master EIR. Implementation of Mitigation Measures 4-1 through 4-4 would mitigate the impact to a *less-than-significant* level.

Mitigation Measures

Implementation of the following mitigation measure would reduce impacts related to tribal cultural resources to a less-than-significant level.

12-1 Implement Mitigation Measures 4-1 through 4-4.

Findings

All additional significant environmental effects of the proposed project relating to tribal cultural resources can be mitigated to a less-than-significant level. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

Environmental Setting

Existing utilities and service systems within the project area are discussed below.

Wastewater Service

Wastewater collection and treatment services for the proposed project would be provided by the SASD and the SRCSD. Wastewater generated from the project area is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located near Elk Grove. The City's Department of Utilities is responsible for providing and maintain water, sewer collection, storm drainage, and flood control services for residents and businesses within city limits.

Water Supply Service

As mentioned above, the project site is vacant and is not currently serviced by a water facility; however, water service for the proposed project would be provided by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American rivers to meet the majority of its water demands. 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.

Solid Waste Service

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065. Solid waste collected at commercial uses in the project area is currently disposed of at the Kiefer Landfill.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the following:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5).

Answers to Checklist Questions

Questions A and B

The proposed car wash facility would include extension of a new water supply pipe from the City's existing water main located in Florin Road. As noted above, a portion of the water used in the car wash process would be recycled for use on-site prior to eventual discharge to the City's sanitary sewer system. Wastewater from the car wash process, as well as a single employee-only restroom facility associated with the car wash facility, would be routed, by way of a new six-inch sewer line, to the City's existing 18-inch sewer line in Florin Road.

Stormwater runoff generated by impervious areas created by the proposed car wash facility would be captured by a series of new drain inlets to three bio-retention basins within the site. Treated runoff from the bio-retention basins would be routed through new 12-inch underground stormwater pipes to the City's existing 12-inch storm drains located west and east of the site.

As noted previously, utility plans have not yet been prepared for the proposed drive-through restaurants or the 7-11 site. However, for the purpose of this analysis, such development would connect to existing City water, sewer, and stormwater infrastructure within Florin Road and Franklin Boulevard. Similar to the car wash facility, each development would be required to provide for management of stormwater generated by on-site impervious surfaces.

Wastewater

The SASD is responsible for sewer collection in the project area. Buildout capacity of the entire SASD service area within the next ten years was anticipated in the Sewer System Management Plan (SSMP) through the year 2020. As such, SASD has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the proposed project site). SASD's pipelines eventually flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, per the 2035 Master EIR. Therefore, adequate capacity exists to serve the wastewater demand associated with buildout of the project site with commercial uses.

Water Supply

The City of Sacramento is responsible for providing and maintaining water for the project site. The Urban Water Management Plan analyzes the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the proposed project site. According to the City's Urban Water Management Plan (UWMP), under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.[14]

Development of the proposed car wash facility and drive-through restaurants, as well as the future on-site 7-11, would increase water demand associated with the project site. However, such uses would be consistent with the site's existing General Plan land use and zoning designations. Therefore, such increases in water demand are within the capacities anticipated within the City's UWMP and analyzed in the Master EIR. Furthermore, as noted above, the proposed project would recycle all wash water on-site, thereby reducing overall water demand.

Solid Waste

Solid waste from existing development in the project area is transferred to Kiefer Landfill for disposal. The 2035 General Plan Master EIR concluded that adequate capacity at local landfills exists for full buildout of the general plan. The proposed project is consistent with what is anticipated for the site, and the associated increase in solid waste disposal needs was considered in the 2035 General Plan Master EIR analysis. The proposed car wash facility and drive-through restaurants, as well as the future on-site 7-11 facility, would not generate an increase in solid waste from what has been anticipated in the Master EIR. As such, adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

Conclusion

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required, the proposed project would result ***no additional significant environmental effects*** beyond what was analyzed in the Master EIR.

Mitigation Measures

None required.

[14] City of Sacramento. *2010 Urban Water Management Plan* [pg. 5-22]. October 2011.

Findings

The proposed project would have no additional project-specific environmental effects relating to Utilities and Service Systems. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Answers to Checklist Questions

Question A

Implementation of the proposed project and the future on-site 7-11 development would have the potential to adversely impact special-status animals and previously undiscovered cultural resources and/or human remains. However, the proposed project would implement and comply with applicable Sacramento 2035 General Plan policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with City of Sacramento 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project and the future on-site 7-11 development would not result in any of the following: 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. Therefore, the proposed project and the future on-site 7-11 development would result ***no additional significant environmental effects*** beyond what was analyzed in the Master EIR.

Question B

The proposed project and the future on-site 7-11 are consistent with the 2035 General Plan land use designation and, thus, the proposed development was anticipated by the City per the 2035 General Plan and included in the cumulative analysis of City buildout in the Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project and the future on-site 7-11 development would not contribute to cumulative impacts in the City of Sacramento, and would result ***no additional significant environmental effects*** beyond what was analyzed in the Master EIR.

Question C

Implementation of the proposed project and the future on-site 7-11 development could result in impacts related to biological resources and cultural resources during the construction period. However, the proposed project would be required to implement the project-specific mitigation measures within this IS/MND, as well as applicable policies of the 2035 General Plan, to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project and the future on-site 7-11 development would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, and ***no additional significant environmental effects*** would occur beyond what was analyzed in the Master EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

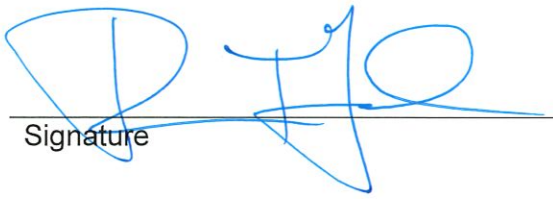
The environmental factors checked below would potentially be affected by the proposed project.

	Aesthetics		Noise
	Air Quality		Public Services
X	Biological Resources		Recreation
X	Cultural Resources		Transportation/Circulation
	Geology and Soils	X	Tribal Cultural Resources
	Hydrology and Water Quality		Utilities and Service Systems
	Hazards		

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))



Signature

May 21, 2019

Date

Tom Buford, Principal Planner

Printed Name

REFERENCES CITED

It should be noted that all of the technical reports used for the purposes of the analysis throughout this Initial Study are available upon request at the City of Sacramento Community Development Department located at 300 Richards Boulevard, 3rd floor, Sacramento, CA 95811. The following documents are referenced information sources used for the analysis within this Initial Study:

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
2. California Department of Conservation Division of Land Resource Protection Farmland Mapping and Monitoring Program. *Sacramento County Important Farmland Map*. 2016.
3. California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed July 2018.
4. California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
5. City of Sacramento. *Climate Action Plan*. Adopted February 14, 2012.
6. City of Sacramento. *Sacramento 2030 General Plan Draft Master EIR*. August 2014.
7. City of Sacramento. *Sacramento 2035 General Plan*. Adopted on March 3, 2015.
8. City of Sacramento. *Tee Permits & Ordinances.* Available at: https://www.cityofsacramento.org/Public-Works/Maintenance-Services/Trees/Permits-Ordinances. Accessed July 2018.
9. City of Sacramento. *Zoning Code.* Current through February 2019.
10. Department of Conservation, California Geological Survey. *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California*. 2006.
11. Department of Conservation, California Geological Survey. *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California*. 2006.
12. Federal Emergency Management Agency. *National Flood Hazard Layer FIRMette, 06067C0302H.* Updated October 2017.
13. Kimley-Horn & Associates, Inc. *Traffic Impact Study, Florin Road Quick Quack Car Wash, Sacramento, California.* November 15, 2018.
14. Sacramento Area Sewer District. *Sewer Ordinance SDI-0072*. Effective May 27, 2016.
15. Sacramento Area Sewer District. *Sewer System Management Plan.* April 25, 2014.
16. Sacramento Metropolitan Air Quality Management District. *Air Quality Pollutants and Standards*. Available at: http://www.airquality.org/Air-Quality-Health/Air-Quality-Pollutants-and-Standards. Accessed June 2018.
17. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. May 2018. Available at: http://www.airquality.org/ceqa/ceqaguideupdate.shtml. Accessed June 2018.
18. Sacramento Metropolitan Air Quality Management District. *SMAQMD Thresholds of Significance Table*. Available at: http://www.airquality.org/ceqa/CH2ThresholdsTables5-2015.pdf. May 2015. Accessed June 2018.
19. Sonny's Enterprises. *Blower Assembly, One Arch, 4SHP. August 1, 2012.*
20. State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed July 2018.

APPENDIX

AIR QUALITY AND GREENHOUSE GAS MODELING RESULTS

Florin Quick Quack Carwash

Sacramento Metropolitan AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	119.00	Space	4.44	47,600.00	0
Fast Food Restaurant with Drive Thru	5.76	1000sqft	0.13	5,757.00	0
Automobile Care Center	3.66	1000sqft	0.08	3,658.00	0
Convenience Market With Gas Pumps	6.00	Pump	0.15	6,432.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	422.59	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on SMUD’s RPS reductions

Land Use - applicant provided

Construction Phase - applicant provided

Grading - Applicant provided

Vehicle Trips - Per Traffic Impact Study

Mobile Land Use Mitigation - 0.02-mile to nearest bus stop (Florin Rd & Franklin Blvd WB)

Florin Quick Quack Carwash - Sacramento Metropolitan AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	230.00	90.00
tblConstructionPhase	NumDays	18.00	90.00
tblConstructionPhase	PhaseEndDate	6/7/2019	6/14/2019
tblConstructionPhase	PhaseEndDate	6/19/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	6/1/2020	7/16/2019
tblConstructionPhase	PhaseEndDate	5/6/2020	11/19/2019
tblConstructionPhase	PhaseEndDate	6/25/2020	12/3/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	6/14/2019
tblConstructionPhase	PhaseStartDate	5/7/2020	6/26/2019
tblConstructionPhase	PhaseStartDate	6/20/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	6/2/2020	7/31/2019
tblGrading	AcresOfGrading	4.00	4.80
tblLandUse	LandUseSquareFeet	5,760.00	5,757.00
tblLandUse	LandUseSquareFeet	3,660.00	3,658.00
tblLandUse	LandUseSquareFeet	847.05	6,432.00
tblLandUse	LotAcreage	1.07	4.44
tblLandUse	LotAcreage	0.02	0.15
tblProjectCharacteristics	CO2IntensityFactor	590.31	422.59
tblVehicleTrips	ST_TR	23.72	246.04
tblVehicleTrips	ST_TR	204.47	189.17
tblVehicleTrips	ST_TR	722.03	237.97
tblVehicleTrips	SU_TR	11.88	246.04
tblVehicleTrips	SU_TR	166.88	189.17
tblVehicleTrips	SU_TR	542.72	237.97

tblVehicleTrips	WD_TR	23.72	246.04
tblVehicleTrips	WD_TR	542.60	189.17
tblVehicleTrips	WD_TR	496.12	237.97

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2547	1.5281	1.1920	2.0300e-003	0.1321	0.0873	0.2193	0.0672	0.0819	0.1492	0.0000	179.6634	179.6634	0.0404	0.0000	180.6735
Maximum	**0.2547**	**1.5281**	**1.1920**	**2.0300e-003**	**0.1321**	**0.0873**	**0.2193**	**0.0672**	**0.0819**	**0.1492**	**0.0000**	**179.6634**	**179.6634**	**0.0404**	**0.0000**	**180.6735**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2547	1.5281	1.1919	2.0300e-003	0.1321	0.0873	0.2193	0.0672	0.0819	0.1492	0.0000	179.6632	179.6632	0.0404	0.0000	180.6733
Maximum	**0.2547**	**1.5281**	**1.1919**	**2.0300e-003**	**0.1321**	**0.0873**	**0.2193**	**0.0672**	**0.0819**	**0.1492**	**0.0000**	**179.6632**	**179.6632**	**0.0404**	**0.0000**	**180.6733**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-3-2019	9-2-2019	0.9336	0.9336
2	9-3-2019	9-30-2019	0.2879	0.2879
		Highest	0.9336	0.9336

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0731	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003
Energy	6.4100e-003	0.0583	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	137.5728	137.5728	6.3000e-003	2.2200e-003	138.3907
Mobile	0.7880	2.6050	5.4759	0.0113	0.8108	0.0120	0.8228	0.2174	0.0112	0.2287	0.0000	1,039.3945	1,039.3945	0.0708	0.0000	1,041.1640
Waste						0.0000	0.0000		0.0000	0.0000	16.3063	0.0000	16.3063	0.9637	0.0000	40.3981
Water						0.0000	0.0000		0.0000	0.0000	0.7626	2.3009	3.0635	2.7800e-003	1.6900e-003	3.6370
Total	**0.8675**	**2.6633**	**5.5266**	**0.0117**	**0.8108**	**0.0165**	**0.8272**	**0.2174**	**0.0157**	**0.2331**	**17.0689**	**1,179.2715**	**1,196.3404**	**1.0435**	**3.9100e-003**	**1,223.5933**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0731	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003
Energy	6.4100e-003	0.0583	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	137.5728	137.5728	6.3000e-003	2.2200e-003	138.3907
Mobile	0.7538	2.3632	4.6101	8.0500e-003	0.5184	9.3100e-003	0.5277	0.1390	8.7000e-003	0.1477	0.0000	739.8442	739.8442	0.0584	0.0000	741.3050
Waste						0.0000	0.0000		0.0000	0.0000	16.3063	0.0000	16.3063	0.9637	0.0000	40.3981
Water						0.0000	0.0000		0.0000	0.0000	0.7626	2.3009	3.0635	2.7800e-003	1.6900e-003	3.6370
Total	**0.8334**	**2.4215**	**4.6608**	**8.4000e-003**	**0.5184**	**0.0138**	**0.5321**	**0.1390**	**0.0131**	**0.1521**	**17.0689**	**879.7212**	**896.7901**	**1.0312**	**3.9100e-003**	**923.7343**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.94**	**9.08**	**15.67**	**27.96**	**36.07**	**16.46**	**35.68**	**36.07**	**16.20**	**34.73**	**0.00**	**25.40**	**25.04**	**1.18**	**0.00**	**24.51**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/3/2019	6/14/2019	5	10	
2	Grading	Grading	6/14/2019	6/25/2019	5	8	
3	Building Construction	Building Construction	7/17/2019	11/19/2019	5	90	
4	Paving	Paving	6/26/2019	7/16/2019	5	15	
5	Architectural Coating	Architectural Coating	7/31/2019	12/3/2019	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4.8

Acres of Paving: 4.44

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 23,771; Non-Residential Outdoor: 7,924; Striped Parking Area: 2,856 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	26.00	10.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	**0.0217**	**0.2279**	**0.1103**	**1.9000e-004**	**0.0903**	**0.0120**	**0.1023**	**0.0497**	**0.0110**	**0.0607**	**0.0000**	**17.0843**	**17.0843**	**5.4100e-003**	**0.0000**	**17.2195**

3.2 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	2.7600e-003	1.0000e-005	6.6000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.6042	0.6042	2.0000e-005	0.0000	0.6047
Total	**3.6000e-004**	**2.6000e-004**	**2.7600e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.7000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.6042**	**0.6042**	**2.0000e-005**	**0.0000**	**0.6047**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
Total	**0.0217**	**0.2279**	**0.1103**	**1.9000e-004**	**0.0903**	**0.0120**	**0.1023**	**0.0497**	**0.0110**	**0.0607**	**0.0000**	**17.0843**	**17.0843**	**5.4100e-003**	**0.0000**	**17.2195**

3.2 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	2.7600e-003	1.0000e-005	6.6000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.6042	0.6042	2.0000e-005	0.0000	0.6047
Total	**3.6000e-004**	**2.6000e-004**	**2.7600e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.7000e-004**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.6042**	**0.6042**	**2.0000e-005**	**0.0000**	**0.6047**

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	**0.0103**	**0.1134**	**0.0652**	**1.2000e-004**	**0.0266**	**5.5900e-003**	**0.0322**	**0.0135**	**5.1400e-003**	**0.0187**	**0.0000**	**10.6569**	**10.6569**	**3.3700e-003**	**0.0000**	**10.7412**

3.3 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.8400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4028	0.4028	1.0000e-005	0.0000	0.4031
Total	**2.4000e-004**	**1.7000e-004**	**1.8400e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4028**	**0.4028**	**1.0000e-005**	**0.0000**	**0.4031**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	**0.0103**	**0.1134**	**0.0652**	**1.2000e-004**	**0.0266**	**5.5900e-003**	**0.0322**	**0.0135**	**5.1400e-003**	**0.0187**	**0.0000**	**10.6569**	**10.6569**	**3.3700e-003**	**0.0000**	**10.7412**

3.3 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.8400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4028	0.4028	1.0000e-005	0.0000	0.4031
Total	**2.4000e-004**	**1.7000e-004**	**1.8400e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4028**	**0.4028**	**1.0000e-005**	**0.0000**	**0.4031**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.9486	0.7724	1.2100e-003		0.0580	0.0580		0.0546	0.0546	0.0000	105.7969	105.7969	0.0258	0.0000	106.4412
Total	**0.1063**	**0.9486**	**0.7724**	**1.2100e-003**		**0.0580**	**0.0580**		**0.0546**	**0.0546**	**0.0000**	**105.7969**	**105.7969**	**0.0258**	**0.0000**	**106.4412**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1600e-003	0.0552	0.0169	1.1000e-004	2.6300e-003	3.9000e-004	3.0200e-003	7.6000e-004	3.8000e-004	1.1400e-003	0.0000	10.7141	10.7141	6.7000e-004	0.0000	10.7309
Worker	4.7300e-003	3.3200e-003	0.0359	9.0000e-005	8.5900e-003	6.0000e-005	8.6600e-003	2.2900e-003	6.0000e-005	2.3400e-003	0.0000	7.8551	7.8551	2.4000e-004	0.0000	7.8612
Total	**6.8900e-003**	**0.0585**	**0.0528**	**2.0000e-004**	**0.0112**	**4.5000e-004**	**0.0117**	**3.0500e-003**	**4.4000e-004**	**3.4800e-003**	**0.0000**	**18.5691**	**18.5691**	**9.1000e-004**	**0.0000**	**18.5920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.9485	0.7724	1.2100e-003		0.0580	0.0580		0.0546	0.0546	0.0000	105.7968	105.7968	0.0258	0.0000	106.4411
Total	**0.1063**	**0.9485**	**0.7724**	**1.2100e-003**		**0.0580**	**0.0580**		**0.0546**	**0.0546**	**0.0000**	**105.7968**	**105.7968**	**0.0258**	**0.0000**	**106.4411**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1600e-003	0.0552	0.0169	1.1000e-004	2.6300e-003	3.9000e-004	3.0200e-003	7.6000e-004	3.8000e-004	1.1400e-003	0.0000	10.7141	10.7141	6.7000e-004	0.0000	10.7309
Worker	4.7300e-003	3.3200e-003	0.0359	9.0000e-005	8.5900e-003	6.0000e-005	8.6600e-003	2.2900e-003	6.0000e-005	2.3400e-003	0.0000	7.8551	7.8551	2.4000e-004	0.0000	7.8612
Total	**6.8900e-003**	**0.0585**	**0.0528**	**2.0000e-004**	**0.0112**	**4.5000e-004**	**0.0117**	**3.0500e-003**	**4.4000e-004**	**3.4800e-003**	**0.0000**	**18.5691**	**18.5691**	**9.1000e-004**	**0.0000**	**18.5920**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.5100e-003	0.0957	0.0924	1.4000e-004		5.4000e-003	5.4000e-003		4.9800e-003	4.9800e-003	0.0000	12.5417	12.5417	3.8600e-003	0.0000	12.6382
Paving	5.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0153**	**0.0957**	**0.0924**	**1.4000e-004**		**5.4000e-003**	**5.4000e-003**		**4.9800e-003**	**4.9800e-003**	**0.0000**	**12.5417**	**12.5417**	**3.8600e-003**	**0.0000**	**12.6382**

3.5 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	4.6000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0071	1.0071	3.0000e-005	0.0000	1.0078
Total	**6.1000e-004**	**4.3000e-004**	**4.6000e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.0071**	**1.0071**	**3.0000e-005**	**0.0000**	**1.0078**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.5100e-003	0.0957	0.0924	1.4000e-004		5.4000e-003	5.4000e-003		4.9800e-003	4.9800e-003	0.0000	12.5417	12.5417	3.8600e-003	0.0000	12.6382
Paving	5.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0153**	**0.0957**	**0.0924**	**1.4000e-004**		**5.4000e-003**	**5.4000e-003**		**4.9800e-003**	**4.9800e-003**	**0.0000**	**12.5417**	**12.5417**	**3.8600e-003**	**0.0000**	**12.6382**

3.5 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.3000e-004	4.6000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0071	1.0071	3.0000e-005	0.0000	1.0078
Total	**6.1000e-004**	**4.3000e-004**	**4.6000e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.0071**	**1.0071**	**3.0000e-005**	**0.0000**	**1.0078**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.0826	0.0829	1.3000e-004		5.7900e-003	5.7900e-003		5.7900e-003	5.7900e-003	0.0000	11.4896	11.4896	9.7000e-004	0.0000	11.5139
Total	**0.0921**	**0.0826**	**0.0829**	**1.3000e-004**		**5.7900e-003**	**5.7900e-003**		**5.7900e-003**	**5.7900e-003**	**0.0000**	**11.4896**	**11.4896**	**9.7000e-004**	**0.0000**	**11.5139**

3.6 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1000e-004	6.4000e-004	6.9000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5106	1.5106	5.0000e-005	0.0000	1.5118
Total	**9.1000e-004**	**6.4000e-004**	**6.9000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5106**	**1.5106**	**5.0000e-005**	**0.0000**	**1.5118**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.0826	0.0829	1.3000e-004		5.7900e-003	5.7900e-003		5.7900e-003	5.7900e-003	0.0000	11.4896	11.4896	9.7000e-004	0.0000	11.5139
Total	**0.0921**	**0.0826**	**0.0829**	**1.3000e-004**		**5.7900e-003**	**5.7900e-003**		**5.7900e-003**	**5.7900e-003**	**0.0000**	**11.4896**	**11.4896**	**9.7000e-004**	**0.0000**	**11.5139**

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1000e-004	6.4000e-004	6.9000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5106	1.5106	5.0000e-005	0.0000	1.5118
Total	**9.1000e-004**	**6.4000e-004**	**6.9000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5106**	**1.5106**	**5.0000e-005**	**0.0000**	**1.5118**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7538	2.3632	4.6101	8.0500e-003	0.5184	9.3100e-003	0.5277	0.1390	8.7000e-003	0.1477	0.0000	739.8442	739.8442	0.0584	0.0000	741.3050
Unmitigated	0.7880	2.6050	5.4759	0.0113	0.8108	0.0120	0.8228	0.2174	0.0112	0.2287	0.0000	1,039.3945	1,039.3945	0.0708	0.0000	1,041.1640

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	900.51	900.51	900.51	776,378	496,364
Convenience Market With Gas Pumps	1,135.02	1,135.02	1135.02	450,356	287,928
Fast Food Restaurant with Drive Thru	1,370.71	1,370.71	1370.71	946,877	605,370
Parking Lot	0.00	0.00	0.00		
Total	3,406.23	3,406.23	3,406.23	2,173,611	1,389,662

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	10.00	5.00	6.50	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Convenience Market With Gas Pumps	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	74.1300	74.1300	5.0900e-003	1.0500e-003	74.5709
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	74.1300	74.1300	5.0900e-003	1.0500e-003	74.5709
NaturalGas Mitigated	6.4100e-003	0.0583	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	63.4428	63.4428	1.2200e-003	1.1600e-003	63.8198
NaturalGas Unmitigated	6.4100e-003	0.0583	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003	0.0000	63.4428	63.4428	1.2200e-003	1.1600e-003	63.8198

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	130993	7.1000e-004	6.4200e-003	5.3900e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	6.9903	6.9903	1.3000e-004	1.3000e-004	7.0318
Convenience Market With Gas Pumps	34861.4	1.9000e-004	1.7100e-003	1.4400e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8603	1.8603	4.0000e-005	3.0000e-005	1.8714
Fast Food Restaurant with Drive Thru	1.02302e+006	5.5200e-003	0.0502	0.0421	3.0000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	54.5922	54.5922	1.0500e-003	1.0000e-003	54.9166
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.4200e-003**	**0.0583**	**0.0490**	**3.5000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**63.4428**	**63.4428**	**1.2200e-003**	**1.1600e-003**	**63.8198**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	130993	7.1000e-004	6.4200e-003	5.3900e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	6.9903	6.9903	1.3000e-004	1.3000e-004	7.0318
Convenience Market With Gas Pumps	34861.4	1.9000e-004	1.7100e-003	1.4400e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8603	1.8603	4.0000e-005	3.0000e-005	1.8714
Fast Food Restaurant with Drive Thru	1.02302e+006	5.5200e-003	0.0502	0.0421	3.0000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	54.5922	54.5922	1.0500e-003	1.0000e-003	54.9166
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.4200e-003**	**0.0583**	**0.0490**	**3.5000e-004**		**4.4300e-003**	**4.4300e-003**		**4.4300e-003**	**4.4300e-003**	**0.0000**	**63.4428**	**63.4428**	**1.2200e-003**	**1.1600e-003**	**63.8198**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	55528.4	10.6439	7.3000e-004	1.5000e-004	10.7072
Convenience Market With Gas Pumps	74418.2	14.2648	9.8000e-004	2.0000e-004	14.3496
Fast Food Restaurant with Drive Thru	240124	46.0279	3.1600e-003	6.5000e-004	46.3016
Parking Lot	16660	3.1935	2.2000e-004	5.0000e-005	3.2124
Total		**74.1300**	**5.0900e-003**	**1.0500e-003**	**74.5709**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	55528.4	10.6439	7.3000e-004	1.5000e-004	10.7072
Convenience Market With Gas Pumps	74418.2	14.2648	9.8000e-004	2.0000e-004	14.3496
Fast Food Restaurant with Drive Thru	240124	46.0279	3.1600e-003	6.5000e-004	46.3016
Parking Lot	16660	3.1935	2.2000e-004	5.0000e-005	3.2124
Total		**74.1300**	**5.0900e-003**	**1.0500e-003**	**74.5709**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0731	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003
Unmitigated	0.0731	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.0100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003
Total	**0.0731**	**2.0000e-005**	**1.7200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3400e-003**	**3.3400e-003**	**1.0000e-005**	**0.0000**	**3.5600e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.0100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3400e-003	3.3400e-003	1.0000e-005	0.0000	3.5600e-003
Total	**0.0731**	**2.0000e-005**	**1.7200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.3400e-003**	**3.3400e-003**	**1.0000e-005**	**0.0000**	**3.5600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.0635	2.7800e-003	1.6900e-003	3.6370
Unmitigated	3.0635	2.7800e-003	1.6900e-003	3.6370

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.344337 / 0.211045	0.5923	4.5000e-004	2.7000e-004	0.6845
Convenience Market With Gas Pumps	0.0627431 / 0.0384554	0.1079	8.0000e-005	5.0000e-005	0.1247
Fast Food Restaurant with Drive Thru	1.74835 / 0.111597	2.3633	2.2500e-003	1.3700e-003	2.8277
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.0635**	**2.7800e-003**	**1.6900e-003**	**3.6370**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.344337 / 0.211045	0.5923	4.5000e-004	2.7000e-004	0.6845
Convenience Market With Gas Pumps	0.0627431 / 0.0384554	0.1079	8.0000e-005	5.0000e-005	0.1247
Fast Food Restaurant with Drive Thru	1.74835 / 0.111597	2.3633	2.2500e-003	1.3700e-003	2.8277
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.0635**	**2.7800e-003**	**1.6900e-003**	**3.6370**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.3063	0.9637	0.0000	40.3981
Unmitigated	16.3063	0.9637	0.0000	40.3981

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	13.98	2.8378	0.1677	0.0000	7.0306
Fast Food Restaurant with Drive Thru	66.35	13.4685	0.7960	0.0000	33.3675
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**16.3063**	**0.9637**	**0.0000**	**40.3981**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	13.98	2.8378	0.1677	0.0000	7.0306
Fast Food Restaurant with Drive Thru	66.35	13.4685	0.7960	0.0000	33.3675
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**16.3063**	**0.9637**	**0.0000**	**40.3981**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Florin Quick Quack Carwash

Sacramento Metropolitan AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	119.00	Space	4.44	47,600.00	0
Fast Food Restaurant with Drive Thru	5.76	1000sqft	0.13	5,757.00	0
Automobile Care Center	3.66	1000sqft	0.08	3,658.00	0
Convenience Market With Gas Pumps	6.00	Pump	0.15	6,432.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	422.59	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on SMUD’s RPS reductions

Land Use - applicant provided

Construction Phase - applicant provided

Grading - Applicant provided

Vehicle Trips - Per Traffic Impact Study

Mobile Land Use Mitigation - 0.02-mile to nearest bus stop (Florin Rd & Franklin Blvd WB)

Florin Quick Quack Carwash - Sacramento Metropolitan AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	230.00	90.00
tblConstructionPhase	NumDays	18.00	90.00
tblConstructionPhase	PhaseEndDate	6/7/2019	6/14/2019
tblConstructionPhase	PhaseEndDate	6/19/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	6/1/2020	7/16/2019
tblConstructionPhase	PhaseEndDate	5/6/2020	11/19/2019
tblConstructionPhase	PhaseEndDate	6/25/2020	12/3/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	6/14/2019
tblConstructionPhase	PhaseStartDate	5/7/2020	6/26/2019
tblConstructionPhase	PhaseStartDate	6/20/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	6/2/2020	7/31/2019
tblGrading	AcresOfGrading	4.00	4.80
tblLandUse	LandUseSquareFeet	5,760.00	5,757.00
tblLandUse	LandUseSquareFeet	3,660.00	3,658.00
tblLandUse	LandUseSquareFeet	847.05	6,432.00
tblLandUse	LotAcreage	1.07	4.44
tblLandUse	LotAcreage	0.02	0.15
tblProjectCharacteristics	CO2IntensityFactor	590.31	422.59
tblVehicleTrips	ST_TR	23.72	246.04
tblVehicleTrips	ST_TR	204.47	189.17
tblVehicleTrips	ST_TR	722.03	237.97
tblVehicleTrips	SU_TR	11.88	246.04
tblVehicleTrips	SU_TR	166.88	189.17
tblVehicleTrips	SU_TR	542.72	237.97

tblVehicleTrips	WD_TR	23.72	246.04
tblVehicleTrips	WD_TR	542.60	189.17
tblVehicleTrips	WD_TR	496.12	237.97

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	7.0701	74.0056	39.5479	0.0704	24.9757	3.7895	28.7652	13.3762	3.4864	16.8626	0.0000	6,973.4114	6,973.4114	2.1293	0.0000	7,026.6450
Maximum	**7.0701**	**74.0056**	**39.5479**	**0.0704**	**24.9757**	**3.7895**	**28.7652**	**13.3762**	**3.4864**	**16.8626**	**0.0000**	**6,973.4114**	**6,973.4114**	**2.1293**	**0.0000**	**7,026.6450**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	7.0701	74.0056	39.5479	0.0704	24.9757	3.7895	28.7652	13.3762	3.4864	16.8626	0.0000	6,973.4114	6,973.4114	2.1293	0.0000	7,026.6450
Maximum	**7.0701**	**74.0056**	**39.5479**	**0.0704**	**24.9757**	**3.7895**	**28.7652**	**13.3762**	**3.4864**	**16.8626**	**0.0000**	**6,973.4114**	**6,973.4114**	**2.1293**	**0.0000**	**7,026.6450**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Energy	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
Mobile	5.7723	14.0848	30.1464	0.0668	4.6116	0.0650	4.6766	1.2330	0.0608	1.2938		6,767.7425	6,767.7425	0.4200		6,778.2414
Total	**6.2086**	**14.4042**	**30.4284**	**0.0688**	**4.6116**	**0.0894**	**4.7010**	**1.2330**	**0.0851**	**1.3181**		**7,150.9704**	**7,150.9704**	**0.4274**	**7.0300e-003**	**7,163.7484**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Energy	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
Mobile	5.5746	12.8557	24.3592	0.0474	2.9484	0.0501	2.9985	0.7883	0.0468	0.8351		4,799.3822	4,799.3822	0.3404		4,807.8918
Total	**6.0109**	**13.1752**	**24.6413**	**0.0493**	**2.9484**	**0.0744**	**3.0228**	**0.7883**	**0.0711**	**0.8594**		**5,182.6102**	**5,182.6102**	**0.3478**	**7.0300e-003**	**5,193.3988**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.18**	**8.53**	**19.02**	**28.31**	**36.07**	**16.69**	**35.70**	**36.07**	**16.43**	**34.80**	**0.00**	**27.53**	**27.53**	**18.62**	**0.00**	**27.50**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/3/2019	6/14/2019	5	10	
2	Grading	Grading	6/14/2019	6/25/2019	5	8	
3	Building Construction	Building Construction	7/17/2019	11/19/2019	5	90	
4	Paving	Paving	6/26/2019	7/16/2019	5	15	
5	Architectural Coating	Architectural Coating	7/31/2019	12/3/2019	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4.8

Acres of Paving: 4.44

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 23,771; Non-Residential Outdoor: 7,924; Striped Parking Area: 2,856 (Architectural Coating – sqft)

OffRoad Equipment

Florin Quick Quack Carwash - Sacramento Metropolitan AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	26.00	10.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.2 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
Total	**0.0843**	**0.0463**	**0.6499**	**1.4800e-003**	**0.1369**	**9.8000e-004**	**0.1379**	**0.0363**	**9.0000e-004**	**0.0372**		**147.3555**	**147.3555**	**4.6400e-003**		**147.4714**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.2 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
Total	**0.0843**	**0.0463**	**0.6499**	**1.4800e-003**	**0.1369**	**9.8000e-004**	**0.1379**	**0.0363**	**9.0000e-004**	**0.0372**		**147.3555**	**147.3555**	**4.6400e-003**		**147.4714**

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6584	0.0000	6.6584	3.3789	0.0000	3.3789			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6584**	**1.3974**	**8.0558**	**3.3789**	**1.2856**	**4.6645**		**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.3 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
Total	**0.0703**	**0.0386**	**0.5416**	**1.2300e-003**	**0.1141**	**8.1000e-004**	**0.1149**	**0.0303**	**7.5000e-004**	**0.0310**		**122.7963**	**122.7963**	**3.8600e-003**		**122.8929**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6584	0.0000	6.6584	3.3789	0.0000	3.3789			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6584**	**1.3974**	**8.0558**	**3.3789**	**1.2856**	**4.6645**	**0.0000**	**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.3 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0703	0.0386	0.5416	1.2300e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		122.7963	122.7963	3.8600e-003		122.8929
Total	**0.0703**	**0.0386**	**0.5416**	**1.2300e-003**	**0.1141**	**8.1000e-004**	**0.1149**	**0.0303**	**7.5000e-004**	**0.0310**		**122.7963**	**122.7963**	**3.8600e-003**		**122.8929**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0473	1.1978	0.3576	2.5100e-003	0.0602	8.6400e-003	0.0688	0.0173	8.2700e-003	0.0256		265.2509	265.2509	0.0159		265.6494
Worker	0.1218	0.0669	0.9388	2.1400e-003	0.1978	1.4100e-003	0.1992	0.0525	1.3000e-003	0.0538		212.8469	212.8469	6.7000e-003		213.0143
Total	**0.1691**	**1.2647**	**1.2964**	**4.6500e-003**	**0.2580**	**0.0101**	**0.2680**	**0.0698**	**9.5700e-003**	**0.0794**		**478.0978**	**478.0978**	**0.0226**		**478.6637**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0473	1.1978	0.3576	2.5100e-003	0.0602	8.6400e-003	0.0688	0.0173	8.2700e-003	0.0256		265.2509	265.2509	0.0159		265.6494
Worker	0.1218	0.0669	0.9388	2.1400e-003	0.1978	1.4100e-003	0.1992	0.0525	1.3000e-003	0.0538		212.8469	212.8469	6.7000e-003		213.0143
Total	**0.1691**	**1.2647**	**1.2964**	**4.6500e-003**	**0.2580**	**0.0101**	**0.2680**	**0.0698**	**9.5700e-003**	**0.0794**		**478.0978**	**478.0978**	**0.0226**		**478.6637**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.7755					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0434**	**12.7604**	**12.3130**	**0.0189**		**0.7196**	**0.7196**		**0.6637**	**0.6637**		**1,843.3191**	**1,843.3191**	**0.5671**		**1,857.4966**

3.5 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0937	0.0515	0.7221	1.6500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		163.7283	163.7283	5.1500e-003		163.8572
Total	**0.0937**	**0.0515**	**0.7221**	**1.6500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**163.7283**	**163.7283**	**5.1500e-003**		**163.8572**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.7755					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0434**	**12.7604**	**12.3130**	**0.0189**		**0.7196**	**0.7196**		**0.6637**	**0.6637**	**0.0000**	**1,843.3191**	**1,843.3191**	**0.5671**		**1,857.4966**

3.5 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0937	0.0515	0.7221	1.6500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		163.7283	163.7283	5.1500e-003		163.8572
Total	**0.0937**	**0.0515**	**0.7221**	**1.6500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**163.7283**	**163.7283**	**5.1500e-003**		**163.8572**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.7794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**2.0458**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0234	0.0129	0.1805	4.1000e-004	0.0380	2.7000e-004	0.0383	0.0101	2.5000e-004	0.0103		40.9321	40.9321	1.2900e-003		40.9643
Total	**0.0234**	**0.0129**	**0.1805**	**4.1000e-004**	**0.0380**	**2.7000e-004**	**0.0383**	**0.0101**	**2.5000e-004**	**0.0103**		**40.9321**	**40.9321**	**1.2900e-003**		**40.9643**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.7794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**2.0458**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0234	0.0129	0.1805	4.1000e-004	0.0380	2.7000e-004	0.0383	0.0101	2.5000e-004	0.0103		40.9321	40.9321	1.2900e-003		40.9643
Total	**0.0234**	**0.0129**	**0.1805**	**4.1000e-004**	**0.0380**	**2.7000e-004**	**0.0383**	**0.0101**	**2.5000e-004**	**0.0103**		**40.9321**	**40.9321**	**1.2900e-003**		**40.9643**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5746	12.8557	24.3592	0.0474	2.9484	0.0501	2.9985	0.7883	0.0468	0.8351		4,799.3822	4,799.3822	0.3404		4,807.8918
Unmitigated	5.7723	14.0848	30.1464	0.0668	4.6116	0.0650	4.6766	1.2330	0.0608	1.2938		6,767.7425	6,767.7425	0.4200		6,778.2414

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	900.51	900.51	900.51	776,378	496,364
Convenience Market With Gas Pumps	1,135.02	1,135.02	1135.02	450,356	287,928
Fast Food Restaurant with Drive Thru	1,370.71	1,370.71	1370.71	946,877	605,370
Parking Lot	0.00	0.00	0.00		
Total	3,406.23	3,406.23	3,406.23	2,173,611	1,389,662

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	10.00	5.00	6.50	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Convenience Market With Gas Pumps	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
NaturalGas Unmitigated	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	358.885	3.8700e-003	0.0352	0.0296	2.1000e-004		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003		42.2218	42.2218	8.1000e-004	7.7000e-004	42.4727
Convenience Market With Gas Pumps	95.5108	1.0300e-003	9.3600e-003	7.8700e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004		11.2366	11.2366	2.2000e-004	2.1000e-004	11.3033
Fast Food Restaurant with Drive Thru	2802.79	0.0302	0.2748	0.2308	1.6500e-003		0.0209	0.0209		0.0209	0.0209		329.7402	329.7402	6.3200e-003	6.0500e-003	331.6997
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0351**	**0.3193**	**0.2683**	**1.9200e-003**		**0.0243**	**0.0243**		**0.0243**	**0.0243**		**383.1985**	**383.1985**	**7.3500e-003**	**7.0300e-003**	**385.4757**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.358885	3.8700e-003	0.0352	0.0296	2.1000e-004		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003		42.2218	42.2218	8.1000e-004	7.7000e-004	42.4727
Convenience Market With Gas Pumps	0.0955108	1.0300e-003	9.3600e-003	7.8700e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004		11.2366	11.2366	2.2000e-004	2.1000e-004	11.3033
Fast Food Restaurant with Drive Thru	2.80279	0.0302	0.2748	0.2308	1.6500e-003		0.0209	0.0209		0.0209	0.0209		329.7402	329.7402	6.3200e-003	6.0500e-003	331.6997
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0351**	**0.3193**	**0.2683**	**1.9200e-003**		**0.0243**	**0.0243**		**0.0243**	**0.0243**		**383.1985**	**383.1985**	**7.3500e-003**	**7.0300e-003**	**385.4757**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Unmitigated	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Total	**0.4012**	**1.3000e-004**	**0.0138**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0294**	**0.0294**	**8.0000e-005**		**0.0314**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Total	**0.4012**	**1.3000e-004**	**0.0138**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0294**	**0.0294**	**8.0000e-005**		**0.0314**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Florin Quick Quack Carwash

Sacramento Metropolitan AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	119.00	Space	4.44	47,600.00	0
Fast Food Restaurant with Drive Thru	5.76	1000sqft	0.13	5,757.00	0
Automobile Care Center	3.66	1000sqft	0.08	3,658.00	0
Convenience Market With Gas Pumps	6.00	Pump	0.15	6,432.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	422.59	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on SMUD’s RPS reductions

Land Use - applicant provided

Construction Phase - applicant provided

Grading - Applicant provided

Vehicle Trips - Per Traffic Impact Study

Mobile Land Use Mitigation - 0.02-mile to nearest bus stop (Florin Rd & Franklin Blvd WB)

Florin Quick Quack Carwash - Sacramento Metropolitan AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	230.00	90.00
tblConstructionPhase	NumDays	18.00	90.00
tblConstructionPhase	PhaseEndDate	6/7/2019	6/14/2019
tblConstructionPhase	PhaseEndDate	6/19/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	6/1/2020	7/16/2019
tblConstructionPhase	PhaseEndDate	5/6/2020	11/19/2019
tblConstructionPhase	PhaseEndDate	6/25/2020	12/3/2019
tblConstructionPhase	PhaseStartDate	6/8/2019	6/14/2019
tblConstructionPhase	PhaseStartDate	5/7/2020	6/26/2019
tblConstructionPhase	PhaseStartDate	6/20/2019	7/17/2019
tblConstructionPhase	PhaseStartDate	6/2/2020	7/31/2019
tblGrading	AcresOfGrading	4.00	4.80
tblLandUse	LandUseSquareFeet	5,760.00	5,757.00
tblLandUse	LandUseSquareFeet	3,660.00	3,658.00
tblLandUse	LandUseSquareFeet	847.05	6,432.00
tblLandUse	LotAcreage	1.07	4.44
tblLandUse	LotAcreage	0.02	0.15
tblProjectCharacteristics	CO2IntensityFactor	590.31	422.59
tblVehicleTrips	ST_TR	23.72	246.04
tblVehicleTrips	ST_TR	204.47	189.17
tblVehicleTrips	ST_TR	722.03	237.97
tblVehicleTrips	SU_TR	11.88	246.04
tblVehicleTrips	SU_TR	166.88	189.17
tblVehicleTrips	SU_TR	542.72	237.97

tblVehicleTrips	WD_TR	23.72	246.04
tblVehicleTrips	WD_TR	542.60	189.17
tblVehicleTrips	WD_TR	496.12	237.97

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	7.0578	74.0257	39.3815	0.0700	24.9757	3.7895	28.7652	13.3762	3.4864	16.8626	0.0000	6,940.5297	6,940.5297	2.1284	0.0000	6,993.7390
Maximum	**7.0578**	**74.0257**	**39.3815**	**0.0700**	**24.9757**	**3.7895**	**28.7652**	**13.3762**	**3.4864**	**16.8626**	**0.0000**	**6,940.5297**	**6,940.5297**	**2.1284**	**0.0000**	**6,993.7390**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	7.0578	74.0257	39.3815	0.0700	24.9757	3.7895	28.7652	13.3762	3.4864	16.8626	0.0000	6,940.5297	6,940.5297	2.1284	0.0000	6,993.7390
Maximum	**7.0578**	**74.0257**	**39.3815**	**0.0700**	**24.9757**	**3.7895**	**28.7652**	**13.3762**	**3.4864**	**16.8626**	**0.0000**	**6,940.5297**	**6,940.5297**	**2.1284**	**0.0000**	**6,993.7390**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Energy	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
Mobile	4.0222	14.4939	33.7021	0.0606	4.6116	0.0677	4.6793	1.2330	0.0633	1.2963		6,129.4699	6,129.4699	0.4539		6,140.8176
Total	**4.4585**	**14.8134**	**33.9841**	**0.0625**	**4.6116**	**0.0920**	**4.7036**	**1.2330**	**0.0876**	**1.3206**		**6,512.6978**	**6,512.6978**	**0.4613**	**7.0300e-003**	**6,526.3246**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Energy	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
Mobile	3.8337	13.0960	29.0649	0.0431	2.9484	0.0527	3.0011	0.7883	0.0493	0.8376		4,353.7598	4,353.7598	0.3799		4,363.2575
Total	**4.2700**	**13.4155**	**29.3469**	**0.0450**	**2.9484**	**0.0771**	**3.0254**	**0.7883**	**0.0736**	**0.8619**		**4,736.9877**	**4,736.9877**	**0.3873**	**7.0300e-003**	**4,748.7645**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.23**	**9.44**	**13.65**	**28.03**	**36.07**	**16.21**	**35.68**	**36.07**	**15.95**	**34.73**	**0.00**	**27.27**	**27.27**	**16.04**	**0.00**	**27.24**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/3/2019	6/14/2019	5	10	
2	Grading	Grading	6/14/2019	6/25/2019	5	8	
3	Building Construction	Building Construction	7/17/2019	11/19/2019	5	90	
4	Paving	Paving	6/26/2019	7/16/2019	5	15	
5	Architectural Coating	Architectural Coating	7/31/2019	12/3/2019	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4.8

Acres of Paving: 4.44

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 23,771; Non-Residential Outdoor: 7,924; Striped Parking Area: 2,856 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	26.00	10.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.2 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0776	0.0573	0.5591	1.3000e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		129.4200	129.4200	4.1100e-003		129.5227
Total	**0.0776**	**0.0573**	**0.5591**	**1.3000e-003**	**0.1369**	**9.8000e-004**	**0.1379**	**0.0363**	**9.0000e-004**	**0.0372**		**129.4200**	**129.4200**	**4.1100e-003**		**129.5227**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.2 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0776	0.0573	0.5591	1.3000e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		129.4200	129.4200	4.1100e-003		129.5227
Total	**0.0776**	**0.0573**	**0.5591**	**1.3000e-003**	**0.1369**	**9.8000e-004**	**0.1379**	**0.0363**	**9.0000e-004**	**0.0372**		**129.4200**	**129.4200**	**4.1100e-003**		**129.5227**

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6584	0.0000	6.6584	3.3789	0.0000	3.3789			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6584**	**1.3974**	**8.0558**	**3.3789**	**1.2856**	**4.6645**		**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.3 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
Total	**0.0647**	**0.0477**	**0.4660**	**1.0800e-003**	**0.1141**	**8.1000e-004**	**0.1149**	**0.0303**	**7.5000e-004**	**0.0310**		**107.8500**	**107.8500**	**3.4200e-003**		**107.9356**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6584	0.0000	6.6584	3.3789	0.0000	3.3789			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6584**	**1.3974**	**8.0558**	**3.3789**	**1.2856**	**4.6645**	**0.0000**	**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.3 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0477	0.4660	1.0800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		107.8500	107.8500	3.4200e-003		107.9356
Total	**0.0647**	**0.0477**	**0.4660**	**1.0800e-003**	**0.1141**	**8.1000e-004**	**0.1149**	**0.0303**	**7.5000e-004**	**0.0310**		**107.8500**	**107.8500**	**3.4200e-003**		**107.9356**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0497	1.2271	0.4068	2.4500e-003	0.0602	8.8800e-003	0.0691	0.0173	8.4900e-003	0.0258		258.5858	258.5858	0.0173		259.0176
Worker	0.1121	0.0827	0.8077	1.8800e-003	0.1978	1.4100e-003	0.1992	0.0525	1.3000e-003	0.0538		186.9400	186.9400	5.9300e-003		187.0884
Total	**0.1619**	**1.3098**	**1.2145**	**4.3300e-003**	**0.2580**	**0.0103**	**0.2683**	**0.0698**	**9.7900e-003**	**0.0796**		**445.5258**	**445.5258**	**0.0232**		**446.1060**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0497	1.2271	0.4068	2.4500e-003	0.0602	8.8800e-003	0.0691	0.0173	8.4900e-003	0.0258		258.5858	258.5858	0.0173		259.0176
Worker	0.1121	0.0827	0.8077	1.8800e-003	0.1978	1.4100e-003	0.1992	0.0525	1.3000e-003	0.0538		186.9400	186.9400	5.9300e-003		187.0884
Total	**0.1619**	**1.3098**	**1.2145**	**4.3300e-003**	**0.2580**	**0.0103**	**0.2683**	**0.0698**	**9.7900e-003**	**0.0796**		**445.5258**	**445.5258**	**0.0232**		**446.1060**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637		1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.7755					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0434**	**12.7604**	**12.3130**	**0.0189**		**0.7196**	**0.7196**		**0.6637**	**0.6637**		**1,843.3191**	**1,843.3191**	**0.5671**		**1,857.4966**

3.5 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0863	0.0637	0.6213	1.4500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		143.8000	143.8000	4.5600e-003		143.9141
Total	**0.0863**	**0.0637**	**0.6213**	**1.4500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**143.8000**	**143.8000**	**4.5600e-003**		**143.9141**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2679	12.7604	12.3130	0.0189		0.7196	0.7196		0.6637	0.6637	0.0000	1,843.3191	1,843.3191	0.5671		1,857.4966
Paving	0.7755					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0434**	**12.7604**	**12.3130**	**0.0189**		**0.7196**	**0.7196**		**0.6637**	**0.6637**	**0.0000**	**1,843.3191**	**1,843.3191**	**0.5671**		**1,857.4966**

3.5 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0863	0.0637	0.6213	1.4500e-003	0.1521	1.0800e-003	0.1532	0.0404	1.0000e-003	0.0414		143.8000	143.8000	4.5600e-003		143.9141
Total	**0.0863**	**0.0637**	**0.6213**	**1.4500e-003**	**0.1521**	**1.0800e-003**	**0.1532**	**0.0404**	**1.0000e-003**	**0.0414**		**143.8000**	**143.8000**	**4.5600e-003**		**143.9141**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.7794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**2.0458**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0216	0.0159	0.1553	3.6000e-004	0.0380	2.7000e-004	0.0383	0.0101	2.5000e-004	0.0103		35.9500	35.9500	1.1400e-003		35.9785
Total	**0.0216**	**0.0159**	**0.1553**	**3.6000e-004**	**0.0380**	**2.7000e-004**	**0.0383**	**0.0101**	**2.5000e-004**	**0.0103**		**35.9500**	**35.9500**	**1.1400e-003**		**35.9785**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.7794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**2.0458**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0216	0.0159	0.1553	3.6000e-004	0.0380	2.7000e-004	0.0383	0.0101	2.5000e-004	0.0103		35.9500	35.9500	1.1400e-003		35.9785
Total	**0.0216**	**0.0159**	**0.1553**	**3.6000e-004**	**0.0380**	**2.7000e-004**	**0.0383**	**0.0101**	**2.5000e-004**	**0.0103**		**35.9500**	**35.9500**	**1.1400e-003**		**35.9785**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.8337	13.0960	29.0649	0.0431	2.9484	0.0527	3.0011	0.7883	0.0493	0.8376		4,353.7598	4,353.7598	0.3799		4,363.2575
Unmitigated	4.0222	14.4939	33.7021	0.0606	4.6116	0.0677	4.6793	1.2330	0.0633	1.2963		6,129.4699	6,129.4699	0.4539		6,140.8176

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	900.51	900.51	900.51	776,378	496,364
Convenience Market With Gas Pumps	1,135.02	1,135.02	1135.02	450,356	287,928
Fast Food Restaurant with Drive Thru	1,370.71	1,370.71	1370.71	946,877	605,370
Parking Lot	0.00	0.00	0.00		
Total	3,406.23	3,406.23	3,406.23	2,173,611	1,389,662

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	10.00	5.00	6.50	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	10.00	5.00	6.50	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	10.00	5.00	6.50	2.20	78.80	19.00	29	21	50
Parking Lot	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Convenience Market With Gas Pumps	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Fast Food Restaurant with Drive Thru	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915
Parking Lot	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757
NaturalGas Unmitigated	0.0351	0.3193	0.2682	1.9200e-003		0.0243	0.0243		0.0243	0.0243		383.1985	383.1985	7.3400e-003	7.0300e-003	385.4757

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	358.885	3.8700e-003	0.0352	0.0296	2.1000e-004		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003		42.2218	42.2218	8.1000e-004	7.7000e-004	42.4727
Convenience Market With Gas Pumps	95.5108	1.0300e-003	9.3600e-003	7.8700e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004		11.2366	11.2366	2.2000e-004	2.1000e-004	11.3033
Fast Food Restaurant with Drive Thru	2802.79	0.0302	0.2748	0.2308	1.6500e-003		0.0209	0.0209		0.0209	0.0209		329.7402	329.7402	6.3200e-003	6.0500e-003	331.6997
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0351**	**0.3193**	**0.2683**	**1.9200e-003**		**0.0243**	**0.0243**		**0.0243**	**0.0243**		**383.1985**	**383.1985**	**7.3500e-003**	**7.0300e-003**	**385.4757**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.358885	3.8700e-003	0.0352	0.0296	2.1000e-004		2.6700e-003	2.6700e-003		2.6700e-003	2.6700e-003		42.2218	42.2218	8.1000e-004	7.7000e-004	42.4727
Convenience Market With Gas Pumps	0.0955108	1.0300e-003	9.3600e-003	7.8700e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004		11.2366	11.2366	2.2000e-004	2.1000e-004	11.3033
Fast Food Restaurant with Drive Thru	2.80279	0.0302	0.2748	0.2308	1.6500e-003		0.0209	0.0209		0.0209	0.0209		329.7402	329.7402	6.3200e-003	6.0500e-003	331.6997
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0351**	**0.3193**	**0.2683**	**1.9200e-003**		**0.0243**	**0.0243**		**0.0243**	**0.0243**		**383.1985**	**383.1985**	**7.3500e-003**	**7.0300e-003**	**385.4757**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Unmitigated	0.4012	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Total	**0.4012**	**1.3000e-004**	**0.0138**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0294**	**0.0294**	**8.0000e-005**		**0.0314**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0138	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0314
Total	**0.4012**	**1.3000e-004**	**0.0138**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0294**	**0.0294**	**8.0000e-005**		**0.0314**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Florin Quick Quack Carwash

Sacramento Metropolitan AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	2	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	11	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	1.19900E-002	8.25900E-002	8.28600E-002	1.30000E-004	5.79000E-003	5.79000E-003	0.00000E+000	1.14896E+001	1.14896E+001	9.70000E-004	0.00000E+000	1.15139E+001
Cement and Mortar Mixers	6.60000E-004	4.14000E-003	3.47000E-003	1.00000E-005	1.60000E-004	1.60000E-004	0.00000E+000	5.15560E-001	5.15560E-001	5.00000E-005	0.00000E+000	5.16900E-001
Cranes	1.98500E-002	2.36530E-001	9.02900E-002	2.30000E-004	1.00300E-002	9.22000E-003	0.00000E+000	2.04039E+001	2.04039E+001	6.46000E-003	0.00000E+000	2.05653E+001
Excavators	1.04000E-003	1.07300E-002	1.30500E-002	2.00000E-005	5.20000E-004	4.80000E-004	0.00000E+000	1.85474E+000	1.85474E+000	5.90000E-004	0.00000E+000	1.86941E+000
Forklifts	2.15900E-002	1.92820E-001	1.61220E-001	2.10000E-004	1.49400E-002	1.37400E-002	0.00000E+000	1.85322E+001	1.85322E+001	5.86000E-003	0.00000E+000	1.86788E+001
Generator Sets	1.99800E-002	1.70010E-001	1.67540E-001	3.00000E-004	1.01600E-002	1.01600E-002	0.00000E+000	2.54343E+001	2.54343E+001	1.61000E-003	0.00000E+000	2.54746E+001
Graders	1.95000E-003	2.63200E-002	7.35000E-003	3.00000E-005	8.40000E-004	7.80000E-004	0.00000E+000	2.38636E+000	2.38636E+000	7.60000E-004	0.00000E+000	2.40523E+000
Pavers	2.16000E-003	2.34300E-002	2.17600E-002	4.00000E-005	1.15000E-003	1.06000E-003	0.00000E+000	3.16720E+000	3.16720E+000	1.00000E-003	0.00000E+000	3.19225E+000
Paving Equipment	2.40000E-003	2.53900E-002	2.83900E-002	5.00000E-005	1.26000E-003	1.16000E-003	0.00000E+000	4.11621E+000	4.11621E+000	1.30000E-003	0.00000E+000	4.14877E+000
Rollers	2.55000E-003	2.52100E-002	2.14600E-002	3.00000E-005	1.66000E-003	1.52000E-003	0.00000E+000	2.65029E+000	2.65029E+000	8.40000E-004	0.00000E+000	2.67125E+000
Rubber Tired Dozers	2.15600E-002	2.29410E-001	8.14000E-002	1.60000E-004	1.11900E-002	1.02900E-002	0.00000E+000	1.45722E+001	1.45722E+001	4.61000E-003	0.00000E+000	1.46875E+001
Tractors/Loaders/ Backhoes	3.67000E-002	3.68430E-001	3.62960E-001	4.90000E-004	2.46000E-002	2.26300E-002	0.00000E+000	4.39770E+001	4.39770E+001	1.39100E-002	0.00000E+000	4.43248E+001
Welders	1.73300E-002	7.30900E-002	8.13200E-002	1.20000E-004	4.49000E-003	4.49000E-003	0.00000E+000	8.46993E+000	8.46993E+000	1.42000E-003	0.00000E+000	8.50533E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	1.19900E-002	8.25900E-002	8.28600E-002	1.30000E-004	5.79000E-003	5.79000E-003	0.00000E+000	1.14896E+001	1.14896E+001	9.70000E-004	0.00000E+000	1.15139E+001
Cement and Mortar Mixers	6.60000E-004	4.14000E-003	3.47000E-003	1.00000E-005	1.60000E-004	1.60000E-004	0.00000E+000	5.15560E-001	5.15560E-001	5.00000E-005	0.00000E+000	5.16900E-001
Cranes	1.98500E-002	2.36530E-001	9.02900E-002	2.30000E-004	1.00300E-002	9.22000E-003	0.00000E+000	2.04039E+001	2.04039E+001	6.46000E-003	0.00000E+000	2.05652E+001
Excavators	1.04000E-003	1.07300E-002	1.30500E-002	2.00000E-005	5.20000E-004	4.80000E-004	0.00000E+000	1.85474E+000	1.85474E+000	5.90000E-004	0.00000E+000	1.86941E+000
Forklifts	2.15900E-002	1.92820E-001	1.61220E-001	2.10000E-004	1.49400E-002	1.37400E-002	0.00000E+000	1.85322E+001	1.85322E+001	5.86000E-003	0.00000E+000	1.86788E+001
Generator Sets	1.99800E-002	1.70010E-001	1.67540E-001	3.00000E-004	1.01600E-002	1.01600E-002	0.00000E+000	2.54343E+001	2.54343E+001	1.61000E-003	0.00000E+000	2.54746E+001
Graders	1.95000E-003	2.63200E-002	7.35000E-003	3.00000E-005	8.40000E-004	7.80000E-004	0.00000E+000	2.38635E+000	2.38635E+000	7.60000E-004	0.00000E+000	2.40523E+000
Pavers	2.16000E-003	2.34300E-002	2.17600E-002	4.00000E-005	1.15000E-003	1.06000E-003	0.00000E+000	3.16719E+000	3.16719E+000	1.00000E-003	0.00000E+000	3.19224E+000
Paving Equipment	2.40000E-003	2.53900E-002	2.83900E-002	5.00000E-005	1.26000E-003	1.16000E-003	0.00000E+000	4.11620E+000	4.11620E+000	1.30000E-003	0.00000E+000	4.14876E+000
Rollers	2.55000E-003	2.52100E-002	2.14600E-002	3.00000E-005	1.66000E-003	1.52000E-003	0.00000E+000	2.65028E+000	2.65028E+000	8.40000E-004	0.00000E+000	2.67125E+000
Rubber Tired Dozers	2.15600E-002	2.29410E-001	8.14000E-002	1.60000E-004	1.11900E-002	1.02900E-002	0.00000E+000	1.45722E+001	1.45722E+001	4.61000E-003	0.00000E+000	1.46875E+001
Tractors/Loaders/Backhoes	3.67000E-002	3.68430E-001	3.62960E-001	4.90000E-004	2.46000E-002	2.26300E-002	0.00000E+000	4.39769E+001	4.39769E+001	1.39100E-002	0.00000E+000	4.43247E+001
Welders	1.73300E-002	7.30900E-002	8.13200E-002	1.20000E-004	4.49000E-003	4.49000E-003	0.00000E+000	8.46992E+000	8.46992E+000	1.42000E-003	0.00000E+000	8.50532E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.70349E-007	8.70349E-007	0.00000E+000	0.00000E+000	8.68515E-007
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.80206E-007	9.80206E-007	0.00000E+000	0.00000E+000	1.45877E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07920E-006	1.07920E-006	0.00000E+000	0.00000E+000	1.60610E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17951E-006	1.17951E-006	0.00000E+000	0.00000E+000	1.57019E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	4.19048E-006	4.19048E-006	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.15736E-006	3.15736E-006	0.00000E+000	0.00000E+000	3.13259E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.42942E-006	2.42942E-006	0.00000E+000	0.00000E+000	2.41035E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.77317E-006	3.77317E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.37247E-006	1.37247E-006	0.00000E+000	0.00000E+000	1.36170E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.36435E-006	1.36435E-006	0.00000E+000	0.00000E+000	1.12804E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18065E-006	1.18065E-006	0.00000E+000	0.00000E+000	1.17573E-006

Fugitive Dust Mitigation

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

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

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Grading	Fugitive Dust	0.03	0.01	0.03	0.01	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.09	0.05	0.09	0.05	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	4.34	9.28	15.81	28.82	22.55	22.60	0.00	28.82	28.82	17.45	0.00	28.80
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Urban

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00			
Yes	Land Use	Increase Diversity	0.14	0.39		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.24	0.02		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.35			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
Yes	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.36			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	7.70			
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	15.00			
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.36			

Area Mitigation

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

Energy Mitigation Measures

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

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

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

Solid Waste Mitigation

Mitigation Measures	Input Value

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	