Appendix B
Scoping Report

ELVERTA SPECIFIC PLAN ENVIRONMENTAL IMPACT STATEMENT (EIS)

Scoping Report

Prepared for:
U.S. Army Corps of Engineers,
Sacramento District

October 2009

ELVERTA SPECIFIC PLAN ENVIRONMENTAL IMPACT STATEMENT (EIS)

Scoping Report

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October 2009

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ELVERTA SPECIFIC PLAN PROJECT
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Introduction

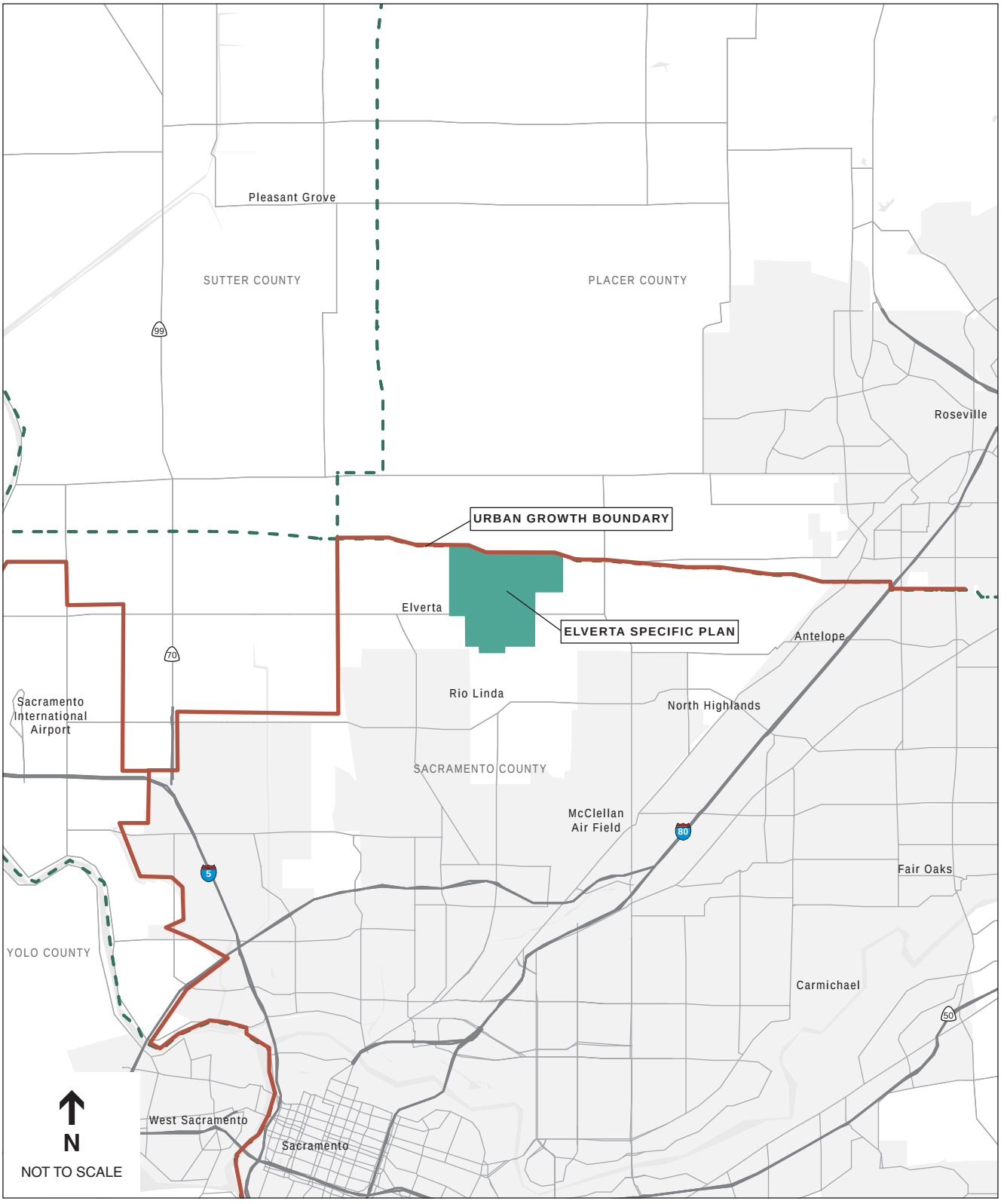
The U.S. Army Corps of Engineers (Corps), Sacramento District is preparing an Environmental Impact Statement (EIS) for the proposed Elverta Specific Plan project (Plan). The Corps is the lead agency under the National Environmental Policy Act (NEPA). As part of the public involvement process for the EIS, the lead agency asked for input on the scope of the environmental review for the project through a public scoping meeting (June 24, 2009) and a written comment period (June 9, 2009 through July 9, 2009, extended from the original period ending June 29, 2009). This report presents a summary of the issues raised during scoping.

Proposed Project and Location

The Elverta Specific Plan addresses future land uses on approximately 1,745 acres in north-central Sacramento County, California. The Elverta Owners Group (Applicant) has applied for Department of the Army permits under Section 404 of the Clean Water Act to develop the initial phase of the Plan, which amounts to approximately 775.6 acres within the plan area. The project site is shown in **Figure 1**.

An Environmental Impact Report (EIR) was prepared for the Plan by the Sacramento County Department of Environmental Review and Assessment (DERA) under the California Environmental Quality Act (CEQA). The EIR provided a site plan that identified participant properties included in the project at that time (see **Figure 2**). Since then, the mix of participant properties has changed. For this reason, figures and analyses in the EIR and in various technical documents show differing patterns of included project parcels within the Plan area as compared to the Applicant's current proposal. However, because the EIR evaluated impacts at a programmatic level for the entire Plan area, all parcels that are included in the Applicant's proposal were evaluated by DERA in the EIR.

The Plan is primarily residential in character: it includes 880.3 acres of urban residential uses and 551.8 acres of agricultural-residential uses with a total of 6,187 residential units; 15.0 acres of commercial uses; 4.4 acres of office/professional uses; 20.2 acres of school uses; 73.3 acres of park uses; 18.4 acres (former landfill site) to be designated as open space; and 191.9 acres to be used for drainageways, detention facilities, trails, powerline corridor and major roads. Development proposed by the Applicant on the 22 parcels would be consistent with these uses.

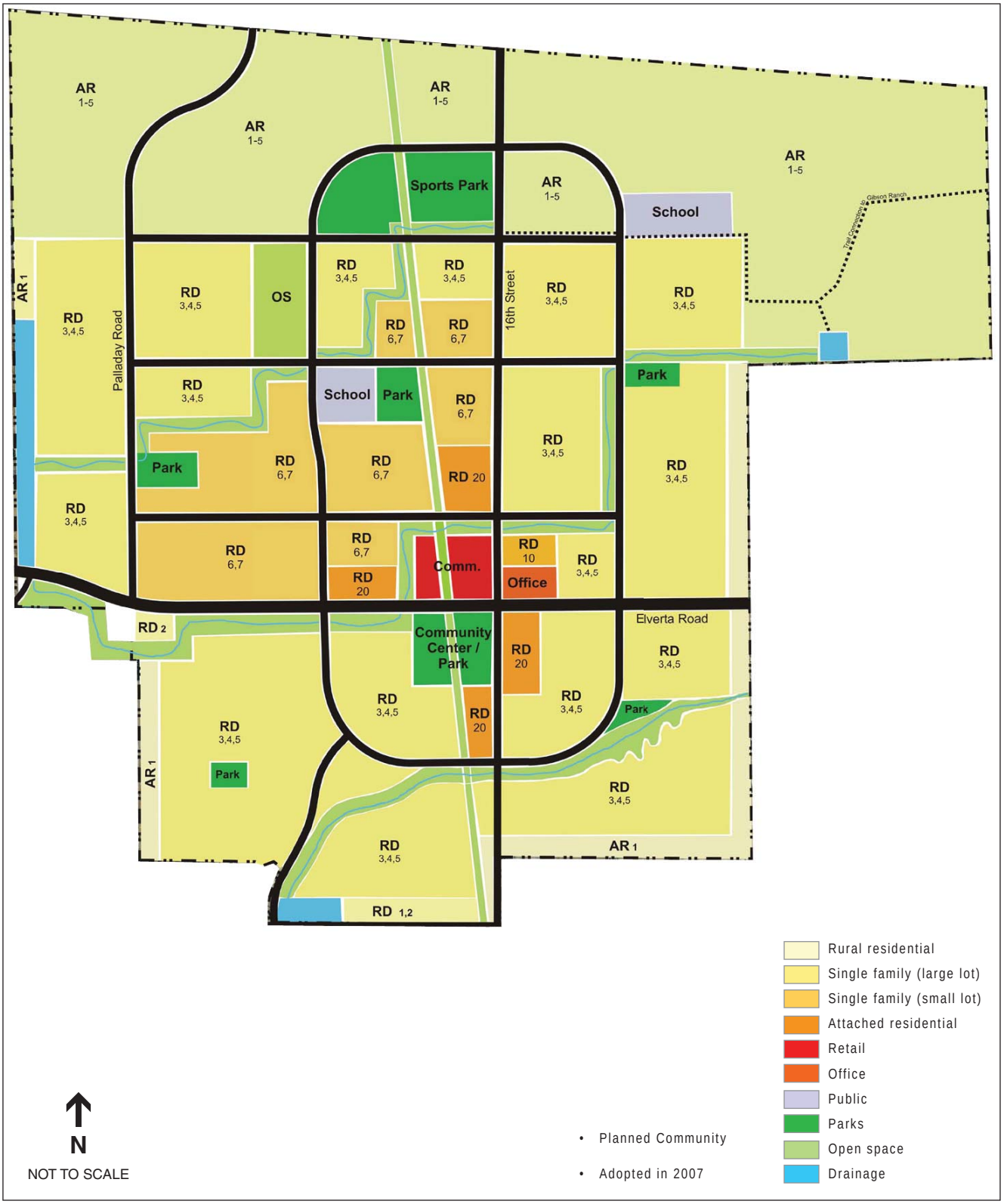


SOURCE: DeLorme Street Atlas, 2000; and ESA, 2009

Elverta Specific Plan . 207431

Figure 1

Specific Plan Location



SOURCE: Sacramento County, 2007; and ESA, 2009

Figure 2
Approved Specific Plan

Background

The following background information summarizes information contained in the Plan's EIR. Some updates to acreages have been provided to account for changes in participating property owners. In addition, the Notice of Intent (NOI) published for this project (Appendix A) indicated that the proposed project would result in the fill of approximately 39 acres of wetlands and other waters of the United States (including seasonal wetlands, vernal pools, intermittent channels, swales, and ditches). The Applicant also proposed to create approximately 15 acres of riparian habitat on the project site. Comments and updated data provided by the Applicant during scoping have further refined these estimates, and now indicate that the proposed project would fill approximately 45.27 acres of wetlands and other waters of the United States, with approximately 18.13 acres of riparian habitat being proposed for creation on the project site. This information has been incorporated into the current project description. The riparian enhancements are proposed to enhance the hydrologic functions and biological quality of the existing channels. Offsite mitigation is also proposed by the Applicant to compensate for onsite impacts to wetlands and other waters of the United States.

The topography of the 1,745 acre Elverta Specific Plan area is flat to gently undulating, with elevations ranging from a high of about 85 feet above mean sea level (msl) in the northeast to a low of about 50 feet above msl in the west/southwest. The northwest portion of the planning area drains to the northwest, while the remainder of the planning area drains to the southwest. Several intermittent streams cross the planning area and ultimately convey all of the site's drainage runoff to the Natomas East Main Drainage Canal (also referred to as the NEMDC and Steelhead Creek), which joins the Sacramento River at Discovery Park. A portion of the Plan area is designated on the FEMA flood map as being within the 100-year floodplain; the remainder of the planning area is shown to be outside the 500-year floodplain.

The site consists primarily of non-native annual grassland habitat used for dry land pasture, with minor areas used for irrigated truck crops such as strawberries. The site's pasture lands support cattle grazing and equestrian uses. Trees are generally lacking throughout the site, although groups of trees have been planted in clusters around residences and as windbreaks along roadways. On-site tree species include black walnut, black locust, valley oak, blue oak, willow, cottonwood, eucalyptus, fig, and a variety of ornamental pine and fruit trees.

Rural residential households are located in the area, mostly grouped along Elverta Road, Palladay Road, 16th Street, and Kasser Road. Domestic water supply is provided by private wells, and wastewater is treated by private septic systems. The eastern and southern portions of the planning area are uninhabited. A portion of a 20-acre parcel on Palladay Road was historically used as a landfill (the Monroe Landfill) for domestic waste. A PG&E power transmission line bisects the planning area in a generally north-south direction.

Surrounding land uses include rural residential uses in the AR-2 zone to the west; urban residential uses in the RD-5 and RD-10 zones to the southwest; rural residential uses in the AR-2 and AR-5 zones to the south; rural residential uses in the AR-1 zone and the Gibson Ranch Regional Park in

the O zone to the east; and currently undeveloped grazing land proposed for development with an urban residential community known as Placer Vineyards to the north within Placer County. The former McClellan Air Force Base is located approximately 3 miles southeast of the planning area.

Elverta Road provides regional access to the planning area from Watt Avenue on the east and from Rio Linda Boulevard on the west; while Dry Creek Road provides regional access to the planning area from the south. The limited number of existing crossings of the Dry Creek floodplain corridor to the south of the site (i.e., at Dry Creek Road and at Rio Linda Boulevard) place considerable load on Elverta Road as an east-west distributor of vehicular traffic.

Implementation of the project as proposed by the Applicant would require a Department of the Army Permit under Section 404 of the Clean Water Act. The Elverta Owners Group is proposing to fill approximately 45.27 acres of waters of the United States, including wetlands, to construct this project. The Corps determined that preparation of an EIS was required to meet the requirements of NEPA.

Notice of Intent

The Corps published a Notice of Intent (NOI) in the Federal Register, Vol. 74, No. 109 on June 9, 2009 (**Appendix A**), to inform agencies and the general public that a Draft EIS was being prepared and invited comments on the scope and content of the document. The NOI also provided information on the date and time of the public scoping meeting.

Public Scoping Meeting

The Corps held a public scoping meeting to solicit input from interested parties to be considered in project design, alternatives development, and on the scope and content of the EIS. The meeting was held on June 24, 2009 from 4 p.m. to 7 p.m. at the Rio Linda Elverta Community Center. Attendees were given the opportunity to ask questions and to provide written and oral comments (recorded by a Court Reporter, attached as **Appendix B**). Notice of the public scoping meeting was provided via legal notice in the *Sacramento Bee* newspaper on June 20, 2009 (see **Appendix C**). Additionally, subsequent to the public scoping meeting, the *North Country News* (a local Rio Linda monthly periodical) published an article discussing the project and public scoping meeting and providing information on public commenting (see **Appendix D**).

Summary of Oral Public Comments

The following table provides a summary of the oral comments given at the June 24th public scoping meeting.

TABLE 1
ORAL COMMENTS GIVEN AT THE PUBLIC SCOPING MEETING

Comment Topic	Comment Detail	Name(s) of Commenter(s)
Dry Creek Road		
	Commenter is opposed to use of Dry Creek Road as an ingress/egress route to the project site.	Charlea Moore
	Commenter is in support of the project, but concerned about increasing Dry Creek Road from two to four lanes in regards to safety for children going to school and displacing homes on that route. Commenter suggests 16th Street. as an alternate route to reduce impacts to local residents. 16th Street is a main artery to downtown Sacramento.	Lisa Morris
	Commenter states concern regarding transportation and the north/south roads. Commenter states that it is developments north of Sacramento County (Placer Vineyards and Sutter Point) that are driving demand in Rio Linda/Elverta to widen the roads. Commenter states that local community does not support widening Dry Creek Road. Commenter further asks if Placer County will pay for the road widenings. He indicates that Sacramento County may be negotiating with Placer County regarding the payment for the road widenings. Commenter wants negotiations signed before roads are widened – dumping a lot of cars into Rio Linda/Elverta.	Don Schatzel
	Commenter expresses concern regarding the extension from the thoroughfare from the development through Dry Creek Road and the potential traffic safety concerns for local school children. Commenter suggests moving the access to 16th St. instead.	Mary Harris
Flooding		
	Commenter questions how additional drainage needs will be met and who will compensate for property damage/loss associate with additional flooding if it occurs. Commenter thinks the tiny drain in 10th Street Park is insufficient now and needs to be analyzed for the project drainage needs.	Sharon King
	Commenter states he doesn't think that the project should impact any flooding in the area and the project needs to be built.	Hal Morris
Green Building		
	Commenter discusses potential water recycling, solar energy and water conservation as potential benefits with the project.	Mary Harris
Housing		
	Commenter questions why a development is proposed versus fixing and filling existing homes that are vacant due to foreclosures or lack of need.	Lisa Baker
	Commenter questions increasing housing density above anticipated need. Sacramento County is already over the number of homes in the General Plan 2030.	Sharon King
Natural Resources		
	The project must mitigate for loss of natural resources, specifically things like wetlands, loss of trees, loss of any kind of flora, fauna, should be mitigated within the Dry Creek Parkway, Gibson Ranch, and the community in general.	Charlea Moore

TABLE 1
ORAL COMMENTS GIVEN AT THE PUBLIC SCOPING MEETING

Comment Topic	Comment Detail	Name(s) of Commenter(s)
Public Noticing		
	The June 24th public scoping meeting did not have adequate public noticing.	Charlea Moore
	Commenter states that The North Country News is not a legal publication and that The Rio Linda News is a legal publication. The North Country News is published monthly. They have to be published weekly at the very minimum to become a legal publication.	Kathryn Santos Reed
Traffic		
	Traffic will be an issue on 16th Street. How will 16th Street be impacted by the development to the north that is not in the Specific Plan? 16th Street should be four-lanes all the way from the County line to I-80. We should not use Dry Creek Road for any ingress, egress to the Elverta Specific Plan.	Charlea Moore

Summary of Written Public Comments

To date, 15 comment letters have been received on the NOI as listed in **Table 2**. The letters are included as **Appendix E**. Comments are summarized below and include the number of the associated comment letter in parenthesis.

TABLE 2
NOI COMMENT LETTERS

Letter	Name	Organization	Date Received
1	April Hawkins	Personal Communication from Corporate Email (A/E Consultants Information Network)	June 22, 2009
2	Marlene Robillard-Ramatici	Personal Communication	June 24, 2009
3	Karla M. Alsgood	Personal Communication	June 24, 2009
4	Charlea Moore	Personal Communication	June 24, 2009
5	Paul Amato	U.S. EPA, Region 9	June 24, 2009
6	Paula Parker	Personal Communication	June 25, 2009
7	Amy J. Sterzik	Personal Communication	June 28, 2009
8	Paul Amato	U.S. EPA, Region 9	June 30, 2009
9	Russ Hood	Personal Communication	July 2, 2009
10	Mark and Nancy Pheatt	Personal Communication	July 8, 2009
11	Eric Henderson	Personal Communication	July 9, 2009
12	Marlene Vallee	Personal Communication from Corporate Email (HomEq Servicing Portfolio and Risk Analytics)	July 10, 2009
13	April Hawkins	Personal Communication	July 14, 2009
14	Gregor Blackburn	U.S. Department of Homeland Security, FEMA Region IX.	July 14, 2009
15	Robert Uram	Sheppard, Mullin, Richter & Hampton, LLP (Attorney for the Applicant, The Elverta Owners Group)	August 12, 2009

Air Quality and Health Hazards

- As noted in the "Dry Creek Road" comment summaries, commenters express concern that increased traffic would lead to increased air emissions and associated health hazards as well as increased traffic noise. (Letters 1 and 7)
- DEIS must adequately address air quality impacts from the project and minimize these. Project is located within Sacramento County Air Basin and is designated serious non-attainment for 8-hour ozone and moderate non-attainment for PM10. DEIS should provide a discussion of baseline air quality conditions in the project area, a description of federal and State air quality regulations, and a rigorous assessment of impacts (direct, indirect, cumulative). DEIS should describe specific mitigations and an estimate of the air quality benefits associated with each. DEIS should describe coordination with EPA, ARB and SMAQMD. (Letter 8)
- DEIS should describe whether the project will or will not meet general conformity requirements. If the action may interfere with attainment of the Clean Air Act NAAQS, the Corps must conduct a conformity analysis. Although not required in the NEPA document, EPA also recommends that the General Conformity Determination be included in the NEPA document for full public disclosure. (Letter 8)
- Commenter suggests several construction measures be adopted into the DEIS related to: fugitive dust control, mobile and stationary source controls, and administrative controls. See comment letter for specific measures. (Letter 8)
- DEIS should identify sensitive receptors in the project area such as schools, daycare centers, nursing homes and hospitals. DEIS should specify how impacts to these will be minimized. (Letter 8)
- DEIS should analyze how the project traffic will affect traffic in the region and contribute to cumulative air quality impacts. (Letter 8)

Alternatives

- DEIS should explore and objectively evaluate a reasonable range of alternatives that avoid impacts. EPA recommends adding an "aquatic resources avoidance alternative" to the stated alternatives list from the NOI. This alternative would maximize avoidance and restoration of existing aquatic resources on the project site. (Letter 8)

Biological Resources

- DEIS should provide information on all species and habitats protected under the Federal Endangered Species Act and the California Endangered Species Act and describe how impacts will be avoided, minimized and mitigated. DEIS should provide a description of baseline biological conditions, including habitats and species, and a description of impacts from project (direct, indirect and cumulative). (Letter 8)
- Commenter is concerned about the potential for the project to result in fragmentation of aquatic and terrestrial species habitats and encourages the Corps and Applicant to identify alternatives that maintain large habitat conservation areas on the project site, connected with adequate corridors. DEIS should consider habitat fragmentation and edge effects for aquatic and terrestrial species. (Letter 8)

Community Character

- Commenters state that the Elverta Specific Plan will change the character of the community from rural to urban and will affect residents' quality of life due to increased traffic and associated noise and pollution. (Letters 7 and 13)

Cumulative Effects

- DEIS cumulative analysis should be comprehensive and rigorous and should consider an appropriate scope of activities and spatial and temporal scales when assessing project effects. EPA refers to CEQ 1997 guidance and EPA 1999 guidance documents. Additionally recommends referring to Caltrans SER cumulative guidance as a systematic way to analyze cumulative impacts. (Letter 8)

Dry Creek Road

Commenters oppose the widening of Dry Creek Road as a major north/south four lane roadway for the following reasons.

- Commenter expresses concern that widening this road will result in traffic safety hazards for pedestrians (including school children), bicyclists and horse-back riders. (Letter 1)
- Commenter expresses concern that widening this road will result in increased traffic from Placer County causing increased traffic congestions. (Letter 1)
- Commenter expresses concern that increased traffic would lead to increased air emissions and associated health hazards as well as increased traffic noise. (Letter 1)
- Commenter expresses concern that increased traffic caused by widening this road will result in reduced property values of existing homes located on the road. (Letter 1)
- Commenter states that Dry Creek Rd. is a transportation route for one senior high school, one junior high school, two elementary schools, and one special needs school and that the Elverta Specific Plan "intends to increase safety hazards" for these school children, bus drivers, parents driving their children to school, pedestrians, bicyclists and horse-back riders on Dry Creek Road. Commenter states it is in the best interest of this community to keep Dry Creek Road a 2-lane road, add sidewalks for safety, and not consider expanding to a four-lane road or increasing the speed limit. (Letter 13)

Economics

- Commenter is concerned that water bills in Rio Linda/Elverta will increase. (Letter 1)

Flooding

- Commenter expresses concern over increased flooding as a result of the project and requests that the environmental document appropriately study the impact of the planned drainage system on the property owners to the west of the project, between it and the NMEDC, specifically in regards to additional water pooling on the downstream properties for greater periods of time. (Letter 6)
- Commenter notes that Dry Creek Road also floods often from the creeks, and can not be used at all for travel. (Letter 6)

- Commenter directs the Corps to review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Sacramento and to note that the County is a participant in the National Flood Insurance Program (NFIP). (Letter 14)
- Commenter provides a summary of NFIP floodplain building management requirements, including elevation of lowest floor, required hydrologic and hydraulic analyses to ensure no increase in base flood elevation levels within a Regulatory Floodway, and requirements for Special Flood Hazard Areas. (Letter 14)
- Commenter states that the County may have building requirements that are more strict than the minimum federal standards and provides contact information for the Sacramento County floodplain manager to obtain local requirements. (Letter 14)

Green Building

- Environmental impacts of the proposed project can be reduced through modifications of the footprint and configuration and the integration of Smart Growth, Green Building, and LEED principles. (Letter 8)

Groundwater

- Commenter is concerned with potential groundwater impacts due to overdraft and increases in impervious surfaces that would reduce recharge. The DEIS should clearly describe existing groundwater conditions and potential impacts, as well as avoidance measures. Direct, indirect and cumulative impacts to groundwater and the relationship between groundwater and surface water should be addressed in the DEIS. Design and conservation measures should be considered. (Letter 8)

Growth

- DEIS should describe how project could result in environmental impacts due to induced growth. Make the methodology and assumptions in the growth inducement analysis transparent to the public and decision makers. Identify which land use model will be used, identify assumptions used in the model, ground truth results of the model, use results to inform transit options, neighborhood design, recommendations for land use and mitigation measures. Describe why certain models/assumptions were used and discuss strengths and weaknesses. (Letter 8)

Housing Density

- Commenter requests that the Corps fully evaluate the issues associated with increasing the housing density from 4,950 units to 6,187 units. (Letter 7)
- Commenter expresses confusion regarding the increase in housing density proposed for the Elverta Specific Plan from 4,950 units to 6,187 units without adequate community notice and involvement. Commenter asks if the rezone to increase density has been approved and states that the increased density will further reduce rural quality of life in excess of that expected with the DERA approved 4,950 units. (Letter 9)

On-Site Mitigation

- Commenter states that the NOI did not discuss the on-site mitigation proposed as a part of the project. Approximately 18 acres of waters within the Specific Plan area will be avoided and enhanced as part of the Elverta Owners Group actions. The Applicants will minimize impacts to these avoided areas by restoring and buffering these areas from development. Areas adjacent to these enhanced drainages will be used to create and restore wetlands within drainage corridors. (Letter 15)
- Commenter states that upon completion, the created, restored and enhanced aquatic features will serve to improve water quality, provide a visual amenity for the community, and provide habitat for wildlife. Commenter states that the Elverta Owners Group anticipates that further enhancement will be done as part of the development of the remainder of the Specific Plan. (Letter 15)

Permit Applications

- Commenter states that changes to the project have occurred since The Elverta Owners Group submitted applications to the Corps in 2005, and that new applications will be submitted. (Letter 15)
- Commenter states that new permit applications will include an infrastructure permit for common facilities that serve the entire proposed Specific Plan. (Letter 15)
- Commenter states that The Elverta Owners Group anticipates that fill of waters of the United States associated with the applications and the infrastructure will be approximately 45 acres. (Letter 15)

Project Description

- Commenter states that the Applicants are seeking individual permits for fill associated with the first phase of construction on 775.6 acres owned by entities participating in the Elverta Owners Group and a permit for fill associated with infrastructure necessary to serve the entire 1,745-acre Specific Plan area. (Letter 15)
- Commenter states that it is the expectation of the Elverta Owners Group that non-participating land owners will choose to develop their properties at a later time according to the Specific Plan. (Letter 15)
- Commenter states that as part of the EIS process, the Corps should consider issuing letters of permission (LOP) to allow non-participating owners to fill wetlands on their lands in the Specific Plan area in a manner that is consistent with the approved permits for the Elverta Owners Group. (Letter 15)
- Commenter states that in order to qualify for the letters of permission, the non-participating owners should have to conform their applications to the project footprint and fill areas the Corps identifies in the LOP and meet other conditions of the LOP, or alternatively should file separate individual permit applications. (Letter 15)

Property Value

- As noted in the "Dry Creek Road" comment summaries, commenters express concern that increased traffic caused by widening this road will result in reduced property values of existing homes located on the road. (Letters 1 and 7)

Public Involvement

- Commenters request extension of comment period for the Notice of Intent (Letters 2 and 5)
- Commenters request to be added to noticing lists for future notices (Letters 3 and 4)
- Commenter describes decade-long Rio Linda community public involvement in the EIR process and describes community opposition to the project. Commenter further states that there has been a lack of transparency and public noticing in regards to changes to the Elverta Specific Plan between 2006 and present. (Letter 7)
- Commenter states that their property is located within the boundaries of the Elverta Specific Plan and that they did not receive individual notice of the public scoping meeting. Commenter further states they are concerned about the potential impact to their property and requests information regarding direct and indirect impacts to their property, a list of properties affected by the proposed permit, description of how the permit may change or influence their property values, and what further requirements must be completed by the Corps to identify the potential impacts to their property. Commenter further requests an additional public meeting to meet with the Corps to discuss how the proposed action may affect them and their property. (Letter 10)
- Commenter states that the scoping meeting was not noticed substantially and suggests multiple public meetings to present the Plan and address community concerns regarding traffic, water, and quality of life before being allowed to proceed. (Letter 11)

Purpose and Need

- Purpose and Need should be clearly stated and describe underlying purpose and need to which the Corps is responding in proposing alternatives, including the proposed action. Explain why the Applicant is undertaking the proposed project, and the objectives that the action is intended to achieve. Include a detailed description of why a development of the size, composition, and location of the proposed project is needed. (Letter 8)

Scope of the EIS

- Commenter states that through the scoping process the lead agency must determine the scope of the environmental review and "identify and eliminate from detailed study the issues which are not significant or have been covered by prior environmental review." Commenter provides citation of sections within 40 C.F.R. (Letter 15)
- Commenter states that NEPA requires federal agencies to cooperate with local agencies to reduce duplication between NEPA and state and local requirements. Commenter provides citation of sections within 40 C.F.R. (Letter 15)
- Commenter states that during the scoping process, the lead agency may work cooperatively with others to identify the significant issues to be analyzed in depth in the EIS and to

eliminate insignificant issues from further study. Commenter provides legal citation. (Letter 15)

- Commenter states that the Corps may incorporate the contents of state and local environmental evaluations by reference into decision documents so long as it documents how it reached its own NEPA determination. Commenter provides legal citation. (Letter 15)
- Commenter states that Sacramento County's EIR was prepared as both a Master EIR and a Program EIR that review the impacts of the entire Elverta Specific Plan. The County approved and certified the Final EIR in accordance with CEQA and it will conduct further review of the project as required to issue local entitlements and authorizations. Commenter states that to reduce duplication, the Corps should use the scoping process to identify areas that have been previously covered adequately under CEQA and present why they will not have any significant effect on the environment or incorporate relevant data and analysis from the County's EIR into the EIS. (Letter 15)
- Commenter states that in accordance with subsection 320.4(j)(2) of the Corps' regulations, the EIS should explain that the primary responsibility for determining zoning and land use matters rests with the state and local governments and that the Corps accepts decisions by such governments on those matters unless the Corps identifies significant issues of overriding national importance. (letter 15)

Scoping Period

- Commenter thinks June 29, 2009 is too short of a period to review and comment on the EIS. (Letter 2)

Traffic Volumes

- Commenter expresses concern about the traffic impact on Rifle Ridge Drive in the Cherry Creek Subdivision. (Letter 11)
- Commenter expresses concern about the overall traffic impact on Elverta Road and Watt Avenue. (Letter 11)
- Commenter expresses concern in regards to the plans and capacity for 16th Street. (Letter 11)
- Commenters express concern in regards to the plans and capacity for Dry Creek Road. (Letters 1 and 11)
- Commenter expresses concern regarding local impact of 70,000 dwelling units planned in Placer County north of the project. (Letter 11)
- Commenter requests information or documents regarding the Department of Transportation's recommendation for the 16th Street extension for the Elverta specific Plan. (Letter 12)
- DEIS should include a traffic analysis to determine how the proposed project will affect traffic in the region. (Letter 8)

Traffic Hazards / Pedestrian, Bicyclist and Equestrian Safety

- As noted in the "Dry Creek Road" comment summaries, commenters express concern that widening this road will result in traffic safety hazards for pedestrians (including school children), bicyclists and horse-back riders. (Letters 1 and 7)

Water Supply and Electricity Provision

- DEIS should describe the existing and/or proposed water supply for the project, anticipated water demand for the project, and impacts to water resources that may occur (direct, indirect and cumulative). The project should maximize conservation measures and provide estimate of benefit from each measure. The DEIS should describe water reliability and how that will be affected by climate change. (Letter 8)
- Commenters express concern that adequate water supply is not available to serve the project and that this lack of water supply would result in increased water costs for existing residents (Letters 1 and 11)
- Commenter questions adequate availability/provision of electricity and questions how provision to new residences will affect existing residential rates. (Letter 11)

Wetlands and Other Waters of the United States

- Commenter requests that the Corps fully evaluate the issues associated with wetlands fill. (Letter 7)
- Commenter is concerned with impacts to waters of the U.S. (waters) at the project site, especially vernal pools. Commenter encourages the Applicant to avoid and minimize impacts to waters to the maximum extent possible and requests a future site visit with the Corps to better understand site conditions. (Letter 8)
- DEIS should discuss how the alternatives analysis complies with the 404 (b)(1) Guidelines that require selection of the LEDPA for Section 404 permitting purposes. (Letter 8)
- Where impact to waters are determined to be unavoidable, the DEIS should demonstrate compliance with Mitigation Rule 33 CFR Parts 325 and 332 and 40 CFR Part 230 regarding Compensatory Mitigation for Losses of Aquatic Resources, Final Rule. (Letter 8)
- DEIS alternatives and mitigation should be identified by studies that identify aquatic resources at the project site, including a functional assessment. Results should be used in baseline, impacts and mitigation, and used to demonstrate LEDPA. (Letter 8)
- Stormwater runoff from the project could result in chemical, physical, and biological impacts to aquatic resources and should be avoided through the use of appropriate best management practices, low impact development (LID) techniques, and the use of stormwater retention and treatment features. The DEIS should describe construction and design measures to avoid and minimize impacts to water quality and aquatic resources through pretreatment of stormwater, and stormwater attenuation to prevent hydromodification of receiving waters. (Letter 8)
- Commenter states that the NOI only identifies impacts to waters of the U.S. on the lands owned by the Elverta Owners Group participants. Commenter states that the EIS should also evaluate the total impacts on waters of the U.S. from implementation of the Specific Plan as an additional 980 acres of development would occur on the lands of non-participating land owners in subsequent phases of implementation of the Specific Plan. (Letter 15)

APPENDIX A

Federal Register – Notice of Intent

Defense Business Board, and pursuant to the Federal Advisory Committee Act of 1972, the Government in Sunshine Act of 1976, and other appropriate federal regulations, this Task Group does not work independently of the Board's charter.

(b) Availability of Materials for the Meeting

A copy of the June 25 and 26 meeting agenda may be obtained from the Board's website at *http://www.defenselink.mil/dbb* under ''NSPS Task Group.'' On June 25th the Task Group will invite experts on this topic and who recently testified before Congress. On June 26th the Task Group will hear from select members of the public where the Task Group requires additional information or explanation from previously submitted written comments.

(c) Public's Accessibility to the Meeting

Pursuant to 5 U.S.C. 552b and 41 CFR 102–3.140, and the availability of space, this meeting is open to the public. Seating is on a first-come basis.

(1) Special Accommodations: Individuals requiring special accommodations to access the public meeting should contact Ms. Evans at least five business days prior to the meeting so that appropriate arrangements may be made.

(d) Procedures for Providing Public Comments

Pursuant to 41 CFR 102–3.105(j) and 102–3.140, and section 10(a)(3) of the Federal Advisory Committee Act of 1972, the public or interested organizations may submit written comments to Ms. Phyllis Ferguson, Designated Federal Officer for the Defense Business Board, 2521 South Clark Street, Room 650, Arlington, VA 22202, and this individual will ensure that the written comments are provided to the Task Group for their consideration.

Written comments being submitted in response to the agenda mentioned in this notice must be received by the Designated Federal Officer at the address listed above by June 18, 2009. Written comments received after this date may not be received in time for the NSPS Review Task Group to consider prior to the June 25–26, 2009 meeting.

While individuals are not required to follow any specific format when submitting written comments, it would be beneficial to the Task Group's analysis if those individuals who are submitting written comments consider formatting their comments along the following lines:

1. Classification Architecture (design of pay bands, pay schedules, and career groups);

2. Implementation of NSPS (initial orientation, availability of training, communication with employees);

3. Labor Management Relations (collective bargaining issues);

4. Pay Pool Process (pay pool funding, transparency, fairness, equity, uniformity and consistency across pay pools);

5. Pay Setting (rules/flexibilities for setting pay on reassignments, promotions, new hires, etc.);

6. Pay Structure (pay bands, targeted local market supplement, general salary increases);

7. Performance Management (design of performance management system including performance plans, monitoring performance, performance criteria, rating levels, rating distribution, performance process, communication, reconsideration process, administrative workload);

8. Program Outcomes (mission alignment, results focused, high-performing workforce);

9. Staffing and Employment (appointing authorities, alternative promotion procedures, hiring flexibilities).

In addition and on a voluntary basis, the Task Force would also like those submitting written comments to consider providing the following information: (1) DoD NSPS Employee, (2) DoD NSPS Supervisor, (3) DoD Non-NSPS Employee, (4) Other Federal Government Employee, (5) Non-Federal Government Employee or (6) Interested Organization.

Please note: The Board operates under the provisions of the Federal Advisory Committee Act, as amended; therefore, all public presentations will be treated as public documents and will be made available for public inspection, including being posted on the Board's Web site.

Dated: June 3, 2009.

Patricia L. Toppings,

OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. E9–13382 Filed 6–8–09; 8:45 am]

BILLING CODE 5001–06–P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Proposed Elverta Specific Plan Project, in Sacramento County, CA, Corps Permit File Number SPK–2004–323

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers, Sacramento District (Corps), will prepare an Environmental Impact Statement (EIS) for the Elverta Specific Plan project, a proposed master planned community in Sacramento County, CA. The Elverta Owners Group has applied for Department of Army permits to fill approximately 39 acres of waters of the United States, including wetlands, to construct this project.

ADDRESSES: Please send written comments to Kathleen Dadey, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Room 1480, Sacramento, CA 95814–2922.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and EIS should be addressed to Kathleen Dadey, (916) 557–7253, e-mail: *Kathleen.A.Dadey@usace.army.mil.*

SUPPLEMENTARY INFORMATION: The Elverta Specific Plan (Plan) addresses future land uses on approximately 1,745 acres in north-central Sacramento County, California. The Elverta Owners Group has applied for Department of the Army permits under Section 404 of the Clean Water Act to develop approximately 775.6 acres of the Plan area as the initial phase of the Plan. The Elverta Owners Group, which is comprised of 13 applicants, has submitted one application for the infrastructure to serve the Plan area and individual permit applications for 22 separate development parcels (projects). Each of the projects is complete and independent from one another; however, each of the projects relies upon the common drainage, roadways, and sewer infrastructure as described in the infrastructure permit application.

An Environmental Impact Report (EIR) was prepared for the Plan by the Sacramento County Department of Environmental Review and Assessment (DERA) under the California Environmental Quality Act (CEQA). The EIR provided a site plan that identified participant properties included in the project at the time of publication. Since that time the mix of included properties

has changed. For this reason, figures and analyses in the EIR and in various technical documents show differing patterns of included project parcels within the Plan area as compared to the current proposal. However, because the EIR evaluated impacts at a programmatic level for the entire Plan area, all parcels that are included in the current proposal were evaluated by DERA in the EIR.

The Elverta Specific Plan is primarily residential in character: It includes 880.3 acres of urban residential uses and 551.8 acres of agricultural-residential uses with a total of 6,187 residential units; 15.0 acres of commercial uses; 4.4 acres of office/professional uses; 20.2 acres of school uses; 73.3 acres of park uses; 18.4 acres (former landfill site) to be designated as open space; and 191.9 acres to be used for drainageways, detention facilities, trails, powerline corridor and major roads. Development proposed by the Elverta Owners Group on the 22 parcels would be consistent with these uses. The number of residential units has increased from the original 4,950 units analyzed previously in the EIR. The Sacramento County Housing Element 2008–2013 (adopted December 2008) allows for a 25% density increase for residential development projects that meet the following two conditions: (1) Result in energy savings beyond those obtained with conventional design and construction techniques, and, (2) The amount of increased density is proportional to the amount of increased energy efficiency achieved that exceeds adopted regulations (see Chapter 3, Sub-Strategy VII–A, Policy HE–59c of the Housing Element [page 3–91]). The proposed project would meet these criteria and therefore the maximum of 6,187 residential units is proposed.

The project would result in fill of up to 39 acres of waters of the United States, including seasonal wetlands, vernal pools, intermittent channels, swales, and ditches. Some of this fill would be permanent and some would be temporary. Temporary fill would be restored with approximately 15 acres of riparian corridors on the project site. The riparian enhancements are expected to enhance the hydrologic functions and biological quality of existing channels. Offsite mitigation is also proposed to compensate for onsite impacts to wetlands and waters.

The EIS will include an evaluation of a reasonable range of alternatives. Currently, the following alternatives are expected to be analyzed in detail: (1) The no action (no development) alternative, (2) the no federal action (no permit issued) alternative, (3) the applicant's preferred project, (4) the approved Specific Plan, and (5) a different location (off-site) alternative. The no action (no development) alternative assumes no development would occur on the site. The no federal action (no permit issued) alternative assumes limited development would occur on the site with all waters of the United States avoided. The off-site alternative assumes the proposed project would be developed at a different but suitably sized site in the region. The Corps will also use the EIS to evaluate alternatives under the Section 404(b)(1) Guidelines, and additional alternatives may be developed under this evaluation.

The Corps' scoping process for the EIS includes a public involvement program with several opportunities to provide oral and written comments. In addition to public meetings and notifications in the **Federal Register**, the Corps will issue public notices when the draft and final EISs are available. Affected Federal, State, and local agencies, Native American tribes, and other interested private organizations and parties are invited to participate.

Potentially significant issues to be analyzed in the EIS include, but are not limited to: Loss of waters of the United States, including wetlands; land use and agriculture; population, employment and housing; environmental justice and socio-economic impacts; drainage, hydrology and water quality; utilities and service systems; public services; geology, soils and mineral resources; paleontological resources; cultural and historic resources; biological resources; visual resources; parks and recreation; hazards and hazardous materials; traffic and transportation; air quality and global climate change; noise; and cumulative and growth inducing impacts. The Corps is the lead agency for preparation of the EIS under the requirements of the National Environmental Policy Act (NEPA). The Corps will coordinate with other agencies, such as Sacramento County.

Other environmental review and consultation requirements for the proposed action include the need for the applicant to obtain water quality certification under Section 401 of the Clean Water Act from the California Central Valley Regional Water Quality Control Board. In addition, the federally listed vernal pool fairy shrimp (*Branchinecta lynchi*) is known to occur in the Plan area. Surveys conducted on the majority of the properties within the Plan area according to the U.S. Fish and Wildlife Service's protocol requirements during the wet seasons of 2000 and 2001 found *B. lynchi* at three locations. Dry season sampling conducted in 2005 (on 12 parcels) and 2007 (on 23 parcels) also found evidence of the federally listed *Branchinecta.* The Corps will formally consult with the U.S. Fish and Wildlife Service in accordance with Section 7 of the federal Endangered Species Act. The Corps will also consult with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act concerning properties listed, or potentially eligible for listing, on the National Register of Historic Places.

A public scoping meeting for the EIS will be held on June 24, 2009, from 4 p.m. to 7 p.m. The meeting will be held at the Rio Linda Elverta Community Center, 810 Oak Lane, Rio Linda, CA 95673. Interested parties can provide oral and written comments at the meeting. Interested parties may also submit written comments on this notice. Scoping comments should be submitted before June 29, 2009 but may be submitted at any time prior to publication of the Draft EIS.

Interested parties may register for the Corps' public notice e-mail notification lists at: *http://www.spk.usace.army.mil/organizations/cespk-co/regulatory/pnlist.html.*

Brenda S. Bowen,

Army Federal Register Liaison Officer.

[FR Doc. E9–13473 Filed 6–8–09; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF DEFENSE

Department of the Army

Army Science Board Plenary Meeting

AGENCY: Department of the Army, DoD.

ACTION: Notice of open meeting.

SUMMARY: Pursuant to the Federal Advisory Committee Act of 1972 (5 U.S.C., Appendix, as amended), the Sunshine in the Government Act of 1976 (U.S.C. 552b, as amended) and 41 Code of the Federal Regulations (CFR 102–3.140 through 160), the Department of the Army announces the following committee meeting:

Name of Committee: Army Science Board (ASB).

Date(s) of Meeting: July 13–23, 2009.

Time(s) of Meeting:

0800–1700, July 13, 2009.
0800–1700, July 14, 2009.
0800–1700, July 15, 2009.
0800–1700, July 16, 2009.
0800–1700, July 17, 2009.
0800–1700, July 20, 2009.
0800–1700, July 21, 2009.
0800–1700, July 22, 2009.
0800–1400, July 23, 2009.

APPENDIX B

Scoping Meeting Oral Comments

ELVERTA PROJECT

EIS SCOPING MEETING

PUBLIC COMMENTS

JUNE 24, 2009
4:00 p.m. to 7:00 p.m.

Rio Linda Elverta Community Center
810 Oak Lane
Rio Linda, California 95673

REPORTED BY: ANGELA T. KOTT, CSR 7811

CHARLEA R. MOORE
8840 El Verano Avenue
Elverta, California 95626
(916) 991-0338
Charhorseranch@aol.com

MS. MOORE: My first comment and most pressing concern is the lack of public notification for this scoping meeting, which is probably where people, the public especially, first gets their chance to say, "This is what is concerning this community." And this community has been involved in this project, the Elverta Specific Plan, heavily involved for as long as it's been in existence.

I was on the CAC back in the '90s when we were doing the Community Advisory Committee, appointed by the Board of Supervisors and paid for public input thousands of dollars. Race Studios did the CAC.

Since that time, this community has shown its involvement, and to have this meeting suddenly pop up with no knowledge in the community -- the community has no knowledge of this meeting. If it hadn't been for a 10:30 phone call last night from Marlene Ramatici-Rollbiard, I would not have known this meeting existed.

I called this building this morning at 9:30 and was told there was no meeting. And that is my concern. That's it for now.

SECOND STATEMENT BY MS. MOORE

MS. MOORE: The concern I have is that we emphasize mitigating resources that are -- that need to be mitigated within our community, specifically things like wetlands, loss of trees, loss of any kind of flora, fauna, be mitigated within the Dry Creek Parkway, Gibson Ranch and the community in general.

And the second issue is traffic on 16th Street

and how it will be impacted by the development to the north that is not within our Specific Plan, but it is nonetheless going to hit the border at 16th Street. It's already planned for there. And as it comes south on 16th Street, we need to take that into account in terms of going over the Dry Creek Parkway so that 16th Street should be four-laned all the way from the county line to I-80. And we should not use Dry Creek Road as any of the ingress, egress to the Elverta Specific Plan.

0004

LISA BAKER
Dry Creek Road
Rio Linda, California 95673

MS. BAKER: My name is Lisa Baker. I live on Dry Creek Road in Rio Linda, California. Zip code 95673.

My question is this, to the people, the developers, given the way the economy is right now, jobs being scarce, people barely making it and housing being foreclosed, and all that -- and by the way, in the Rio Linda area, there's many foreclosed homes.

I got some information from Realtytrack.com from a friend of mine on June 17, 2009. I live in zip code 95673. Right now there's about 188 defaults, 115 auctions, 172 bank owns and 11 homes for sale.

I pass by every day, you know, on my bike and I see so many empty houses for sale. We have so many empty houses right now, why do you want to build more in the first place instead of trying to fix and fill the ones we have now?

0005

SHARON KING
7420 Dry Creek Road
Rio Linda, California 95673
(916) 991-4266

MS. KING: Number 1) Currently with no wetland fill, Dry Creek and U Street become an unplanned-for reservoir across both roads every winter. With the increased water displaced by the fill, how is the ESP going to prevent even more flooding?

2) I live on a natural drain for the area starting at U Street and 16th. It goes across 14th behind my property, meandering behind several neighbors to drain under Dry Creek Road beside my property. I do not flood right now. Should I flood after the wetlands are filled and the development is done, who will compensate me for my loss? How will the excess drainage be dealt with?

3) Someone needs to look at the tiny drain where

all the project's water ultimately goes. It's in 10th Street Park, it's insufficient now and backs up.

4) Last question: How can Sacramento County consider additional homes' density on top of the filled-in wetlands when the general plan 2030 is already way over the number of homes -- are planning for way over the number of homes that they think will be needed, what justification is there?

0006

KATHRYN SANTOS REED
(916) 968-0252

MS. REED: My statement was about legal publication. The North Country News is not a legal publication. The Rio Linda News is. The Rio Linda is adjudicated, a newspaper of general circulation, and they are allowed to publish legal notices. The North Country News has been in business one year, but it's only published monthly. They have to be published weekly at the very minimum to become a legal publication, and then they have to go through the court process.

0007

Lisa Morris
1138 Q Street
Rio Linda, California
(916) 991-2416

MS. MORRIS: Actually, I'm all for the Elverta Specific Plan to happen. It's going to benefit our community. The only concern I do have is if Dry Creek Road is a four-lane instead of a two-lane due to the factor that it's the main route that children take to go to school -- we have several schools and several day care centers on Dry Creek. You're going to be destroying people's homes that have been there for a long time. And the alternative route that I would choose would be 16th Street.

16th Street will be minimal purchasing of homes, it will affect less people in our community. I did speak to several people on 16th Street and they said they are not really too happy about having a four-lane road going through their community, but they totally understand that. And my support is if you have widening of a road, have it 16th Street because that's a main artery to downtown Sacramento.

0008

HAL MORRIS
1138 Q Street
Rio Linda, California

MR. MORRIS: I was on the original Community Advisory Committee for this project starting in 1997 and I believe it's a great project. I don't really think that it should impact any flooding in the area and it needs to get done and built. Thank you.

0009

DON SCHATZEL
(Work address)
810 Oak Lane
Rio Linda, California
(916) 991-8110

MR. SCHATZEL: My comments were along the lines of transportation and north/south roads. The concern we have is in the planning effort. Many of the maps do not include the development north of Sacramento County, Placer Vineyards, one development; Sutter Point, another development.

Those populations are the ones that are driving the demand to widen roads in Rio Linda/Elverta that go in a north/south direction. It's not the Elverta Plan that is forcing the widening of those roads. It's the people in the other county, that development in Placer County.

And so, you know, Dry Creek Road in particular, this community doesn't support widening it.

And then the question we have too is, the roads that can be widened, is Placer County paying for it? And so far the input we've gotten from Sac County is, "Well, we're negotiating." And from our perspective, the negotiations should be done and signed before they build anything that is going to dump a lot of cars into this community. Okay.

0010

MARY HARRIS
1020 Q Street
Rio Linda, California 95673
(916) 991-3100

MS. HARRIS: I'm here to look at the displays on the Elverta Specific Plan. I'm encouraged from what I'm

hearing here. Every time we come to another meeting, you know, we learn just a little bit more. I was able to talk with John about some recycling of putting like a filtration at the large lots, the single family homes to where the gray water could be recycled for lawns and trees. And I had read on the Internet that it would cost like $1,000 for the tank, the recycling tank. I think that would be beneficial for smart growth for this area.

Solar energy, we talked about that and wells and the treatment facilities and stuff. That would definitely help. And the water district will work with the Specific Plan on the irrigation to cut back on water usage.

One very main concern that I'm really here for is the extension from the thoroughfare from the development through Dry Creek Road. And I am totally opposed to putting anything that would be a thoroughfare through Dry Creek Road.

We have three schools in that area. I live on Q Street and I'm two doors from the elementary school. And we had, I would say 25 years ago, a student was crossing

0011

the road and a car hit the young man. And he did survive, but he's paraplegic today. And if we put anything that would increase traffic on Dry Creek Road, I think it would be a detriment to the students.

And my proposal is we move it over to 16th Street and that would -- that road would take you straight over to the freeway, which would give the traffic access to hitting the freeway and if they worked downtown or different areas.

So that's pretty well my biggest concern is not putting anything that would increase traffic on Dry Creek Road. And that's the end of my statement.

Thank you.

--oOo--

0012

CERTIFICATE OF REPORTER

I, ANGELA T. KOTT, a duly authorized shorthand Reporter, do hereby certify:

That the foregoing transcript constitutes a full and correct transcript of my shorthand notes taken by such reporter of the proceedings herein, and reduced to typewriting under my supervision and control to the best of my ability.

In witness whereof, I have subscribed my name.

DATED:_____

_____

ANGELA T. KOTT, CSR 7811

APPENDIX C

Sacramento Bee Legal Notice

RWW

The Sacramento Bee

P.O. Box 15779 • 2100 Q Street • Sacramento, CA 95852

ESA/COMM DEV
2600 CAPITOL AVE #200
SACRAMENTO, CA 95816

DECLARATION OF PUBLICATION
(C.C.P. 2015.5)

COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interest ed in the above entitled matter. I am the printer and principal clerk of the publisher of The Sacramento Bee, printed and published in the City of Sacramento, County of Sacramento, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under the date of September 26, 1994, Action No. 379071; that the notice of which the annexed is a printed copy, has been published in each issue thereof and not in any supplement thereof on the following dates, to wit:

June 20, 2009

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Sacramento, California, on **June 20, 2009**

(Signature)

NO 443 PUBLIC NOTICE

Public Scoping Meeting for the Proposed Elverta Specific Plan Project.

The U.S. Army Corps of Engineers, Sacramento District, (Corps) will prepare an Environmental Impact Statement (EIS) for the Elverta Specific Plan project (Plan), a proposed master planned community in Sacramento County, CA. The Plan addresses future land uses on approximately 1,745 acres in north-central Sacramento County, California. Approximately 775.6 acres of this area would be built out as the initial phase of the Plan. The Elverta Owners Group has applied for Department of Army permits to fill approximately 39 acres of waters of the United States, including wetlands, to construct the initial phase.

A public scoping meeting for the EIS will be held on June 24, 2009, from 4 p.m. to 7 p.m. The meeting will be held at the Rio Linda Elverta Community Center, 810 Oak Lane, Rio Linda, CA 95673. Interested parties can provide oral and written comments at the meeting. Interested parties may also submit written comments on this notice, to Kathleen Dadey, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Room 1480, Sacramento, California 95814, Kathleen.A.Dadey@usace.army.mil. Scoping comments should be submitted before June 29, 2009 but may be submitted at any time prior to publication of the Draft EIS.

RECEIVED
JUN 26 2009
By

APPENDIX D

North Country News Article

ELVERTA - RIO LINDA - PLEASANT GROVE

North Country News

ESTABLISHED 2008.....THE BEST PAPER IN TOWN !!!!

VOL. 2 NO. 7 • • • • • July 2009 • • • • • SINGLE COPY $1.00

www.NCNews328.com

Elverta Owners Group applies for permits

SURPRISE "PUBLIC SCOPING" MEETING HELD JUNE 24, 2009 AT THE RIO LINDA ELVERTA COMMUNITY CENTER

By Charlea Moore

The Elverta Owners Group is moving forward with an application to the Department of the Army for permits under the Clean Water Act to develop approximately 775.6 acres of the Elverta Specific Plan area as the initial phase of the Elverta Specific Plan.

The Owners Group is comprised of 13 applicants. They have submitted a single application for the infrastructure to serve the Plan area and individual permit applications for 22 separate development parcels (projects). These projects are separate, independent projects but all rely on the common drainage, roadways and sewer infrastructure described in the permit application.

Last month the NCNews carried a story about the proposed widening of Dry Creek Rd. to 4 lanes. There has been quite a bit of protest from the community and as a result the Dept. of Transportation is recommending that Dry Creek Rd. remain a two lane, neighborhood road.

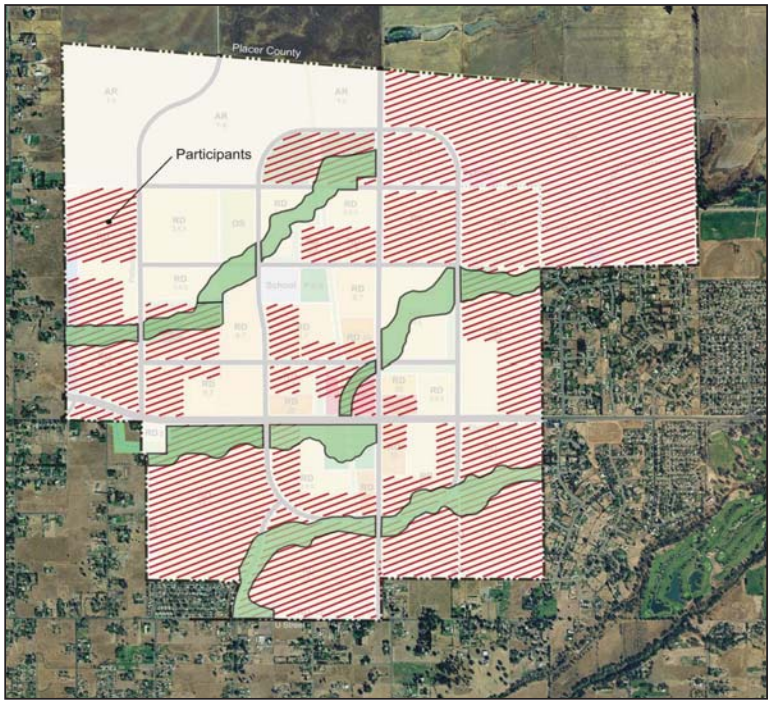
However, the original reason for designating Dry Creek Rd. as 4 lanes was to handle the north/south traffic from the Elverta Specific Plan. As indicated on this map, Dry Creek Rd. is still the only through road to handle the traffic.

The maps at the scoping meeting did not show the 70,000 plus dwelling units scheduled for the area in Placer County immediately north of the Plan. Placer County shows 16th Street as 4 lanes at the Placer/Sacramento County line. Since there is no plan by Sacramento County to build the 16th St. extension across the Dry Creek Parkway the only place the traffic can go is down Dry Creek Rd.

In addition to the permits to dredge and fill, the Elverta Owners Group requested and received a rezone that will increase the maximum dwelling units from 4,950 to 6,187.

There were only a few residents in attendance at the June 24, 2009 scoping meeting and all were the result of Marlene Robillard-Ramatici who alerted the community with phone calls and emails.

According to the Army Corps of Engineers representatives present, the meeting was noticed on the U.S. Army Corps website and also in the legal notices of the Sat. June 20, 2009 Sacramento Bee. That was the only public scoping meeting scheduled. Comments can be sent to project manager Kathleen A. Dadey, 1325 J Street, Room 1480, Sacramento, CA 95814.
Phone: 916-557-7253
or Email: Kathleen.A.Dadey@usace.army.mil
Comments will be accepted through July 9, 2009.



The map depicts the parcels slated for initial development in the cross hatch areas. The owners group has applied for permits to allow dredging and filling on 39 acres of the cross hatch area. The Elverta Specific Plan is bounded on the north by the Sacramento County line; on the East by Gibson Ranch and Cherry Brook and Cherry Creek subdivisions; On the South by roughly U St.; On the West by the property lines of properties facing on 9th St. and El Verano Ave. Dry Creek Parkway and Cherry Island golf course can be seen in the lower right corner. The lower, left edge is the connection to Dry Creek Rd. The light gray Loop Rd. is shown with a "dog leg" to Dry Creek Rd.

All the maps and diagrams for the scoping meeting can be found at:
http://www.spk.usace.army.mil/regulatory.html

Dry Creek Rd. Still Not Safe

By Charlea Moore

A limited victory for Rio Linda residents along Dry Creek Rd. was granted on the second hearing before the Sacramento County Planning Commission but there is still a lot to be done if the beautiful Dry Creek Rd. is going to remain a 2 lane neighborhood road.

While the Dept. of Transportation is apparently going to recommend that Dry Creek Rd. be designated 2 lanes on the County General Plan Update, the Elverta Owners Group is moving forward with plans to develop the initial phase of the Elverta Specific Plan.

This will result in an unacceptable increase in traffic down Dry Creek Rd. from the development in both Placer County and the Elverta Specific Plan unless the extension of 16th Street over the Dry Creek Parkway is built first. Without the extension, the only through road to the south from Placer County and the Elverta Specific Plan is Dry Creek Rd.

The Dept. of Transportation must also recommend that the 16th St. extension be completed and that 16th Street be designated a 4 lane road, to serve the Elverta Specific Plan and Placer County.

North Country News
PO Box 328 Elverta, CA 95626

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ELVERTA, CA 95626

POSTAL CUSTOMER

APPENDIX E

Written Public Comments

From: April Hawkins [mailto:April@a-ecin.com]
Sent: Monday, June 22, 2009 12:42 PM
To: Dadey, Kathleen A SPK
Subject: RE: Elverta Specific Plan EIS

Ok, thanks Kathleen, therefore I will send my concerns to you. I am opposed to widening of Dry Creek Road as a major north/south four lane roadway. My concerns are safety for myself, my neighbors, children walking or riding bikes to school, horse back riders, etc. With speed limits of 45 miles per hour along my stretch, the danger is high for accidents and fatalities. The noise would be way too loud with all the traffic of cars, trucks, buses, and motorcycles, and would impact my quality of life. All of the homes on Dry Creek Road would loose real estate value if a four lane road is developed, we may not be able to sell our houses at all after that. I moved to a quiet community which I want to keep that way. Using 16th Street as a new roadway would have fewer impacts on homes, there would be less family's impacted on 16th Street instead of the 100's of homes and family's that would be impacted by the widening of Dry Creek Road. Dry Creek Road also floods often from the creeks, and can not be used at all for travel. This would impact more and more people trying to use the roadway. In this time of drought, there is no water that can be proven to be a continued source for all those new residents. Our water district is already having financial difficulties and system problems without adding all those new homes. Why should my water bills go up to help pay for the new infrastructure in the new development? By extending Dry Creek road to the county line, you will have Placer County residents coming into Sacramento County via the new roadway. This is unacceptable for Rio Linda, look what has happened to Roseville with all the new developments and roads, that city is a nightmare of traffic. Rio Linda is not that type of Town, we are a small rural community that wants to stay that way. Develop the roadways around Rio Linda, NOT through it. Thanks, and I will be at the meeting on Wednesday.

April Hawkins, Project Researcher
A/E Consultants Information Network
P.O. Box 417816
Sacramento, CA 95841
916/991-0203
916/991-0175 Fax
ahawkins@a-ecin.com
http://a-ecin.com

Letter 2

From: marlene Ramatici [mailto:marlene_ramatici@hotmail.com]
Sent: Wednesday, June 24, 2009 12:28 AM
To: Dadey, Kathleen A SPK
Cc: Randy
Subject: EIS for Elverta Specific Plan

Hello Ms. Kathleen Dadey,
I was just informed about you meeting scheduled for 6/24/09 at the Rio Linda Community Center. I would like to request a copy of the EIS for review and comment. I look forward to meeting and hearing findings on this matter.

With respect to comments, The June 29th due date seems rather short. I have not seen the EIS, so therefore, it makes it difficult for me to make comments on it. Can or will the comment period be extended?

Thank you,
Marlene Robillard-Ramatici

-----Original Message-----
From: Jailnurse [mailto:jailnurse@softcom.net]
Sent: Wednesday, June 24, 2009 11:16 AM
To: Dadey, Kathleen A SPK
Cc: marlene_ramatici@hotmail.com; bob.bastian@twinriversusd.org; Charhorseranch@aol.com; misscaddy@softcom.net; eeh625@hotmail.com; sharonking5224@att.net
Subject: Please add me to email notices of meetings

Please add my email: jailnurse@softcom.net to your notification list for any information concerning Elverta Specific Plan and any notices for Placer, Yolo or Sutter county.

Thank you,

Karla M. Alsgood

308 Q Street

Rio Linda, Ca. 95673

(916) 991-7795

From: Charhorseranch@aol.com [mailto:Charhorseranch@aol.com]
Sent: Wednesday, June 24, 2009 10:43 AM
To: Dadey, Kathleen A SPK
Cc: marlene_ramatici@hotmail.com; bob.bastian@twinriversusd.org; Charhorseranch@aol.com; misscaddy@softcom.net; eeh625@hotmail.com; jailnurse@softcom.net; sharonking5224@att.net
Subject: Please add me to email notices of meetings

Please add my email: Charhorseranch@aol.com to your notification list for any information concerning Elverta Specific Plan and any notices for Placer, Yolo or Sutter county.

Thank you,
Charlea Moore
916-991-0338

8840 El Verano Ave.
Elverta Ca 95626

From: Amato.Paul@epamail.epa.gov [mailto:Amato.Paul@epamail.epa.gov]
Sent: Wednesday, June 24, 2009 9:30 AM
To: Dadey, Kathleen A SPK
Subject: Elverta NOI

Hi Kate,

I got your message about the comment due date for the Elverta NOI. We would like to request an additional week for comments which would give us until July 6. Please confirm that this is okay with the Corps.

Thanks,
Paul

Paul Amato
Environmental Protection Specialist
Environmental Review Office
U.S. EPA, Region 9
75 Hawthorne Street, CED-2
San Francisco, CA 94105-3901

t:(415) 972-3847
f:(415) 947-8026
e:amato.paul@epa.gov

From: Paula Parker, DVM <sawlogz@ix.netcom.com>
To: Dadey, Kathleen A SPK
Sent: Thu Jun 25 12:47:12 2009
Subject: Scope of EIR for Elverta Villages

Dear Ms. Dadey:

I was intimately involved with the process of early assessment of the impact of Elverta Villages on the communities of Rio Linda and Elverta and I did not receive notification of the Corps intent to do an EIR on the drainage. I served as Chair of the CPAC through the many years that it wound it's way through the planning process.

I was informed of this scoping via the Rio Linda Net, so I am unsure if an email will serve as a format to send in my "formal comments", however I am not currently at home and will not be until after the deadline, thus I have no other way to submit any comments or requests.

I was also involved in drainage studies at that time and I am aware that the run off from the project does not do into Dry Creek but rather into all the Tributaries of what is currently known as Steelhead Creek. It is my specific request that the EIR appropriately study the impact of the planned drainage system on the property owners to the west of the project, between it and the NMEDC. We were repeatedly informed that the project would not be allowed to permit water flow to be higher on the downstream parcels. Intuitively it stands to reason, then, that since more water will be crossing those properties, it will end up having to actually be present on those properties for a longer period of time in a flooding situation. While current flooding on my property does not affect my house, for example, when it occurs, it certainly has an affect on the landscaping. Luckily, after a flood, the parcel drains off relatively rapidly. If more water running off the project were to remain on my property for longer periods of time, this certainly has the potential for causing an impact, such as killing my roses. If it takes 3 days or 6 days for those higher levels to drain off, that would certainly cause more damage than having the water present for 6 or 12 hours.

I repeatedly asked for information during the prior studies on this effect (more water coming down being on the downstream properties for a longer period of time as opposed to rising to a higher level) and was repeatedly told that this was "too high a level of detail" and it "would be studied at a later date". So now is that time, as there will not be further studies once this one is done and accepted. Please include such information in the current EIR so that the community may know how this project will in reality affect their parcels.

Thank you.
Paula Parker, DVM
7646 9th St.
Elverta, CA 95626
916=991=7870
sawlogz@ix,netcom.com

June 28,2009

Dear Decision Makers at the Corp of Engineers,

The residents in Rio Linda, and Elverta, CA, have recently obtained some disturbing news regarding a project that the United States Army Corps of Engineers is working on in partnership with a 1,744-acre development project called the Elverta Specific Plan (ESP). On June 24, 2009 there was a meeting in Rio Linda, CA, regarding changes to this development project, prompted by the ESP developers themselves. The ESP proposed and received approval for building approximately 4,500 new homes in our rural community. Rio Linda, Elverta, and Sacramento County officials have approved this development, against a tremendous amount of public opposition. Since the inception of this project, the community residents have been involved in trying to have their voices heard by utilizing the appropriate avenues available to them. In February 1999, a citizens committed was formed to provide public input on the project over time and report to the developers directly. In 2006, the residents of the neighboring communities to the ESP project tried again to have their voices heard by meeting with the Broad of Supervisors District Representative, Roger Dickenson. For years, a large number of concerned residents have attended Rio Linda City meetings, Dry Creek Parkway meetings, and Rio Linda Water broad meetings. They have talked with Sacramento County senior planners, Sacramento County civil engineers, and Sacramento County community outreach personnel to comprehend and express the impact this development would have on our countryside community. Just recently, a collective group provided a colossal out crying to the Sacramento County Planning Commission at their meetings on June 8, and June 22, 2009, to have our voices heard, yet again, about transportation plans related to the ESP.

Respectfully, in order for the U.S. Army Corps of Engineers to make an informed decision on whether to allow for backfill to the wetlands area within the ESP or not and allow for another 1,200 homes, would not be complete without some background information gathered from the neighboring residents that will be the most dynamically impacted by the wetlands infill. This information sheds light on the silent impacts our rural committee has been asked to endure and on the magnification of these problems if another 1,200 homes are to be added to the ESP. As residents, we ask that you thoroughly evaluate these issues and encompass them in your informed decisions about the wetlands in ESP.

The facts are as follows. Community officials, against public opposition, adopted the ESP project and the residents were asked to endure the potential loss of value to their homes and lifestyles without any mitigated measures to assist them in their adjustments. The 4,500 new homes in our rural community will be wonderful for the tax base, but only when developed responsibly. The transportation routes to and from this development were over looked and ignored. Currently the two lane rural routes surrounding the community are not capable to bear the projected traffic congestion anticipated from the approved 4,500 homes without even considering the addition of 1,200 more homes.

The ESP did an environmental impact report (EIR) early on in the development planning phases. In the final EIR, the noise summary on page 12-23 concludes that residential property lines on two on-site sections of Dry Creek Road (a proposed thoroughfare adjacent to the ESP) exceed Sacramento's General Plan standards and surpass the 65-dB noise level. It goes on to report traffic volumes are too high to allow residential driveway and curb cuts. Since Dry Creek Road has been suggested as this designated 4 lane arterial route to bare traffic from this project, it must be known that in just a one block radius directly adjacent to the ESP project between U Street and Q Street, there are approximately 45 driveways and private road entrances. This is not to mention the numerous schools located throughout the entire Dry Creek Road. The impact to these residents is insurmountable. In addition, the EIR on page 2-2 reports, project generated traffic will produce long term emissions of ROG and NOx that substantially exceed the Air District's significance threshold of 65 lbs a day for these pollutants under summer and winter conditions. The ESP EIR also reports on page 2-2 that, even with the benefit of a 15 % reduction in emissions anticipated with the Elverta AQ-15 Air Quality Mitigation Plan, the projects ROG and NOx vehicle emissions will remain far above the significance threshold.

Furthermore, the ESP developers and their associates, Dave Cook and Michelle McCormick, both spoke at meetings held in 2006 with a large number of Dry Creek Road residents and ensured them they would be "in the loop" for developments and changes to the ESP project. This has not occurred. In fact, the opposite has been transpiring. The ESP developers have been utilizing back door antics, for lack of a better word, to not only keep the residents in the dark, but also slowly take their proposed project and try to compose it into mammoth size portions. For example, on May 2009, at the Rio Linda-Elverta Community Planning Commission meeting, applicants of the Hodgson Company located in the groupings of landholders within the ESP quietly rezoned 132.1 acres from AG-5 (agricultural-Residential) to RD-20 (residential) (4.2 acre), RD-7 (residential) (53.6 acres), and RD-5 (residential) (74.3 acres). This was completed without the knowledge and adequate notification of adjacent project residents input. It was accomplished with complete disregard as to the impact on traffic congestion that scores of more homes will have on the surrounding neighborhoods. Another example is the blatant disrespect for responsible development in the issue that ESP has put before the U.S. Army Corps of Engineers, by backfilling wetlands within the ESP in order to develop 1,200 more new homes.

In conclusion, I ask that the U.S. Army Corps of Engineers to not only evaluate the immediate issue before them of filling in a wetlands area, but I ask that the engineers to consider the bigger picture and the impact that those 1,200 new homes will add to the immense impact the neighboring residents have already been asked to absorb for the originally slated 4,500 homes. The traffic models required for this development have been placed on the back burner since the initiation of this project. ESP's clever planners and developers have been able to keep the lime light off the traffic congestion issues that are pending with the 4,500 homes slated to go in as they slowly increase their project size. As a resident adjacent to the ESP, we never asked for cessation of the project, just responsible growth. As of now, the neighbor residents will carry all the burden of the

ESP. They will lose their rural feel to their community impacting their lifestyles, have increased safety concerns due to the increase in traffic on the rural streets, likely see a drop in property values along the busy streets, and most importantly, as demonstrated by the facts in the EIR done by ESP, public health concerns will be a reality due to emissions and noise levels. So please, as you consider this project for approval, look beyond what it relatively appears as a small request and consider the massive impact these 1,200 new homes will have on our rural community. Hold developers of the Elverta Specific Plan responsible for environmentally conscience development and assist them in complying with smart growth measures in California. Let the voice of this small rural community finally be heard.

Sincerely,

Amy J Sterzik

Amy J Sterzik
cassanme@sbcglobal.net
916-529-6133

Sacramento County website for EIR: www.dera.saccounty.net

Letter 8

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

June 30, 2009

Ms. Kathleen Dadey
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814

Subject: Notice of Intent to prepare an Environmental Impact Statement for the proposed Elverta Specific Plan Project, Sacramento County, California.

Dear Ms. Dadey:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) to Prepare a Draft Environmental Impact Statement (DEIS) for the Elverta Specific Plan Project (Project) pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. These comments were also prepared under the authority of, and in accordance with, the provisions of the Federal Guidelines (Guidelines) promulgated at 40 CFR 230 under Section 404(b)(1) of the Clean Water Act (CWA).

According to the NOI, The Elverta Owners Group (Applicant) has submitted applications to the U.S. Army Corps of Engineers (Corps) for CWA Section 404 permits to develop necessary infrastructure to support residential and commercial uses within 22 separate parcels on approximately 1,745 acres in north-central Sacramento County. Based on the nature of this Project and the description in the NOI, the EPA provides the following comments.

Waters of the U.S.

The EPA is particularly concerned with the potential impacts to waters of the U.S. (waters) that could occur at the Project site. According to the NOI, the Applicant's Preferred Alternative would result in temporary and permanent impacts from fill of approximately 39 acres of waters, including seasonal wetlands, vernal pools, intermittent channels, swales, and ditches. These impacts would be in addition to indirect and cumulative impacts. We are especially concerned with the rapid loss of vernal pools in California. Projections indicate that at the current rate of loss, all unprotected vernal pools in California will be gone by 2097[1]. Construction of the proposed Project would add to this loss and further diminish the already significantly reduced acreage of vernal pools in the region. We strongly encourage the Applicant to avoid and minimize impacts to waters to the maximum extent practicable. Based on

[1] Based on projections in Dr. Robert Holland's report:
Changes in Great Valley Vernal Pool Distribution 1989 to 1997.

past coordination with the Corps, the EPA recognizes the level of degradation that has occurred to waters as a result of past and present land use practices on the Project parcels and in this context recognize that there are opportunities to improve some conditions through restoration and enhancement. We look forward to a future site visit with the Corps to better understand these site conditions, how the Applicant will avoid further degradation, and mitigation measures for any unavoidable impacts.

CWA 404(b)(1) Guidelines

We acknowledge the intent of the Corps to use the DEIS to evaluate alternatives under the Section 404(b)(1) Guidelines. The DEIS should discuss how the alternatives analysis complies with the Guidelines that require selection of the least environmentally damaging practicable alternative (LEDPA) for Section 404 permitting purposes.

Compensatory Mitigation

The DEIS should demonstrate compliance with the *Compensatory Mitigation for Losses of Aquatic Resources; Final Rule* (Mitigation Rule) 33 CFR Parts 325 and 332, and 40 CFR Part 230. Where impacts to waters are determined to be unavoidable, the Applicant will need to identify appropriate compensatory mitigation consistent with the rule. The DEIS should adequately describe and commit to compensatory mitigation for unavoidable impacts to waters and clarify compliance with the Mitigation Rule. The new rule can be found at: http://www.epa.gov/wetlandsmitigation/ and at: http://www.usace.army.mil/cw/cecwo/reg/citizen.htm.

Functional Assessment

We recommend the DEIS alternatives and mitigation be informed by studies that clearly and accurately identify and describe the aquatic resources at the Project site, including a functional assessment. The results should be summarized as part of the description of baseline site conditions; used to demonstrate potential Project impacts, as well as the need for impact avoidance, minimization, mitigation, and monitoring; and inform the selection of a preferred alternative. The functional assessment of waters should also be used to demonstrate compliance with the Guidelines- specifically that the preferred alternative is the LEDPA.

Stormwater

Stormwater runoff from the proposed Project could result in chemical, physical, and biological impacts to aquatic resources and should be avoided through the use of appropriate best management practices, low impact development (LID) techniques, and the use of stormwater retention and treatment features. The DEIS should describe construction and design measures to avoid and minimize impacts to water quality and aquatic resources through pretreatment of stormwater, and stormwater attenuation to prevent hydromodification of receiving waters. The EPA provides resources on stormwater and LID at our National Pollution Discharge Elimination System website at http://cfpub.epa.gov/npdes/home.cfm?program_id=6, and our LID website at http://www.epa.gov/nps/lid.

For further assistance with issues pertaining to waters of the U.S., please coordinate with Paul Jones, EPA Wetlands Office. Paul can be reached at (415) 972-3470, or by email at jones.paul@epa.gov.

Groundwater

Groundwater withdrawal is not discussed in the NOI, but based on the EPA's experience with other development proposals we anticipate the proposed Project could include some groundwater withdrawal to meet water demands. The EPA would be concerned with potential impacts to groundwater characteristics due to overdraft, as well as substantial increases in impervious surfaces that could reduce infiltration rates and recharge of the local aquifer. The DEIS should clearly describe existing groundwater conditions and any potential impacts to groundwater quantity or quality, and commit to avoidance measures to prevent impacts from the Project. The EPA is concerned with impacts to groundwater quality and quantity in the Project area as well as the relationship between existing groundwater conditions and surface water resources that are influenced by these conditions. Any direct, indirect, or cumulative impacts to groundwater that may occur as a result of the Project should be clearly assessed in the DEIS in light of these relationships. Mitigation measures should also be identified and committed to in the DEIS in order to assure that the Project will not have an adverse effect on groundwater and interrelated surface waters. Both design and conservation measures should be considered.

Water Supply

The DEIS should describe existing and/or proposed sources of water supply for the Project, anticipated water demand from the Project, and direct, indirect, and cumulative impacts to water resources that may occur. Because the proposed Project could result in increases in water demands for an indefinite period of time, the EPA strongly encourages including a discussion in the DEIS of all water conservation measures that will be implemented to reduce water demands for the proposed Project. The Project design should maximize conservation measures such as appropriate use of recycled water for landscaping and industry, xeric landscaping, a water pricing structure that accurately reflects the economic and environmental costs of water use, and water conservation education. An estimate of the water resource benefits that result from each mitigation and conservation measure proposed should be included in the DEIS. Water saving strategies can be found in the EPA's publications *Protecting Water Resources with Smart Growth* at www.epa.gov/piedpage/pdf/waterresources_with_sg.pdf, and *USEPA Water Conservation Guidelines* at www.epa.gov/watersense/docs/app_a508.pdf.

In addition, the DEIS should describe water reliability for the Project and clarify how existing and/or proposed sources will be affected by climate change. At a minimum, the EPA expects a qualitative discussion of impacts to water supply and adaptability of the Project to these changes, as part of the DEIS impacts analysis.

Biological Resources

Species Impacts

The EPA is concerned with the potential impacts from the proposed Project to biological resources. As stated in the NOI, the federally protected vernal pool fairy shrimp (Branchinecta lynchi) is known to occur on the Project site. The DEIS should provide information on all species and habitats protected under the Federal Endangered Species Act and the California Endangered Species Act, and describe how impacts will be avoided, minimized, and mitigated.

The DEIS should provide a description of baseline biological conditions, including habitats and species, and a description of direct, indirect, and cumulative impacts from the Project.

Habitat Fragmentation

We are also concerned with the potential for the proposed Project to result in fragmentation of aquatic and terrestrial species habitats, and encourage the Corps, County of Sacramento, and Applicant to identify alternatives that maintain large habitat conservation areas at the Project site that are connected by adequate corridors for the species that are expected to use the site. Numerous studies have demonstrated that edge effects and the size of contiguous habitat areas are critical to species health, diversity, and abundance. The DEIS should consider the impacts of habitat fragmentation and edge effects for aquatic and terrestrial species and identify avoidance and mitigation measures to address them.

Air Quality and Traffic

National Ambient Air Quality Standards

The DEIS must adequately assess air quality impacts of the Project and minimize these impacts through adequate mitigation measures. The proposed Project area falls within the Sacramento County Air Basin and is designated nonattainment for national ambient air quality standards (NAAQS). The EPA has designated the air basin serious nonattainment for 8-hour ozone and moderate nonattainment for particulate matter smaller than 10 microns (PM_{10}). The DEIS should provide a discussion of the baseline air quality conditions in the Project area, a description of federal and state air quality regulations, and a rigorous assessment of direct, indirect, and cumulative effects of the proposed Project on air quality. The analysis of air quality impacts should include direct, indirect and cumulative impacts from construction and post construction conditions, including increased traffic. The DEIS should describe specific commitments to mitigate emissions that will prevent further degradation of air quality in the Air Basin. In short, the cumulative impacts analysis should consider all new sources of emissions that are likely to result from the proposed Project. An estimate of the air quality benefits that result from each mitigation measure proposed should be included in the DEIS. The DEIS should also describe coordination with the EPA, California Air Resources Board, and the Sacramento Air Quality Management District to reduce air quality impacts in the Air Basin. For 8-hour ozone-related questions, the Corps is encouraged to contact John Kelly, EPA Air Division, at (415) 947-4151 or by email at kelly.johnj@epa.gov. For PM_{10}-related questions, contact Eleanor Kaplan, EPA Air Division, at (415) 947-4147 or by email at kaplan.eleanor@epa.gov.

General Conformity

The DEIS should describe whether the Project will or will not meet general conformity requirements with the associated state implementation plans for the Air Basin. If the federal action is determined to potentially interfere with the attainment of Clean Air Act NAAQS, the Corps is required to conduct a conformity analysis to determine the likelihood and extent of interference. Though the Clean Air Act does not require a federal lead agency to prepare a draft General Conformity Determination as part of the NEPA process, the EPA recommends this in the interest of full public disclosure and to better inform decision making. For general conformity-related questions, the Corps is encouraged to contact John Kelly, EPA Air Division, at (415) 947-4151 or by email at kelly.johnj@epa.gov.

Air Quality Measures for Construction

To prevent further degradation of air quality in Sacramento County from construction the EPA suggests several construction measures be adopted in the DEIS.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at the EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturers recommendations
- If practicable, lease newer and cleaner equipment meeting the most stringent of applicable Federal or State Standards.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintain traffic flow.

Sensitive Receptors

The DEIS should identify sensitive receptors in the Project area, such as schools, daycare centers, nursing homes, and hospitals, and specify the means by which impacts to these receptors will be minimized due to both construction and long term land use associated with the Project. For example, locate construction equipment and staging zones away from sensitive receptors, away from fresh air intakes and buildings, and design neighborhoods such that activity centers (ball fields, etc.) and sensitive receptors are not proximate to emissions sources, such as highways.

Traffic

Due to the nature and size of the proposed Project and the numbers of new residents and jobs it could bring to the area, it is reasonable to anticipate increased traffic and congestion on the local surface streets, freeways, and highways. The DEIS should include a traffic analysis to determine how the proposed Project will affect traffic in the region and contribute to cumulative air quality impacts.

Cumulative Effects

The proposed Project would be one of several developments in the area that have occurred or are proposed and under various stages of development. As a result, it is critical that the cumulative effects analysis be comprehensive and rigorous, and that it consider an appropriate scope of activities and spatial and temporal scales when assessing project effects. The EPA suggests referring to the Council on Environmental Quality 1997 guidance *Considering Cumulative Effects Under the National Environmental Policy Act,* found at http://www.nepa.gov/nepa/ccenepa/ccenepa.htm,, and 1999 EPA guidance, *Consideration of Cumulative Impacts in EPA Review of NEPA Documents,* found at http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf. In addition, we recommend referring to the EPA, California Department of Transportation, and Federal Highway Administration Guidance for Preparers of Cumulative Impact Analysis, found at http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm. While this guidance was developed for transportation projects, the principles and the 8-step process in this guidance can be applied to other types of projects, both within and outside of California. We recommend the principles and steps in this guidance to other agencies as a systematic way to analyze cumulative impacts for their projects.

Induced Growth

The DEIS should describe how the proposed Project could result in environmental impacts due to induced-growth. The EPA's recommendation is to make both the methodology and the assumptions in the growth inducement analysis as transparent as possible to the public and decision makers. To do this, the EPA recommends the following:

(1) Identify which land use model will be used, discuss its strengths and weaknesses, and describe why it was selected.

(2) Identify the assumptions used in the model and why those assumptions were selected. For example, describe which method will be used to allocate growth to analysis zones, its strengths and weaknesses, and why that method was selected.

(3) Ground truth the results of the land use model by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of the land use model.

(4) Use the results of the growth inducement analysis to inform transit options, neighborhood design, and recommendations for land use as well as mitigation measures to reduce environmental impacts.

Smart Growth, Green Building, and Leadership in Energy and Environmental Design

Environmental impacts of the proposed Project can be reduced through modifications to the Project footprint and configuration, and the integration of Smart Growth, Green Building, and Leadership in Energy and Environmental Design (LEED) principles. For your benefit, the EPA is enclosing updated information on these principles, including how they can reduce impacts to different resource areas.

Project Purpose and Need

The purpose and need statement in the DEIS should be clearly stated and briefly describe the underlying purpose and need to which the Corps is responding in proposing alternatives, including the proposed action (40 C.F.R. 1502.13.) The statement of purpose and need should explain why the Applicant is undertaking the proposed Project, and the objectives that the action is intended to achieve. A clear purpose and need statement is important under NEPA and to the EPA's review in that it should be directly linked to the proposed alternative designs and clarify the potential impacts of a range of reasonable alternatives for the proposed Project. The DEIS discussion of purpose and need should also include a detailed description of why a development the size, composition, and location of the proposed Project is needed.

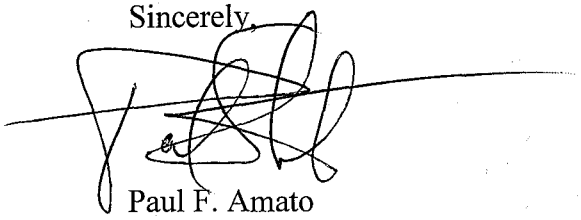
Alternatives

The EIS should rigorously explore and objectively evaluate a reasonable range of alternatives (40 C.F. R. 1502.14). Because of the potential for significant impacts to several environmental resources, the Corps, Sacramento County, and the Applicant should consider a range of alternatives that avoid impacts to these resources to the maximum extent practicable. According to the NOI, the DEIS is currently expected to include the No Action, No Federal Action, Applicant's Preferred, Approved Specific Plan, and Different Location Alternatives. The DEIS should clearly describe and comparatively assess these alternatives, and any other reasonable alternatives, for their direct, indirect, and cumulative effects to environmental resources. We recommend considering an aquatic resources avoidance alternative that maximizes avoidance and restoration of existing aquatic resources on the Project site. Where

impacts are unavoidable, the DEIS should describe and commit to appropriate mitigation measures.

Thank you for the opportunity to review the NOI and provide comments to help with the development and preparation of the DEIS for the proposed Project. When the DEIS is released for review, please send two hard copies and one CD copy to the address above (mailcode: CED-2) at the same time five copies are formally filed with EPA Headquarters. If you have any questions, please contact me at (415) 972-3847 or amato.paul@epa.gov.

Sincerely,



Paul F. Amato
Environmental Protection Specialist
Environmental Review Office

Enclosure:
EPA's Smart Growth Recommendations

Cc:
Mr. Charlie Dyer, Senior Planner
Sacramento County Planning and Community Development
827 7th Street,
Room 230
Sacramento, CA 95814

ENVIRONMENTAL PROTECTION AGENCY'S SMART GROWTH RECOMMENDATIONS FOR THE NOTICE OF INTENT TO PREPARE A DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE ELVERTA SPECIFIC PLAN PROJECT, SACRAMENTO COUNTY, CALIFORNIA

Smart Growth has been defined as "development that serves the economy, community, and the environment"[2]. It incorporates government and community partnering, environmental stewardship, and transportation network enhancements for safety and functionality.

Consider implementing Smart Growth principles in development planning.
National, state and local organizations have come together to form the Smart Growth Network (SGN), a voluntary initiative led by 36 partner organizations to encourage development that benefits the economy, communities, and ecological sustainability.
By incorporating smart growth principles, project proponents can demonstrate their commitment to being environmentally sound in development planning. Additionally, smart growth development can support economic growth and facilitate attainment of quality of life goals; attributes found attractive to both developers and potential home owners. Smart Growth design is beneficial for all stakeholders by providing opportunities to save money and resources. Furthermore, the 2004 National Community Preference Survey conducted by the National Association of Realtors concluded that Americans tend to favor Smart Growth communities because they offer shorter commute times and walkable communities. The SGN has made it feasible and efficient to become a partner within the network. For information regarding the SGN please visit the following website: http://www.smartgrowth.org/. For innovative solutions which address low impact development, please visit EPA's Smart Growth website at: http://www.epa.gov/smartgrowth/index.htm.

Smart Growth is Smart Business
Business leaders are beginning to realize that building better communities affects their bottom line. When implemented, Smart Growth strategies allow developers to profit financially while being environmentally sustainable. In the *Smart Growth is Smart Business* study, the National Association of Local Government Environmental Professionals (NALGEP) found that:

- Quality of Life is Crucial to Business;
- Reinvestment in Established Communities Makes Business Sense;
- Smart Growth Is an Emerging Market Opportunity;
- Leading Businesses Seek to Improve Growth Management in Their Regions; and
- Smart Growth Sells in Both Up and Down Economies.

Furthermore, a 2004 National Community Preference Survey conducted by the National Realtors Association revealed the following:

- Americans favor communities that have smart growth values which result in shorter commute times, sidewalks, and walkable areas;
- When Americans choose to purchase a home, commute time is an important deciding factor; and
- Americans expressed the desire for government and business to invest in already existing communities before new developments further away from cities and the suburbs. In

[2] Smart Growth Network, *Getting to Smart Growth: 100 Policies for Implementation,* http://smartgrowth.org

addition, Americans also expressed a desire for more housing for moderate to low income brackets, and more areas to walk and bike in their communities.

An EPA publication, *Parking Spaces / Community Places: Finding the Balance through Smart Growth Solutions* (http://www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf) illustrates the opportunity to use parking policies to save money, improve the environment, and meet larger community goals by offering commuters a choice in transportation. These choices can lead to less vehicle miles traveled, a decrease in air pollutants, and a reduction in the amount of pavement and infrastructure costs. Smart Growth is beneficial to developers because it can lead to lower infrastructure costs

Consider development plans that incorporate innovative design modifications.
EPA recommends incorporating design modifications to address impacts that development projects have on the environment. For example, both coving and bay designed homes offer more space and cost less to build due to the need for fewer roads and utilities. Additionally, they offer safer travel and a greater variety than their counterparts, the traditional suburbs.

Coving is a development design that enables the planning of communities while taking green space created in front of houses and winding streets into design plans. This design innovation positions homes to form a curve that is separate from the pattern of the streets, allowing for more homes per given length of a road. This design benefits developers by reducing the lineal feet of paved road by twenty to forty percent.

Bay designed homes also require less infrastructure. Unlike coving, a bay home development and the surrounding land are commonly held by a home owners association. This design considers pedestrian walkability by connecting the fronts of units with a walkway. The homes are designed with the entrance and garage in the rear of the structure, while leaving the front as open space. While housing densities may be similar to traditional housing developments, the bay home concept cuts up to fifty percent in infrastructure spending and creates a pedestrian friendly neighborhood.

Consider increasing density in development plans.
Density is important due to several influential factors including its ability to support housing choice and affordability, help expand transportation choices, support community fiscal health, improve security, help protect the environment and cut infrastructure costs. When designing for density we recommend the following design principles:

- Identify appropriate locations;
- Connect people and places;
- Mix uses;
- Find parking alternatives; and,
- Create great places for people to live, work and play.

For more information concerning the abovementioned principles, we recommend the following publication: *Creating Great Neighborhoods: Density in Your Community* available online at: http://www.epa.gov/piedpage/pdf/density.pdf.

Consider wildlife habitat while designing development plans.
It has long been recognized that development is infringing upon national parks, forests and other critical wildlife habitat. Moreover, the amount of urban land has quadrupled in the past 50 years. As development spreads farther into natural areas, wildlife habitat becomes fragmented. Scientists and wildlife preservation organizations have identified sprawl as a key indicator of species loss.

Land preservation efforts should be especially targeted toward critical aquatic areas including groundwater recharge zones, wetlands, vernal pools, streams, and floodplains. These areas can be protected from development by aligning zoning, determining protected areas, and changing development guidelines to use land more efficiently.

The publication *Endangered by Sprawl: How Runaway Development Threatens America's Wildlife* (http://www.smartgrowthamerica.org/ebsreport/EndangeredBySprawl.pdf) recommends several measures to help avoid the loss of wildlife due to urban encroachment. It is recommended that you create a comprehensive infrastructure strategy that will take the following into consideration:

- Create and maintain inventories of both species and natural resources;
- Establish regional cooperation to protect natural areas and species;
- Develop green infrastructure protection plans that include performance goals and measurements;
- Establish urban growth boundaries or urban service boundaries;
- Protect critical natural habitats; and
- Build reliable local funding resources for green infrastructure and species protection.

Design to Minimize Air Emissions
Air quality is greatly affected by sprawling development patterns that increase vehicle travel and associated air pollution. To help developers mitigate air quality impacts associated with developments EPA published guidance pertaining to air quality and land use activities. This guidance was developed to encourage stakeholders and developers to use better land use planning strategies which result in improvements in air quality. This guidance covers a variety of issues such as air quality planning, transportation planning, land use planning, land use activities and accounting for land use in the air quality and transportation processes. See *EPA Guidance: Improving Air Quality through Land Use Activities* (http://www.epa.gov/otaq/stateresources/policy/transp/landuse/r01001.pdf).

Consider the Use of Native Vegetation
To help protect the natural environment and its valuable water resources, EPA recommends that developers take future water use into consideration. EPA recommends landscaping with native plants when feasible. Using native plants that are adapted to the environment is an important consideration when developing in arid areas with limited water resources.

Vegetation planning is an important aspect of development. For example, trees can help block the summer sun. They also help by acting as wind breaks during extreme weather, control

humidity and can help with home appreciation. We encourage the use of native plants and trees in development planning. This can help reduce water consumption and maintenance costs, which are attractive attributes for home owners. The California Native Plant Society provides information regarding native plant species on its Web page: http://www.cnps.org/

Green Building

As stated at EPA's Green Building website, "green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction." The website goes on to state that "well-designed, constructed, operated and maintained green buildings can have many benefits, including durability; reduced costs for energy, water, operations and maintenance; improved occupant health and productivity; and the potential for greater occupant satisfaction than standard developments. A green building may cost more up front, but can save money over the life of the building through lower operating costs." These upfront costs may be only a few percentage points higher than conventional building standards.[3] For more information on Green Building, visit EPA's Green Building website at: www.epa.gov/greenbuilding/index.htm. The EIS should discuss the environmental and economic benefits of green building relevant to the Project alternatives.

Pursue Leadership in Energy and Environmental Design (LEED) Certification

LEED is a Green Building rating system that encourages the adoption of sustainable building practices through the use of universally accepted tools and performance criteria. The U.S. Green Building Council has established LEED rating systems for various types of development including commercial, retail, homes and neighborhood development. EPA encourages the pursuit of LEED certification for the proposed Project. More information on LEED certification can be found at the U.S. Green Building Council website at http://www.usgbc.org.

[3] According to the frequently asked questions on green building, at EPA's website http://www.epa.gov/greenbuilding/pubs/faqs.htm#13

Letter 9

Dadey, Kathleen A SPK

From: Russ Hood [rhood273@comcast.net]
Sent: Thursday, July 02, 2009 6:44 PM
To: Cortez Quinn
Cc: Dadey, Kathleen A SPK
Subject: Elverta Specific Plan

Howdy, Cortez,

I hope you are enjoying wearing all those hats—man, that must mean a lot of meetings! I'm sure you're doing fine with all of your responsibilities.

I'm writing you because I just read something in the July 2009 North County News by Charlea Moore that I can't understand. She writes in the sixth paragraph:
"In addition to the permits to dredge and fill, the Elverta Owners Group requested and received a rezone that will increase the maximum dwelling units from 4,950 to 6,187." And then in the next paragraph," There were only a few residents in attendance at the June 24, 2009 scoping meeting and all were the result of Marlene Robillard-Ramatici who alerted the community with phone calls and emails."

The source of my non-understanding stems from countless meetings and resolutions with the county, the community, and the owners that ultimately wound up with the following from "Elverta Specific Plan" at http://www.planning.saccounty.net/specific/elverta/elverta.html [on the MSA and Planning and Community Development Department website]:

"The policy also limits the residential holding capacity within the "urban" land to 4,500 dwelling units." Having personally attended all of the initial meetings and most of the subsequent hearings related to the issue of maximum number of dwelling units, numbers like 6,187 were never discussed. Unfortunately I did attend a CPAC meeting during which various county representatives explained the original number of 4,500 would now be increased to 4,950. However, this 6,187 figure has not been through the review process, i.e., is not in the DEIR or subsequent amendments or inclusions, to my knowledge.

Cortez, this new figure means an additional 1,687 units, a 37.5% increase over the 4,500 figure, and a 34.1% increase over the revised number. Even if the infrastructure existed or was in the process of being built, these increases would be staggering; but the infrastructure doesn't exist, the community (and county staff) are undecided on the important issue of traffic flow, and this rezone seems to have been done intentionally without adequate community notice. Since the Army Corps of Engineers did follow the letter of the law by placing a notice of this 'public scoping' meeting in the Bee, nothing was probably done illegally. So de jure this process took place, but de facto it was done in secret.

Could you find out and get back to me at your convenience if (a) Charlea Moore's article is accurate (or at least the part I quoted); (b) does a rezone, if it took place at all, mean that the Elverta Specific Plan is now assumed to have been revised to allow this huge increase without any more input, discussion, etc.? That's it. A couple of questions on an issue that threatens to destroy our quality of life. You've been out here, Cortez, and you've seen how rural (read "peaceful and quiet") this area is 95% of the time. My neighbors and I recognize that we lost years ago when our chosen option for redevelopment (a much more rural feel to it) was not approved by the board; but this is a drastic change, and I am hoping that your answers to my questions will allay any additional concerns I and my neighbors may have.

Thanks for your time, Cortez, and I look forward to hearing from you.

p.s. I have cc'd Kathleen A. Dadey, (Kathleen.A.dadey@usace.army.mil) the project manager apparently with the Army Corps of Engineers.

Happy Trails,
Russ Hood
991-4663

Letter 10

July 6, 2009

Kathleen Dadey, Chief
CA Delta Branch
US Army Corps. of Engineers, Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814-2922

Re: Public Notice Number SPK -2004-00323

Dear Ms. Dadey

We are residents of Elverta, California. Our property (Parcel Number 202-0070-026) is located within the boundaries of the Elverta Specific Plan. We did not receive notification from you or your agency regarding the June 24,2009 public scoping meeting. We did read about the meeting in a local newspaper. It was unfortunate that we were not mad aware of the meeting. Once we learned of the meeting we read the description of the permit process on the COE website. The information on the website is vague regarding the impacts to our property. We are very concerned about the potential impact. I called your offices on July 2, 2009 and left you a message.

After reading the description of the public meeting and the potential impacts to us we are requesting the following information from your offices:

- What direct and indirect impacts will the proposed CORPS permit have on our property?
- What properties are affected by the proposed permit?
- Will the proposes permit change or influence our property values?
- What further requirements must completed by the Corps in order to identify the potential impacts to us and our property?

We are most interested in meeting with you in order to review the documents presented at the meeting and how the proposed permit will impact us. We hope that there is another public meeting.

Sincerely,

Mark Pheatt

Nancy Pheatt

8846 Palladay Road
Elverta, CA 95626
916 992 1527

From: E H [mailto:satchel9945@yahoo.com]
Sent: Thursday, July 09, 2009 1:39 PM
To: Dadey, Kathleen A SPK
Subject: Actions on Elverta Specific Plan

Kathleen Dadey, Project Manager
Army Corps of Engineers
1325 J Street, Room 1480
Sacramento, CA 95814

Re: Actions on Elverta Specific Plan

Dear Ms. Dadey,

The July issue of the "North Country News" carries an article regarding the public scoping for the "Elverta Owners Group" application for permits to develop approximately 776 acres of the Elverta Specific Plan. The article states that zoning for a maximum of 6187 dwelling units (averaging almost 8 residences per acre) has been granted.

This action gives me concern about the traffic impact on my residential street (Rifle Ridge Drive in the Cherry Creek Subdivision), as well as the overall traffic impact on Elverta Road and Watt Avenue. It also appears that there are valid concerns in regard to the plans and capacity for 16th Street and Dry Creek Road.

In addition to the above, where is the water and electricity going to come from for these new residences, and what will happen to residential rates as a result? What consideration has been given to the local impact of the 70,000 dwelling units that Placer County has apparently approved for the land to the north of this project?

It doesn't seem that the scoping meeting was widely publicized in the community affected by this application. It also seems that a project of this magnitude should have multiple public meetings to present the plan and address community concerns for traffic, water, and quality of life before being allowed to proceed.

Sincerely,

Eric Henderson
8258 Rifle Ridge Drive
Elverta, CA 95626

From: marlene.vallee@homeq.com [mailto:marlene.vallee@homeq.com]
Sent: Friday, July 10, 2009 2:32 PM
To: Dadey, Kathleen A SPK
Subject: Public Scoping meeting - Elverta Specific Plan

Hello -
Can you please send me information or documents regarding the Department of Transportation's recommendation for the 16th Street extension for the Elverta specific Plan?

Thanks!!

Marlene Vallee
HomEq Servicing
Portfolio and Risk Analytics
(916) 339-6155

July 11, 2009

Kathleen A. Dadey
Re: Elverta Specific Plan EIR
Re: Downgrading Dry Creek Road to 2 Lanes w/ Safe Routes to School Sidewalks, Lighting, and Safety Improvements

Ms. Dadey, our family moved from a ranch in Sonora, California to Rio Linda when my oldest son was starting kindergarten. We wanted another community of open space, ranches, orchards, horses, wildlife, creeks, and the quietness that all that brings. We have lived on Dry Creek Road for only 8 years, previously we lived on Curved Bridge Road. We have experienced the best Rio Linda has to offer in the 20 years we have lived here. All of the neighbors and friends I have met here want the same, a small rural community, without traffic and noise and the pollution they bring. We grow vegetable gardens, raise chickens, have farm animals, grow fruit and almond trees, berries, and other environmentally sound foods. Our community neighbors have acres of land that grow the most wonderful, strawberries in the entire Sacramento County area. With the increase of vehicle traffic, the pollution and noise levels will increase 100%+ thereby affecting the community's health. The local McDonalds on the corner of Elk Horn Boulevard and Rio Linda Boulevard have old photos of what this community has always been, a farming, ranching, rural community. In the mornings I can hear my neighbors donkeys, sheep, geese, horses, chickens, peacocks, and other domestic animals. This is a beautiful sound. Do you want our community to endure the sound of 4-lane traffic, congestion, pollution, and aggregation that accompanies urban and traffic sprawl? If our community wanted those things, we would live in Roseville, which when you research Roseville, you will admit it is a traffic and urban sprawl nightmare.

Dry Creek Road is the transportation route of one senior high school, one junior high school, two elementary schools, and one special needs school. When most California cities are applying for "Safe Routes to School Grants", which communities can apply to Caltrans for, these funds build sidewalks, bike/pedestrian safety lanes, traffic improvements, street crossing improvements, etc to ensure the safety of the community. The Elverta Specific Plan intends to increase safety hazards for these school children, bus drivers, parents driving their children to school, and any other local citizen taking a walk for exercise, riding their horse or bike on Dry Creek Road. Therefore, it is in the best interest of this community to keep Dry Creek Road a 2-lane road, add sidewalks for safety, and not even consider expanding to a four-lane road. Remember, the more lanes the roadway has, the higher the speed limit and the more traffic danger our community school children and local families will encounter. Again, when most communities are applying for "Safe Routes to School Grants", the Elverta Specific Plan developers are envisioning making this community more unsafe by increasing traffic flows.

Thank you,
April Hawkins
7128 Dry Creek Road
Rio Linda, CA 95673

Letter 14

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

July 9, 2009

Kathleen A. Dadey, Chief
CA Delta Branch
U. S. Army Corps of Engineers, Sacramento District
1325 J Street, Room 1480
Sacramento, California 95814-2922

Dear Ms. Dadey:

This is in response to your request for comments on the Public Notice of Intent to Prepare an Environment Impact Statement (EIS) – Elverta Specific Plan.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Sacramento (Community Number 060262), Maps revised December 8, 2008. Please note that the County of Sacramento, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Sacramento County floodplain manager can be reached by calling George H. Booth, Senior Civil Engineer, Department of Water Resources, at (916) 874-6851.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
George H. Booth, Senior Civil Engineer, Sacramento County, Department of Water Resources
Ray Lee, State of California, Department of Water Resources, Central District
Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

Letter 15

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

Four Embarcadero Center | 17th Floor | San Francisco, CA 94111-4109
415-434-9100 *office* | 415-434-3947 *fax* | ***www.sheppardmullin.com***

Writer's Direct Line: 415-774-3285

August 12, 2009

Our File Number: 19DC-139065

VIA E-MAIL AND U.S. MAIL

Kathleen Dadey
Regulatory Project Manager
United States Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814-2922
Email: Kathleen.A.Dadey@usace.army.mil

Re: Elverta Specific Plan

Dear Ms. Dadey:

Thank you for issuing the Notice of Intent to Prepare a Draft Environmental Impact Statement ("NOI") for the Elverta Specific Plan Project and initiating environmental review subject to the National Environmental Policy Act ("NEPA"). John Hodgson on behalf of the Elverta Owners Group has asked that we clarify and confirm a few items on behalf of the Elverta Owners Group. We look forward to the timely completion of the EIS the Corps is preparing.

Pending Applications. The Elverta Owners Group submitted applications to the Corps in 2005. However, new applications will be submitted to the Corps to reflect project changes that have occurred over time during the local entitlement process and to minimize impacts to Corps jurisdiction. As noted in the NOI, the applications will include an infrastructure permit for common facilities that serve the entire proposed Specific Plan. We anticipate that the fill of waters of the United States associated with the Elverta Owners Group applications and the infrastructure will be approximately 45 acres.

Project Description. The Applicants are seeking individual permits for fill associated with the first phase of construction on 775.6 acres owned by entities participating in the Elverta Owners Group and a permit for fill associated with infrastructure necessary to serve the entire 1,745-acre Specific Plan area. We expect that non-participating landowners will choose to develop their properties at a later time according to the Specific Plan. As part of the EIS process, the Corps should consider issuing letters of permission to allow non-participating owners to fill wetlands on their lands in the Specific Plan area in a manner that is consistent with the approved permits for the Elverta Owners Group. In order to qualify for the letters of permission, the nonparticipating owners would, of course, have to conform their applications to

the project footprint and fill areas the Corps identifies in the LOP and meet other conditions of the LOP. Alternatively, they would have to file separate individual permit applications.

Impacts to Waters of the U.S. The NOI only identifies impacts to waters of the U.S. on the lands owned by Elverta Owners Group participants. The EIS should also evaluate the total impacts on waters of the U.S. from implementation of the Specific Plan as an additional 980 acres of development will occur on the lands of non-participating landowners in subsequent phases of implementation of the Specific Plan.

On-Site Mitigation. The NOI did not discuss the on-site mitigation proposed as a part of the Project. Approximately 18 acres of waters within the Specific Plan area will be avoided and enhanced as part of the Elverta Owners Group actions. The Applicants will minimize impacts to these avoided areas by restoring and buffering these areas from development. Areas adjacent to these enhanced drainages will be used to create and restore wetlands within drainage corridors. Upon completion, the created, restored and enhanced aquatic features will serve to improve water quality, to provide a visual amenity for the community, and to provide habitat for wildlife. We anticipate that further enhancement will be done as part of the development of the remainder of the Specific Plan.

Elverta Specific Plan Environmental Impact Report ("EIR) & Scope of the Environmental Impact Statement. Through the scoping process, the lead agency must determine the scope of environmental review and "identify and eliminate from detailed study the issues which are not significant or have been covered by prior environmental review." 40 C.F.R. §§ 1501.7(a)(2)-(3) (2008). NEPA also requires federal agencies to cooperate with local agencies to the fullest extent possible to reduce duplication between NEPA and state and local requirements. 40 C.F.R. §§ 1506.2 (b), (c); 33 C.F.R. Pt. 325, App. B.

During the scoping process, the lead agency may work cooperatively with others to identify the significant issues to be analyzed in depth in the EIS and to eliminate insignificant issues from further study. *Id.*; *Conservation Law Found. v. Fed. Highway Admin.*, 2007 U.S. Dist. LEXIS 64465, *6 (D.N.H. Aug. 30, 2007) (upholding FHWA and state Department of Transportation decision during scoping process not to study rail alternative to roadway project). The Corps may also incorporate the contents of state and local environmental evaluations by reference into decision documents so long as it documents how it reached its own NEPA determination. *Northwest Sea Farms, Inc. v. U.S. Army Corps of Engineers*, 931 F. Supp. 1515, 1524 (W.D. Wash. 1996).

Sacramento County's EIR is both a Master EIR and a Program EIR that reviews the impacts of the entire Elverta Specific Plan. The County approved and certified the Final EIR for the Project on May 30, 2007 in accordance with the California Environmental Quality Act ("CEQA"). It will conduct further review of the Project as required to issue local entitlements and authorizations. To reduce duplication, the Corps should use the scoping process to identify areas that have been previously covered adequately under CEQA and present why they will not

have any significant effect on the environment or incorporate relevant data and analysis from the County's EIR in this EIS. In accordance with subsection 320.4(j)(2) of the Corps' regulations, the EIS should also explain that primary responsibility for determining zoning and land use matters rests with the state and local governments and that the Corps accepts decisions by such governments on those matters unless the Corps identifies significant issues of overriding national importance.

We look forward to working with you.

Very truly yours,

Robert J. Uram

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5BM1\401630213.5

cc: John Hodgson, The RCH Group
Christopher Cox, The RCH Group
Brenna Moorhead, SMRH

Appendix C
Air Quality Data

APPENDIX C
Criteria Pollutant and GHG Emissions

Introduction to the Air Quality Models and Results

The Urban Emissions model (URBEMIS 2007), version 9.2.4, was used to quantify direct emissions of criteria pollutants and CO_2 from proposed project construction and operations, including off-road equipment and fugitive dust emissions during construction activities and area source and on-road vehicle pollutant emissions during operations.

GHG emissions associated with the proposed project were calculated using the URBEMIS 2007 Version 9.2.4 model and trip generation data from the project traffic analysis. Because the only GHG that URBEMIS 2007 estimates is CO_2, scaling factors derived from the State of California Inventory of GHG Emissions were used to determine the relative emissions of methane (CH_4) and nitrous oxide (N_20) in order to generate emissions of GHG as CO_2e. In addition to on-road trafficrelated emissions, the URBEMIS 2007 model also estimates CO_2 emissions from natural gas combustion for space and water heating and fuel combustion for landscape maintenance, based on land use size (e.g., number of dwelling units, square footage of retail space, etc.). Again, the appropriate scaling factors from the State GHG Inventory were used to determine the relative amounts of NH_4 and N_2O emitted from project-related fuel combustion. Indirect emissions of GHGs from electricity generation (associated with electricity usage and water/wastewater conveyance) were based on methodologies described in the SMAQMD *Guide to Air Quality Assessment.*

Results of the URBEMIS2007 modeling (daily and annual) and GHG analysis are presented below for each alternative. This Appendix is separated into the following sub-sections:

- URBEMIS2007 MODEL RESULTS FOR CONSTRUCTION (ANNUAL AND DAILY EMISSIONS) – ALTERNATIVES A THROUGH C
- URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE A
- URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE B
- URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE C
- URBEMIS2007 MODEL RESULTS FOR CONSTRUCTION (ANNUAL AND DAILY EMISSIONS) – ALTERNATIVE D
- URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE D

- GHG ANALYSIS FOR ALTERNATIVE A
- GHG ANALYSIS FOR ALTERNATIVE B
- GHG ANALYSIS FOR ALTERNATIVE C
- GHG ANALYSIS FOR ALTERNATIVE D
- REFERENCES

URBEMIS2007 MODEL RESULTS FOR CONSTRUCTION (ANNUAL AND DAILY EMISSIONS) – ALTERNATIVES A THROUGH C

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction - Year 11.urb924

Project Name: Elverta Construction - Year 11

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2022 TOTALS (tons/year unmitigated)	13.85	2.78	4.84	0.01	26.08	0.14	26.22	5.45	0.13	5.58	1,434.99

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2022	13.85	2.78	4.84	0.01	26.08	0.14	26.22	5.45	0.13	5.58	1,434.99
Fine Grading 01/01/2022-04/27/2022	0.21	1.46	1.18	0.00	26.05	0.06	26.11	5.44	0.06	5.50	319.88
Fine Grading Dust	0.00	0.00	0.00	0.00	26.05	0.00	26.05	5.44	0.00	5.44	0.00
Fine Grading Off Road Diesel	0.21	1.45	1.15	0.00	0.00	0.06	0.06	0.00	0.06	0.06	299.49
Fine Grading On Road Diesel	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.95
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 03/28/2022-05/15/2022	0.07	0.21	0.19	0.00	0.00	0.02	0.02	0.00	0.01	0.01	45.88
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	24.83
Paving On Road Diesel	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.60
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.45
Building 04/28/2022-12/14/2022	0.21	1.11	3.42	0.01	0.04	0.06	0.10	0.01	0.06	0.07	1,051.78
Building Off Road Diesel	0.14	0.87	0.99	0.00	0.00	0.04	0.04	0.00	0.04	0.04	186.39
Building Vendor Trips	0.02	0.17	0.30	0.00	0.01	0.01	0.01	0.00	0.01	0.01	174.37
Building Worker Trips	0.04	0.08	2.12	0.01	0.03	0.01	0.05	0.01	0.01	0.02	691.02
Coating 08/08/2022-12/31/2022	13.35	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44
Architectural Coating	13.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44

Phase Assumptions

Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

Total Acres Disturbed: 125.5

Maximum Daily Acreage Disturbed: 31.38

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 59.52

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 3/28/2022 - 5/15/2022 - Default Paving Description

Acres to be Paved: 31.38

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2022 - 12/14/2022 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2022 - 12/31/2022 - Default Architectural Coating Description

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

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

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

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

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction - Year 11 Mitigated.urb924

Project Name: Elverta Construction - Year 11 Mitigated

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2022 TOTALS (tons/year unmitigated)	13.84	2.76	4.81	0.01	12.49	0.14	12.63	2.61	0.13	2.74	1,429.89
2022 TOTALS (tons/year mitigated)	13.84	2.76	4.81	0.01	5.93	0.14	6.07	1.24	0.13	1.37	1,429.89
Percent Reduction	0.00	0.00	0.00	0.00	52.52	0.00	51.95	52.41	0.00	50.00	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2022	13.84	2.76	4.81	0.01	12.49	0.14	12.63	2.61	0.13	2.74	1,429.89
Fine Grading 01/01/2022-04/27/2022	0.21	1.44	1.15	0.00	12.45	0.06	12.51	2.60	0.05	2.65	314.79
Fine Grading Dust	0.00	0.00	0.00	0.00	12.45	0.00	12.45	2.60	0.00	2.60	0.00
Fine Grading Off Road Diesel	0.21	1.42	1.11	0.00	0.00	0.06	0.06	0.00	0.05	0.05	294.39
Fine Grading On Road Diesel	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.95
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 03/28/2022-05/15/2022	0.07	0.21	0.19	0.00	0.00	0.02	0.02	0.00	0.01	0.01	45.88
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	24.83
Paving On Road Diesel	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.60
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.45
Building 04/28/2022-12/14/2022	0.21	1.11	3.42	0.01	0.04	0.06	0.10	0.01	0.06	0.07	1,051.78
Building Off Road Diesel	0.14	0.87	0.99	0.00	0.00	0.04	0.04	0.00	0.04	0.04	186.39
Building Vendor Trips	0.02	0.17	0.30	0.00	0.01	0.01	0.01	0.00	0.01	0.01	174.37
Building Worker Trips	0.04	0.08	2.12	0.01	0.03	0.01	0.05	0.01	0.01	0.02	691.02
Coating 08/08/2022-12/31/2022	13.35	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44
Architectural Coating	13.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44

Phase Assumptions

Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

Total Acres Disturbed: 125.5

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 59.52

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 3/28/2022 - 5/15/2022 - Default Paving Description

Acres to be Paved: 31.38

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2022 - 12/14/2022 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2022 - 12/31/2022 - Default Architectural Coating Description

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

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

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

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

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Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2022	13.84	2.76	4.81	0.01	5.93	0.14	6.07	1.24	0.13	1.37	1,429.89
Fine Grading 01/01/2022-04/27/2022	0.21	1.44	1.15	0.00	5.89	0.06	5.95	1.23	0.05	1.28	314.79
Fine Grading Dust	0.00	0.00	0.00	0.00	5.89	0.00	5.89	1.23	0.00	1.23	0.00
Fine Grading Off Road Diesel	0.21	1.42	1.11	0.00	0.00	0.06	0.06	0.00	0.05	0.05	294.39
Fine Grading On Road Diesel	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.95
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 03/28/2022-05/15/2022	0.07	0.21	0.19	0.00	0.00	0.02	0.02	0.00	0.01	0.01	45.88
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	24.83
Paving On Road Diesel	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.60
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.45
Building 04/28/2022-12/14/2022	0.21	1.11	3.42	0.01	0.04	0.06	0.10	0.01	0.06	0.07	1,051.78
Building Off Road Diesel	0.14	0.87	0.99	0.00	0.00	0.04	0.04	0.00	0.04	0.04	186.39
Building Vendor Trips	0.02	0.17	0.30	0.00	0.01	0.01	0.01	0.00	0.01	0.01	174.37
Building Worker Trips	0.04	0.08	2.12	0.01	0.03	0.01	0.05	0.01	0.01	0.02	691.02
Coating 08/08/2022-12/31/2022	13.35	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44
Architectural Coating	13.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44

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Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction - Year 11.urb924

Project Name: Elverta Construction - Year 11

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2022 TOTALS (lbs/day unmitigated)	256.85	47.16	52.17	0.11	627.66	2.34	630.00	131.09	2.15	133.24	15,370.42

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2022-3/25/2022 Active Days: 60	5.17	35.23	28.54	0.00	627.62	1.46	629.08	131.07	1.34	132.42	7,708.06
Fine Grading 01/01/2022-04/27/2022	5.17	35.23	28.54	0.00	627.62	1.46	629.08	131.07	1.34	132.42	7,708.06
Fine Grading Dust	0.00	0.00	0.00	0.00	627.60	0.00	627.60	131.07	0.00	131.07	0.00
Fine Grading Off Road Diesel	5.11	34.88	27.61	0.00	0.00	1.44	1.44	0.00	1.33	1.33	7,216.54
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88

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Time Slice 3/28/2022-4/27/2022 Active Days: 23	9.38	**47.16**	39.32	0.02	**627.66**	**2.34**	**630.00**	**131.09**	**2.15**	**133.24**	10,329.59
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Fine Grading 01/01/2022-04/27/2022	5.17	35.23	28.54	0.00	627.62	1.46	629.08	131.07	1.34	132.42	7,708.06
Fine Grading Dust	0.00	0.00	0.00	0.00	627.60	0.00	627.60	131.07	0.00	131.07	0.00
Fine Grading Off Road Diesel	5.11	34.88	27.61	0.00	0.00	1.44	1.44	0.00	1.33	1.33	7,216.54
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88
Time Slice 4/28/2022-5/13/2022 Active Days: 12	6.74	25.40	**52.17**	**0.11**	0.49	1.65	2.14	0.17	1.49	1.67	**15,370.42**
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01

Time Slice 5/16/2022-8/5/2022 Active Days: 60	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Time Slice 8/8/2022-12/14/2022 Active Days: 93	**256.85**	13.50	42.42	0.11	0.46	0.78	1.24	0.17	0.69	0.86	13,081.13
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Time Slice 12/15/2022-12/30/2022 Active Days: 12	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24

Phase Assumptions

Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

Total Acres Disturbed: 125.5

Maximum Daily Acreage Disturbed: 31.38

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 59.52

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 3/28/2022 - 5/15/2022 - Default Paving Description

Acres to be Paved: 31.38

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2022 - 12/14/2022 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2022 - 12/31/2022 - Default Architectural Coating Description

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

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

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

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

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction - Year 11 Mitigated.urb924

Project Name: Elverta Construction - Year 11 Mitigated

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2022 TOTALS (lbs/day unmitigated)	256.85	46.58	52.17	0.11	300.06	2.30	302.37	62.67	2.12	64.79	15,370.42
2022 TOTALS (lbs/day mitigated)	256.85	46.58	52.17	0.11	141.99	2.30	144.30	29.66	2.12	31.78	15,370.42

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 1/3/2022-3/25/2022 Active Days: 60	5.08	34.64	27.73	0.00	300.02	1.43	301.45	62.66	1.31	63.97	7,585.26
Fine Grading 01/01/2022-04/27/2022	5.08	34.64	27.73	0.00	300.02	1.43	301.45	62.66	1.31	63.97	7,585.26
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	5.03	34.30	26.80	0.00	0.00	1.41	1.41	0.00	1.30	1.30	7,093.74
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88
Time Slice 3/28/2022-4/27/2022 Active Days: 23	9.30	**46.58**	38.51	0.02	**300.06**	**2.30**	**302.37**	**62.67**	**2.12**	**64.79**	10,206.80
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Fine Grading 01/01/2022-04/27/2022	5.08	34.64	27.73	0.00	300.02	1.43	301.45	62.66	1.31	63.97	7,585.26
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	5.03	34.30	26.80	0.00	0.00	1.41	1.41	0.00	1.30	1.30	7,093.74
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88

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Time Slice 4/28/2022-5/13/2022 Active Days: 12	6.74	25.40	**52.17**	**0.11**	0.49	1.65	2.14	0.17	1.49	1.67	**15,370.42**
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Time Slice 5/16/2022-8/5/2022 Active Days: 60	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Time Slice 8/8/2022-12/14/2022 Active Days: 93	**256.85**	13.50	42.42	0.11	0.46	0.78	1.24	0.17	0.69	0.86	13,081.13
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24

Time Slice 12/15/2022-12/30/2022 Active Days: 12	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24

Phase Assumptions

Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

Total Acres Disturbed: 125.5

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 59.52

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 3/28/2022 - 5/15/2022 - Default Paving Description

Acres to be Paved: 31.38

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2022 - 12/14/2022 - Default Building Construction Description

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Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2022 - 12/31/2022 - Default Architectural Coating Description

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

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

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

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

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2022-3/25/2022 Active Days: 60	5.08	34.64	27.73	0.00	141.95	1.43	143.38	29.65	1.31	30.96	7,585.26
Fine Grading 01/01/2022-04/27/2022	5.08	34.64	27.73	0.00	141.95	1.43	143.38	29.65	1.31	30.96	7,585.26
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	5.03	34.30	26.80	0.00	0.00	1.41	1.41	0.00	1.30	1.30	7,093.74
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88

Time Slice 3/28/2022-4/27/2022 Active Days: 23	9.30	**46.58**	38.51	0.02	141.99	**2.30**	144.30	29.66	**2.12**	31.78	10,206.80
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Fine Grading 01/01/2022-04/27/2022	5.08	34.64	27.73	0.00	141.95	1.43	143.38	29.65	1.31	30.96	7,585.26
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	5.03	34.30	26.80	0.00	0.00	1.41	1.41	0.00	1.30	1.30	7,093.74
Fine Grading On Road Diesel	0.04	0.31	0.16	0.00	0.01	0.01	0.02	0.00	0.01	0.01	239.64
Fine Grading Worker Trips	0.02	0.03	0.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.88
Time Slice 4/28/2022-5/13/2022 Active Days: 12	6.74	25.40	**52.17**	**0.11**	0.49	1.65	2.14	0.17	1.49	1.67	**15,370.42**
Asphalt 03/28/2022-05/15/2022	4.21	11.94	10.77	0.01	0.04	0.88	0.92	0.01	0.81	0.82	2,621.53
Paving Off-Gas	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.70	10.53	9.66	0.00	0.00	0.82	0.82	0.00	0.75	0.75	1,418.81
Paving On Road Diesel	0.16	1.39	0.69	0.01	0.04	0.05	0.09	0.01	0.05	0.06	1,062.79
Paving Worker Trips	0.01	0.02	0.43	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.93
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01

Time Slice 5/16/2022-8/5/2022 Active Days: 60	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Time Slice 8/8/2022-12/14/2022 Active Days: 93	**256.85**	13.50	42.42	0.11	0.46	0.78	1.24	0.17	0.69	0.86	13,081.13
Building 04/28/2022-12/14/2022	2.52	13.46	41.40	0.10	0.45	0.77	1.22	0.16	0.69	0.85	12,748.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	0.28	2.03	3.62	0.02	0.08	0.10	0.18	0.03	0.09	0.12	2,113.60
Building Worker Trips	0.54	0.94	25.75	0.08	0.37	0.17	0.55	0.13	0.14	0.28	8,376.01
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Time Slice 12/15/2022-12/30/2022 Active Days: 12	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Coating 08/08/2022-12/31/2022	254.32	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24
Architectural Coating	254.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	1.02	0.00	0.01	0.01	0.02	0.01	0.01	0.01	332.24

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2022 - 4/27/2022 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE A

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Preferred Alt.urb924

Project Name: Elverta Operations - Preferred Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	94.55	21.90	238.57	0.68	34.17	32.89	28,189.59

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	42.69	29.80	390.39	0.96	164.59	31.28	97,053.96

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	137.24	51.70	628.96	1.64	198.76	64.17	125,243.55

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.35	17.54	7.72	0.00	0.03	0.03	22,340.10
Hearth	23.03	4.11	208.93	0.68	34.08	32.80	5,814.18
Landscape	3.91	0.25	21.92	0.00	0.06	0.06	35.31
Consumer Products	51.00						
Architectural Coatings	15.26						
TOTALS (tons/year, unmitigated)	94.55	21.90	238.57	0.68	34.17	32.89	28,189.59

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	33.58	24.37	320.24	0.79	135.28	25.71	79,774.95
Apartments low rise	4.24	2.91	38.21	0.09	16.14	3.07	9,519.51
Elementary school	1.57	0.33	4.24	0.01	1.77	0.34	1,043.38
Strip mall	3.01	1.99	25.08	0.06	10.28	1.95	6,059.66
General office building	0.29	0.20	2.62	0.01	1.12	0.21	656.46
TOTALS (tons/year, unmitigated)	42.69	29.80	390.39	0.96	164.59	31.28	97,053.96

Operational Settings:

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Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 12.93 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	7.97	dwelling units	5,317.00	42,360.29	431,871.54
Apartments low rise	37.70	5.79	dwelling units	873.00	5,054.84	51,535.06
Elementary school		0.64	students	1,200.00	774.00	5,653.30
Strip mall		25.27	1000 sq ft	233.00	5,887.91	32,796.54
General office building		7.89	1000 sq ft	48.00	378.96	3,564.45
					54,456.00	525,420.89

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Preferred Alt.urb924

Project Name: Elverta Operations - Preferred Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	413.87	98.85	285.81	0.01	0.83	0.82	122,803.83

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	245.28	138.86	2,261.99	5.68	901.86	171.39	569,959.94

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	659.15	237.71	2,547.80	5.69	902.69	172.21	692,763.77

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.41	96.09	42.28	0.00	0.18	0.18	122,411.49
Hearth - No Summer Emissions							
Landscape	43.39	2.76	243.53	0.01	0.65	0.64	392.34
Consumer Products	279.44						
Architectural Coatings	83.63						
TOTALS (lbs/day, unmitigated)	413.87	98.85	285.81	0.01	0.83	0.82	122,803.83

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	191.25	113.49	1,857.48	4.67	741.28	140.87	468,486.65
Apartments low rise	24.61	13.54	221.65	0.56	88.46	16.81	55,904.32
Elementary school	11.27	1.54	24.41	0.06	9.70	1.84	6,127.71
Strip mall	16.50	9.35	143.29	0.35	56.30	10.71	35,585.37
General office building	1.65	0.94	15.16	0.04	6.12	1.16	3,855.89
TOTALS (lbs/day, unmitigated)	245.28	138.86	2,261.99	5.68	901.86	171.39	569,959.94

Operational Settings:

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Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 12.93 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	7.97	dwelling units	5,317.00	42,360.29	431,871.54
Apartments low rise	37.70	5.79	dwelling units	873.00	5,054.84	51,535.06
Elementary school		0.64	students	1,200.00	774.00	5,653.30
Strip mall		25.27	1000 sq ft	233.00	5,887.91	32,796.54
General office building		7.89	1000 sq ft	48.00	378.96	3,564.45
					54,456.00	525,420.89

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Preferred Alt.urb924

Project Name: Elverta Operations - Preferred Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	933.44	227.64	5,151.43	16.83	834.01	802.81	304,324.62

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	211.24	212.18	1,893.41	4.52	901.86	171.39	455,487.70

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,144.68	439.82	7,044.84	21.35	1,735.87	974.20	759,812.32

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.41	96.09	42.28	0.00	0.18	0.18	122,411.49
Hearth	562.96	131.55	5,109.15	16.83	833.83	802.63	181,913.13
Landscaping - No Winter Emissions							
Consumer Products	279.44						
Architectural Coatings	83.63						
TOTALS (lbs/day, unmitigated)	933.44	227.64	5,151.43	16.83	834.01	802.81	304,324.62

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	169.56	173.62	1,549.31	3.72	741.28	140.87	374,395.79
Apartments low rise	20.40	20.72	184.88	0.44	88.46	16.81	44,676.50
Elementary school	3.34	2.34	20.82	0.05	9.70	1.84	4,896.04
Strip mall	16.49	14.06	125.73	0.28	56.30	10.71	28,440.06
General office building	1.45	1.44	12.67	0.03	6.12	1.16	3,079.31
TOTALS (lbs/day, unmitigated)	211.24	212.18	1,893.41	4.52	901.86	171.39	455,487.70

Operational Settings:

11/19/2010 3:28:05 PM

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 12.93 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	7.97	dwelling units	5,317.00	42,360.29	431,871.54
Apartments low rise	37.70	5.79	dwelling units	873.00	5,054.84	51,535.06
Elementary school		0.64	students	1,200.00	774.00	5,653.30
Strip mall		25.27	1000 sq ft	233.00	5,887.91	32,796.54
General office building		7.89	1000 sq ft	48.00	378.96	3,564.45
					54,456.00	525,420.89

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE B

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Minimal Impact Alt.urb924

Project Name: Elverta Operations - Minimal Impact Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	92.05	20.43	233.50	0.68	34.16	32.88	26,394.45

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	40.61	28.63	375.24	0.94	158.27	30.07	93,319.96

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	132.66	49.06	608.74	1.62	192.43	62.95	119,714.41

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.24	16.13	7.06	0.00	0.03	0.03	20,553.29
Hearth	23.03	4.10	208.93	0.68	34.08	32.80	5,812.92
Landscape	3.11	0.20	17.51	0.00	0.05	0.05	28.24
Consumer Products	51.00						
Architectural Coatings	13.67						
TOTALS (tons/year, unmitigated)	92.05	20.43	233.50	0.68	34.16	32.88	26,394.45

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	27.31	19.90	261.52	0.65	110.48	20.99	65,146.06
Apartments low rise	9.74	6.72	88.27	0.22	37.29	7.09	21,989.97
Elementary school	0.79	0.17	2.12	0.01	0.89	0.17	521.69
Strip mall	2.47	1.63	20.57	0.05	8.43	1.60	4,970.22
General office building	0.30	0.21	2.76	0.01	1.18	0.22	692.02
TOTALS (tons/year, unmitigated)	40.61	28.63	375.24	0.94	158.27	30.07	93,319.96

Operational Settings:

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Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 10.82 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,055.25	8.20	dwelling units	4,221.00	34,592.39	352,676.21
Apartments low rise	85.61	5.93	dwelling units	1,969.00	11,676.62	119,045.42
Elementary school		0.64	students	600.00	387.00	2,826.65
Strip mall		25.27	1000 sq ft	191.11	4,829.35	26,900.20
General office building		7.90	1000 sq ft	50.60	399.49	3,757.52
					51,884.85	505,206.00

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Minimal Impact Alt.urb924

Project Name: Elverta Operations - Minimal Impact Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	395.72	90.58	233.28	0.01	0.69	0.69	112,934.55

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	232.66	133.39	2,174.58	5.46	867.17	164.78	548,031.58

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	628.38	223.97	2,407.86	5.47	867.86	165.47	660,966.13

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	6.81	88.37	38.67	0.00	0.17	0.17	112,620.77
Hearth - No Summer Emissions							
Landscape	34.55	2.21	194.61	0.01	0.52	0.52	313.78
Consumer Products	279.44						
Architectural Coatings	74.92						
TOTALS (lbs/day, unmitigated)	395.72	90.58	233.28	0.01	0.69	0.69	112,934.55

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	155.27	92.68	1,516.86	3.81	605.35	115.03	382,576.95
Apartments low rise	56.49	31.28	512.01	1.29	204.34	38.83	129,138.38
Elementary school	5.63	0.77	12.20	0.03	4.85	0.92	3,063.86
Strip mall	13.53	7.67	117.53	0.29	46.18	8.78	29,187.64
General office building	1.74	0.99	15.98	0.04	6.45	1.22	4,064.75
TOTALS (lbs/day, unmitigated)	232.66	133.39	2,174.58	5.46	867.17	164.78	548,031.58

Operational Settings:

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Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 10.82 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,055.25	8.20	dwelling units	4,221.00	34,592.39	352,676.21
Apartments low rise	85.61	5.93	dwelling units	1,969.00	11,676.62	119,045.42
Elementary school		0.64	students	600.00	387.00	2,826.65
Strip mall		25.27	1000 sq ft	191.11	4,829.35	26,900.20
General office building		7.90	1000 sq ft	50.60	399.49	3,757.52
					51,884.85	505,206.00

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Minimal Impact Alt.urb924

Project Name: Elverta Operations - Minimal Impact Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	924.02	217.95	5,146.99	16.82	833.84	802.64	292,019.55

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	202.19	203.86	1,819.16	4.34	867.17	164.78	437,963.49

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,126.21	421.81	6,966.15	21.16	1,701.01	967.42	729,983.04

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	6.81	88.37	38.67	0.00	0.17	0.17	112,620.77
Hearth	562.85	129.58	5,108.32	16.82	833.67	802.47	179,398.78
Landscaping - No Winter Emissions							
Consumer Products	279.44						
Architectural Coatings	74.92						
TOTALS (lbs/day, unmitigated)	924.02	217.95	5,146.99	16.82	833.84	802.64	292,019.55

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	138.38	141.78	1,265.20	3.04	605.35	115.03	305,740.19
Apartments low rise	47.09	47.86	427.07	1.02	204.34	38.83	103,202.22
Elementary school	1.67	1.17	10.41	0.02	4.85	0.92	2,448.02
Strip mall	13.52	11.53	103.12	0.23	46.18	8.78	23,326.95
General office building	1.53	1.52	13.36	0.03	6.45	1.22	3,246.11
TOTALS (lbs/day, unmitigated)	202.19	203.86	1,819.16	4.34	867.17	164.78	437,963.49

Operational Settings:

11/19/2010 3:41:22 PM

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 10.82 Nonresidential Trip % Reduction: 50

Analysis Year: 2030 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,055.25	8.20	dwelling units	4,221.00	34,592.39	352,676.21
Apartments low rise	85.61	5.93	dwelling units	1,969.00	11,676.62	119,045.42
Elementary school		0.64	students	600.00	387.00	2,826.65
Strip mall		25.27	1000 sq ft	191.11	4,829.35	26,900.20
General office building		7.90	1000 sq ft	50.60	399.49	3,757.52
					51,884.85	505,206.00

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE C

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Approved SP Alt.urb924

Project Name: Elverta Operations - Approved SP Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	94.52	21.84	238.52	0.68	34.17	32.89	28,125.90

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	42.95	30.09	394.40	0.98	166.33	31.62	98,081.93

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	137.47	51.93	632.92	1.66	200.50	64.51	126,207.83

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.35	17.48	7.67	0.00	0.03	0.03	22,276.41
Hearth	23.03	4.11	208.93	0.68	34.08	32.80	5,814.18
Landscape	3.91	0.25	21.92	0.00	0.06	0.06	35.31
Consumer Products	51.00						
Architectural Coatings	15.23						
TOTALS (tons/year, unmitigated)	94.52	21.84	238.52	0.68	34.17	32.89	28,125.90

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	34.15	24.85	326.57	0.81	137.96	26.22	81,351.37
Apartments low rise	4.30	2.97	38.97	0.10	16.46	3.13	9,707.63
Elementary school	1.58	0.33	4.29	0.01	1.79	0.34	1,057.29
Strip mall	2.57	1.70	21.42	0.05	8.77	1.67	5,174.59
General office building	0.35	0.24	3.15	0.01	1.35	0.26	791.05
TOTALS (tons/year, unmitigated)	42.95	30.09	394.40	0.98	166.33	31.62	98,081.93

Operational Settings:

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Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 11.21 Nonresidential Trip % Reduction: 49.33

Analysis Year: 2030 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	8.12	dwelling units	5,317.00	43,197.36	440,405.66
Apartments low rise	37.70	5.90	dwelling units	873.00	5,154.72	52,553.43
Elementary school		0.65	students	1,200.00	784.32	5,728.69
Strip mall		25.61	1000 sq ft	196.35	5,027.93	28,006.34
General office building		8.00	1000 sq ft	57.08	456.66	4,295.25
					54,620.99	530,989.37

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Approved SP Alt.urb924

Project Name: Elverta Operations - Approved SP Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	413.68	98.56	285.57	0.01	0.83	0.82	122,454.86

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	246.57	140.23	2,285.57	5.74	911.42	173.20	575,997.05

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	660.25	238.79	2,571.14	5.75	912.25	174.02	698,451.91

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.38	95.80	42.04	0.00	0.18	0.18	122,062.52
Hearth - No Summer Emissions							
Landscape	43.39	2.76	243.53	0.01	0.65	0.64	392.34
Consumer Products	279.44						
Architectural Coatings	83.47						
TOTALS (lbs/day, unmitigated)	413.68	98.56	285.57	0.01	0.83	0.82	122,454.86

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	194.25	115.73	1,894.18	4.76	755.93	143.65	477,744.31
Apartments low rise	24.97	13.81	226.03	0.57	90.21	17.14	57,009.03
Elementary school	11.30	1.57	24.73	0.06	9.83	1.87	6,209.43
Strip mall	14.07	7.98	122.36	0.30	48.08	9.14	30,387.84
General office building	1.98	1.14	18.27	0.05	7.37	1.40	4,646.44
TOTALS (lbs/day, unmitigated)	246.57	140.23	2,285.57	5.74	911.42	173.20	575,997.05

Operational Settings:

11/19/2010 3:46:38 PM

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 11.21 Nonresidential Trip % Reduction: 49.33

Analysis Year: 2030 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	8.12	dwelling units	5,317.00	43,197.36	440,405.66
Apartments low rise	37.70	5.90	dwelling units	873.00	5,154.72	52,553.43
Elementary school		0.65	students	1,200.00	784.32	5,728.69
Strip mall		25.61	1000 sq ft	196.35	5,027.93	28,006.34
General office building		8.00	1000 sq ft	57.08	456.66	4,295.25
					54,620.99	530,989.37

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - Approved SP Alt.urb924

Project Name: Elverta Operations - Approved SP Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	933.25	227.35	5,151.19	16.83	834.01	802.81	303,975.65

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	212.84	214.31	1,912.19	4.57	911.42	173.20	460,311.62

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,146.09	441.66	7,063.38	21.40	1,745.43	976.01	764,287.27

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	7.38	95.80	42.04	0.00	0.18	0.18	122,062.52
Hearth	562.96	131.55	5,109.15	16.83	833.83	802.63	181,913.13
Landscaping - No Winter Emissions							
Consumer Products	279.44						
Architectural Coatings	83.47						
TOTALS (lbs/day, unmitigated)	933.25	227.35	5,151.19	16.83	834.01	802.81	303,975.65

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	172.84	177.05	1,579.93	3.79	755.93	143.65	381,794.14
Apartments low rise	20.79	21.13	188.53	0.45	90.21	17.14	45,559.34
Elementary school	3.38	2.38	21.10	0.05	9.83	1.87	4,961.33
Strip mall	14.08	12.01	107.36	0.24	48.08	9.14	24,286.16
General office building	1.75	1.74	15.27	0.04	7.37	1.40	3,710.65
TOTALS (lbs/day, unmitigated)	212.84	214.31	1,912.19	4.57	911.42	173.20	460,311.62

Operational Settings:

11/19/2010 3:47:05 PM

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 11.21 Nonresidential Trip % Reduction: 49.33

Analysis Year: 2030 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	1,302.50	8.12	dwelling units	5,317.00	43,197.36	440,405.66
Apartments low rise	37.70	5.90	dwelling units	873.00	5,154.72	52,553.43
Elementary school		0.65	students	1,200.00	784.32	5,728.69
Strip mall		25.61	1000 sq ft	196.35	5,027.93	28,006.34
General office building		8.00	1000 sq ft	57.08	456.66	4,295.25
					54,620.99	530,989.37

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	99.0	1.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	34.3	65.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

URBEMIS2007 MODEL RESULTS FOR CONSTRUCTION (ANNUAL AND DAILY EMISSIONS) – ALTERNATIVE D

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction No Fed Alt - Year 4.urb924

Project Name: Elverta Construction No Fed Permit - Year 4

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2015 TOTALS (tons/year unmitigated)	8.40	4.16	5.42	0.01	20.77	0.22	21.00	4.34	0.20	4.55	1,032.94

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2015	8.40	4.16	5.42	0.01	20.77	0.22	21.00	4.34	0.20	4.55	1,032.94
Fine Grading 01/01/2015-04/27/2015	0.29	2.29	1.38	0.00	20.75	0.11	20.86	4.33	0.10	4.43	312.96
Fine Grading Dust	0.00	0.00	0.00	0.00	20.75	0.00	20.75	4.33	0.00	4.33	0.00
Fine Grading Off Road Diesel	0.29	2.27	1.31	0.00	0.00	0.11	0.11	0.00	0.10	0.10	299.49
Fine Grading On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.02
Fine Grading Worker Trips	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 04/15/2015-05/15/2015	0.06	0.20	0.13	0.00	0.00	0.01	0.02	0.00	0.01	0.01	31.06
Paving Off-Gas	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.15	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.63
Paving On Road Diesel	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.82
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61
Building 04/28/2015-12/14/2015	0.31	1.67	3.85	0.00	0.02	0.10	0.12	0.01	0.09	0.10	678.82
Building Off Road Diesel	0.22	1.33	1.06	0.00	0.00	0.08	0.08	0.00	0.08	0.08	186.39
Building Vendor Trips	0.02	0.23	0.28	0.00	0.00	0.01	0.01	0.00	0.01	0.01	93.56
Building Worker Trips	0.06	0.10	2.51	0.00	0.02	0.01	0.03	0.01	0.01	0.01	398.87
Coating 08/08/2015-12/31/2015	7.74	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10
Architectural Coating	7.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10

Phase Assumptions

Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

Total Acres Disturbed: 100

Maximum Daily Acreage Disturbed: 25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 18.07

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 4/15/2015 - 5/15/2015 - Default Paving Description

Acres to be Paved: 25

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2015 - 12/14/2015 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2015 - 12/31/2015 - Default Architectural Coating Description

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

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

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

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

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction No Fed Alt - Year 4 Mitigated.urb924

Project Name: Elverta Construction No Fed Permit - Year 4 Mitigated

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2015 TOTALS (tons/year unmitigated)	8.39	4.12	5.39	0.01	12.47	0.22	12.69	2.61	0.20	2.81	1,027.84
2015 TOTALS (tons/year mitigated)	8.39	4.12	5.39	0.01	5.91	0.22	6.13	1.24	0.20	1.44	1,027.84
Percent Reduction	0.00	0.00	0.00	0.00	52.59	0.00	51.68	52.53	0.00	48.75	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2015	8.39	4.12	5.39	0.01	12.47	0.22	12.69	2.61	0.20	2.81	1,027.84
Fine Grading 01/01/2015-04/27/2015	0.29	2.25	1.34	0.00	12.45	0.10	12.55	2.60	0.10	2.70	307.86
Fine Grading Dust	0.00	0.00	0.00	0.00	12.45	0.00	12.45	2.60	0.00	2.60	0.00
Fine Grading Off Road Diesel	0.28	2.23	1.27	0.00	0.00	0.10	0.10	0.00	0.09	0.09	294.39
Fine Grading On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.02
Fine Grading Worker Trips	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 04/15/2015-05/15/2015	0.06	0.20	0.13	0.00	0.00	0.01	0.02	0.00	0.01	0.01	31.06
Paving Off-Gas	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.15	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.63
Paving On Road Diesel	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.82
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61
Building 04/28/2015-12/14/2015	0.31	1.67	3.85	0.00	0.02	0.10	0.12	0.01	0.09	0.10	678.82
Building Off Road Diesel	0.22	1.33	1.06	0.00	0.00	0.08	0.08	0.00	0.08	0.08	186.39
Building Vendor Trips	0.02	0.23	0.28	0.00	0.00	0.01	0.01	0.00	0.01	0.01	93.56
Building Worker Trips	0.06	0.10	2.51	0.00	0.02	0.01	0.03	0.01	0.01	0.01	398.87
Coating 08/08/2015-12/31/2015	7.74	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10
Architectural Coating	7.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10

Phase Assumptions

Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

Total Acres Disturbed: 100

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 18.07

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 4/15/2015 - 5/15/2015 - Default Paving Description

Acres to be Paved: 25

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2015 - 12/14/2015 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2015 - 12/31/2015 - Default Architectural Coating Description

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

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

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

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

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Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2015	8.39	4.12	5.39	0.01	5.91	0.22	6.13	1.24	0.20	1.44	1,027.84
Fine Grading 01/01/2015-04/27/2015	0.29	2.25	1.34	0.00	5.89	0.10	5.99	1.23	0.10	1.33	307.86
Fine Grading Dust	0.00	0.00	0.00	0.00	5.89	0.00	5.89	1.23	0.00	1.23	0.00
Fine Grading Off Road Diesel	0.28	2.23	1.27	0.00	0.00	0.10	0.10	0.00	0.09	0.09	294.39
Fine Grading On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.02
Fine Grading Worker Trips	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.45
Asphalt 04/15/2015-05/15/2015	0.06	0.20	0.13	0.00	0.00	0.01	0.02	0.00	0.01	0.01	31.06
Paving Off-Gas	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.02	0.15	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.63
Paving On Road Diesel	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.82
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61
Building 04/28/2015-12/14/2015	0.31	1.67	3.85	0.00	0.02	0.10	0.12	0.01	0.09	0.10	678.82
Building Off Road Diesel	0.22	1.33	1.06	0.00	0.00	0.08	0.08	0.00	0.08	0.08	186.39
Building Vendor Trips	0.02	0.23	0.28	0.00	0.00	0.01	0.01	0.00	0.01	0.01	93.56
Building Worker Trips	0.06	0.10	2.51	0.00	0.02	0.01	0.03	0.01	0.01	0.01	398.87
Coating 08/08/2015-12/31/2015	7.74	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10
Architectural Coating	7.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.10

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction No Fed Alt - Year 4.urb924

Project Name: Elverta Construction No Fed Permit - Year 4

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2015 TOTALS (lbs/day unmitigated)	152.52	72.61	58.18	0.07	500.07	3.84	503.91	104.44	3.54	107.98	10,928.94

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/1/2015-4/14/2015 Active Days: 74	7.05	55.08	33.21	0.00	500.01	2.56	502.58	104.42	2.36	106.78	7,541.11
Fine Grading 01/01/2015-04/27/2015	7.05	55.08	33.21	0.00	500.01	2.56	502.58	104.42	2.36	106.78	7,541.11
Fine Grading Dust	0.00	0.00	0.00	0.00	500.00	0.00	500.00	104.42	0.00	104.42	0.00
Fine Grading Off Road Diesel	6.99	54.76	31.53	0.00	0.00	2.55	2.55	0.00	2.34	2.34	7,216.54
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81

Time Slice 4/15/2015-4/27/2015 Active Days: 9	12.40	**72.61**	44.73	0.02	**500.07**	**3.84**	**503.91**	**104.44**	**3.54**	**107.98**	10,241.88
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Fine Grading 01/01/2015-04/27/2015	7.05	55.08	33.21	0.00	500.01	2.56	502.58	104.42	2.36	106.78	7,541.11
Fine Grading Dust	0.00	0.00	0.00	0.00	500.00	0.00	500.00	104.42	0.00	104.42	0.00
Fine Grading Off Road Diesel	6.99	54.76	31.53	0.00	0.00	2.55	2.55	0.00	2.34	2.34	7,216.54
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81
Time Slice 4/28/2015-5/15/2015 Active Days: 14	9.11	37.78	**58.18**	**0.07**	0.31	2.53	2.83	0.11	2.31	2.42	**10,928.94**
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77

Time Slice 5/18/2015-8/7/2015 Active Days: 60	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Time Slice 8/10/2015-12/14/2015 Active Days: 91	**152.52**	20.30	47.89	0.06	0.27	1.25	1.51	0.09	1.13	1.23	8,422.42
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Time Slice 12/15/2015-12/31/2015 Active Days: 13	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25

Phase Assumptions

Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

Total Acres Disturbed: 100

Maximum Daily Acreage Disturbed: 25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

3/10/2011 4:06:22 PM

On Road Truck Travel (VMT): 18.07

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 4/15/2015 - 5/15/2015 - Default Paving Description

Acres to be Paved: 25

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2015 - 12/14/2015 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2015 - 12/31/2015 - Default Architectural Coating Description

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

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

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

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

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Construction No Fed Alt - Year 4 Mitigated.urb924

Project Name: Elverta Construction No Fed Permit - Year 4 Mitigated

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2015 TOTALS (lbs/day unmitigated)	152.52	71.69	58.18	0.07	300.07	3.77	303.84	62.67	3.47	66.15	10,928.94
2015 TOTALS (lbs/day mitigated)	152.52	71.69	58.18	0.07	142.00	3.77	145.77	29.66	3.47	33.13	10,928.94

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 1/1/2015-4/14/2015 Active Days: 74	6.91	54.16	32.39	0.00	300.01	2.49	302.50	62.66	2.29	64.95	7,418.31
Fine Grading 01/01/2015-04/27/2015	6.91	54.16	32.39	0.00	300.01	2.49	302.50	62.66	2.29	64.95	7,418.31
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	6.85	53.84	30.71	0.00	0.00	2.48	2.48	0.00	2.28	2.28	7,093.74
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81
Time Slice 4/15/2015-4/27/2015 Active Days: 9	12.26	**71.69**	43.91	0.02	**300.07**	**3.77**	**303.84**	**62.67**	**3.47**	**66.15**	10,119.09
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Fine Grading 01/01/2015-04/27/2015	6.91	54.16	32.39	0.00	300.01	2.49	302.50	62.66	2.29	64.95	7,418.31
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	6.85	53.84	30.71	0.00	0.00	2.48	2.48	0.00	2.28	2.28	7,093.74
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81

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Time Slice 4/28/2015-5/15/2015 Active Days: 14	9.11	37.78	**58.18**	**0.07**	0.31	2.53	2.83	0.11	2.31	2.42	**10,928.94**
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Time Slice 5/18/2015-8/7/2015 Active Days: 60	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Time Slice 8/10/2015-12/14/2015 Active Days: 91	**152.52**	20.30	47.89	0.06	0.27	1.25	1.51	0.09	1.13	1.23	8,422.42
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25

Time Slice 12/15/2015-12/31/2015 Active Days: 13	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25

Phase Assumptions

Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

Total Acres Disturbed: 100

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 18.07

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

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

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

Phase: Paving 4/15/2015 - 5/15/2015 - Default Paving Description

Acres to be Paved: 25

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/28/2015 - 12/14/2015 - Default Building Construction Description

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Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

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

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

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

Phase: Architectural Coating 8/8/2015 - 12/31/2015 - Default Architectural Coating Description

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

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

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

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

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/1/2015-4/14/2015 Active Days: 74	6.91	54.16	32.39	0.00	141.94	2.49	144.43	29.65	2.29	31.94	7,418.31
Fine Grading 01/01/2015-04/27/2015	6.91	54.16	32.39	0.00	141.94	2.49	144.43	29.65	2.29	31.94	7,418.31
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	6.85	53.84	30.71	0.00	0.00	2.48	2.48	0.00	2.28	2.28	7,093.74
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81

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Time Slice 4/15/2015-4/27/2015 Active Days: 9	12.26	**71.69**	43.91	0.02	142.00	**3.77**	145.77	29.66	**3.47**	33.13	10,119.09
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Fine Grading 01/01/2015-04/27/2015	6.91	54.16	32.39	0.00	141.94	2.49	144.43	29.65	2.29	31.94	7,418.31
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	6.85	53.84	30.71	0.00	0.00	2.48	2.48	0.00	2.28	2.28	7,093.74
Fine Grading On Road Diesel	0.02	0.25	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.76
Fine Grading Worker Trips	0.04	0.06	1.59	0.00	0.01	0.01	0.02	0.00	0.00	0.01	251.81
Time Slice 4/28/2015-5/15/2015 Active Days: 14	9.11	37.78	**58.18**	**0.07**	0.31	2.53	2.83	0.11	2.31	2.42	**10,928.94**
Asphalt 04/15/2015-05/15/2015	5.35	17.53	11.52	0.01	0.05	1.28	1.33	0.02	1.18	1.20	2,700.77
Paving Off-Gas	2.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.12	13.07	8.93	0.00	0.00	1.11	1.11	0.00	1.02	1.02	1,272.41
Paving On Road Diesel	0.36	4.42	1.70	0.01	0.05	0.17	0.22	0.01	0.16	0.17	1,288.47
Paving Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77

Time Slice 5/18/2015-8/7/2015 Active Days: 60	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Time Slice 8/10/2015-12/14/2015 Active Days: 91	**152.52**	20.30	47.89	0.06	0.27	1.25	1.51	0.09	1.13	1.23	8,422.42
Building 04/28/2015-12/14/2015	3.76	20.25	46.67	0.06	0.26	1.24	1.50	0.09	1.13	1.22	8,228.17
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	0.28	2.84	3.41	0.01	0.04	0.12	0.16	0.01	0.11	0.12	1,134.11
Building Worker Trips	0.78	1.24	30.45	0.05	0.22	0.10	0.32	0.08	0.08	0.16	4,834.77
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Time Slice 12/15/2015-12/31/2015 Active Days: 13	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Coating 08/08/2015-12/31/2015	148.76	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25
Architectural Coating	148.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	194.25

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2015 - 4/27/2015 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

URBEMIS2007 MODEL RESULTS FOR OPERATIONS (ANNUAL, SUMMER, WINTER EMISSIONS) - ALTERNATIVE D

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - No Federal Action Alt Revised.urb924

Project Name: Elverta Operations - No Federal Action Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	12.82	2.99	32.25	0.09	4.56	4.39	3,840.28

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	9.23	10.02	100.44	0.15	25.30	4.83	14,939.78

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	22.05	13.01	132.69	0.24	29.86	9.22	18,780.06

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.40	1.02	0.00	0.00	0.00	3,058.03
Hearth	3.07	0.55	27.91	0.09	4.55	4.38	776.92
Landscape	0.60	0.04	3.32	0.00	0.01	0.01	5.33
Consumer Products	6.81						
Architectural Coatings	2.15						
TOTALS (tons/year, unmitigated)	12.82	2.99	32.25	0.09	4.56	4.39	3,840.28

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	9.23	10.02	100.44	0.15	25.30	4.83	14,939.78
TOTALS (tons/year, unmitigated)	9.23	10.02	100.44	0.15	25.30	4.83	14,939.78

Operational Settings:

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 0.00 Nonresidential Trip % Reduction: 0.00

Analysis Year: 2017 Season: Annual

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Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	275.67	9.57	dwelling units	827.00	7,914.39	80,688.77
					7,914.39	80,688.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	99.8	0.2
Light Truck < 3750 lbs	10.0	0.0	96.0	4.0
Light Truck 3751-5750 lbs	22.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	45.7	54.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

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

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - No Federal Action Alt Revised.urb924

Project Name: Elverta Operations - No Federal Action Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	56.77	13.55	42.51	0.00	0.13	0.12	16,815.62

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	52.31	47.19	583.80	0.88	138.66	26.45	87,649.06

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	109.08	60.74	626.31	0.88	138.79	26.57	104,464.68

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.01	13.13	5.59	0.00	0.03	0.02	16,756.34
Hearth - No Summer Emissions							
Landscape	6.67	0.42	36.92	0.00	0.10	0.10	59.28
Consumer Products	37.33						
Architectural Coatings	11.76						
TOTALS (lbs/day, unmitigated)	56.77	13.55	42.51	0.00	0.13	0.12	16,815.62

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	52.31	47.19	583.80	0.88	138.66	26.45	87,649.06
TOTALS (lbs/day, unmitigated)	52.31	47.19	583.80	0.88	138.66	26.45	87,649.06

Operational Settings:

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 0.00 Nonresidential Trip % Reduction: 0.00

Analysis Year: 2017 Temperature (F): 95 Season: Summer

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Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	275.67	9.57	dwelling units	827.00	7,914.39	80,688.77
					7,914.39	80,688.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	99.8	0.2
Light Truck < 3750 lbs	10.0	0.0	96.0	4.0
Light Truck 3751-5750 lbs	22.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	45.7	54.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

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

% of Trips - Commercial (by land use)

3/6/2011 6:26:55 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Application Data\Urbemis\Version9a\Projects\Elverta Operations - No Federal Action Alt Revised.urb924

Project Name: Elverta Operations - No Federal Action Alt

Project Location: Sacramento County AQMD

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

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	125.33	30.92	688.28	2.25	111.45	107.27	41,327.98

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	47.11	70.31	483.43	0.70	138.66	26.45	70,287.37

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	172.44	101.23	1,171.71	2.95	250.11	133.72	111,615.35

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	1.01	13.13	5.59	0.00	0.03	0.02	16,756.34
Hearth	75.23	17.79	682.69	2.25	111.42	107.25	24,571.64
Landscaping - No Winter Emissions							
Consumer Products	37.33						
Architectural Coatings	11.76						
TOTALS (lbs/day, unmitigated)	125.33	30.92	688.28	2.25	111.45	107.27	41,327.98

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	47.11	70.31	483.43	0.70	138.66	26.45	70,287.37
TOTALS (lbs/day, unmitigated)	47.11	70.31	483.43	0.70	138.66	26.45	70,287.37

Operational Settings:

Includes correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 0.00 Nonresidential Trip % Reduction: 0.00

Analysis Year: 2017 Temperature (F): 50 Season: Winter

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Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	275.67	9.57	dwelling units	827.00	7,914.39	80,688.77
					7,914.39	80,688.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	99.8	0.2
Light Truck < 3750 lbs	10.0	0.0	96.0	4.0
Light Truck 3751-5750 lbs	22.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	45.7	54.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

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

% of Trips - Commercial (by land use)

GHG ANALYSIS FOR ALTERNATIVE A

Alternative A

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Typical SMUD Residential Customer Annual Household Energy Use:	9250	kWh/yr	per household	per SMAQMD, 2009
Typical SMUD Commercial Customer Annual Energy Use (per square foot):	17	kWh/yr	per square foot	per SMAQMD, 2009
School Annual Energy Use (per student):	941	kWh/yr	per student	DGS, 2007
Water Conveyance Electricity:	2275775	kWh/year		CEC, 2005
Wastewater Conveyance Electricity:	2920000	kWh/year		CEC, 2005
Residential Units:	6190			
Commercial Square Feet:	281000			
Students:	1200	At all schools proposed		

Estimated Project Annual Electrical Use: 68,359,475 kWh (kilowatt hours)/yr
68,359 mWh (megawatt hours)/yr

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	555.26	68,359	17,217	1	17217.2
Nitrous Oxide (N2O)	0.011	68,359	0.3	296	101.0
Methane (CH4)	0.029	68,359	0.9	23	20.7

Total Indirect GHG Emissions from Project Electricity Use= 17339 annual average

Summary (Metric Tons CO2e)		
	93,857	On-road vehicles
	26,949	Area Sources
	17,339	Indirect Electricity
	138,145	Total CO2e

Notes and References:

Total Emissions from Indirect Electricity Use

CO2, CH4, and N2O Emission Factor Source: Local Government Operations Protocol (CARB et al., 2008)
Specifically Tables G.5 and G.6 (Appendix G)

lbs/metric ton = 2204.62

CALCULATION OF METHANE AND N2O EMISSIONS

Vehicles:

From URBEMIS 2007: 97,053.96 tons per year of CO2

			total
Vehicle Emissions =	88045.87	metric tons per year of CO2	93857

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 transportation fossil fuel combustion was	188	MMT CO2	
Mobile source combustion	0.6	MMT CH4	as eCO2
Mobile Source Combustion	11.8	MMT N2O	as eCO2

So for Mobile sources…	CH4 emission =	0.32	percent of CO2 Emissions	as eCO2	
	N2O emissions =	6.28	percent of CO2 Emissions	as eCO2	
	CH4 emissions =	281.75	metric tons/year	as eCO2	
	N2O emissions =	5529.28	metric tons/year	as eCO2	

Area Sources

From URBEMIS 2007: 28,189.59 tons per year of CO2

			total
Natural Gas =	25573.16	metric tons per year of CO2	26949

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 residential fossil fuel combustion was	27.9	MMT CO2	
Stationary source combustion	1.3	MMT CH4	as eCO2
Stationary Source Combustion	0.2	MMT N2O	as eCO2

So for Stationary sources…	CH4 emission =	4.66	percent of CO2 Emissions	as eCO2	
	N2O emissions =	0.72	percent of CO2 Emissions	as eCO2	
	CH4 emissions =	1191.71	metric tons/year	as eCO2	
	N2O emissions =	184.13	metric tons/year	as eCO2	

GHG ANALYSIS FOR ALTERNATIVE B

Alternative B

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Typical SMUD Residential Customer Annual Household Energy Use:	9250	kWh/yr	per household	per SMAQMD, 2009
Typical SMUD Commercial Customer Annual Energy Use (per square foot):	17	kWh/yr	per square foot	per SMAQMD, 2009
School Annual Energy Use (per student):	941	kWh/yr	per student	DGS, 2007
Water Conveyance Electricity:	1905300	kWh/year		CEC, 2005
Wastewater Conveyance Electricity:	2920000	kWh/year		CEC, 2005
Residential Units:	6190			
Commercial Square Feet:	241710			
Students:	600	At all schools proposed		

Estimated Project Annual Electrical Use: 66,756,470 kWh (kilowatt hours)/yr
66,756 mWh (megawatt hours)/yr

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	555.26	66,756	16,813	1	16813.4
Nitrous Oxide (N2O)	0.011	66,756	0.3	296	98.6
Methane (CH4)	0.029	66,756	0.9	23	20.2

Total Indirect GHG Emissions from Project Electricity Use= 16932 annual average

Summary (Metric Tons CO2e)		
	90,246	On-road vehicles
	25,233	Area Sources
	16,932	Indirect Electricity
	132,411	Total CO2e

Notes and References:

Total Emissions from Indirect Electricity Use

CO2, CH4, and N2O Emission Factor Source: Local Government Operations Protocol (CARB et al., 2008)
Specifically Tables G.5 and G.6 (Appendix G)

lbs/metric ton = 2204.62

CALCULATION OF METHANE AND N2O EMISSIONS

Vehicles:

From URBEMIS 2007: 93,319.96 tons per year of CO2

Vehicle Emissions = 84658.44 metric tons per year of CO2 — total 90246

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 transportation fossil fuel combustion was	188	MMT CO2	
Mobile source combustion	0.6	MMT CH4	as eCO2
Mobile Source Combustion	11.8	MMT N2O	as eCO2

So for Mobile sources…

CH4 emission =	0.32	percent of CO2 Emissions	as eCO2	
N2O emissions =	6.28	percent of CO2 Emissions	as eCO2	
CH4 emissions =	270.91	metric tons/year	as eCO2	
N2O emissions =	5316.55	metric tons/year	as eCO2	

Area Sources

From URBEMIS 2007: 26,394.45 tons per year of CO2

Natural Gas = 23944.64 metric tons per year of CO2 — total 25233

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 residential fossil fuel combustion was	27.9	MMT CO2	
Stationary source combustion	1.3	MMT CH4	as eCO2
Stationary Source Combustion	0.2	MMT N2O	as eCO2

So for Stationary sources…

CH4 emission =	4.66	percent of CO2 Emissions	as eCO2	
N2O emissions =	0.72	percent of CO2 Emissions	as eCO2	
CH4 emissions =	1115.82	metric tons/year	as eCO2	
N2O emissions =	172.40	metric tons/year	as eCO2	

GHG ANALYSIS FOR ALTERNATIVE C

Alternative C

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Typical SMUD Residential Customer Annual Household Energy Use:	9250	kWh/yr	per household	per SMAQMD, 2009
Typical SMUD Commercial Customer Annual Energy Use (per square foot):	17	kWh/yr	per square foot	per SMAQMD, 2009
School Annual Energy Use (per student):	941	kWh/yr	per student	DGS, 2007
Water Conveyance Electricity:	2275775	kWh/year		CEC, 2005
Wastewater Conveyance Electricity:	2920000	kWh/year		CEC, 2005
Residential Units:	6190			
Commercial Square Feet:	253430			
Students:	1200	At all schools proposed		

Estimated Project Annual Electrical Use: 67,890,785 kWh (kilowatt hours)/yr
67,891 mWh (megawatt hours)/yr

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	555.26	67,891	17,099	1	17099.1
Nitrous Oxide (N2O)	0.011	67,891	0.3	296	100.3
Methane (CH4)	0.029	67,891	0.9	23	20.5

Total Indirect GHG Emissions from Project Electricity Use= 17220 annual average

Summary (Metric Tons CO2e)		
	94,851	On-road vehicles
	26,888	Area Sources
	17,220	Indirect Electricity
	138,959	Total CO2e

Notes and References:

Total Emissions from Indirect Electricity Use

CO2, CH4, and N2O Emission Factor Source: Local Government Operations Protocol (CARB et al., 2008)
Specifically Tables G.5 and G.6 (Appendix G)

lbs/metric ton = 2204.62

CALCULATION OF METHANE AND N2O EMISSIONS

Vehicles:

From URBEMIS 2007: 98,081.93 tons per year of CO2

			total
Vehicle Emissions =	88978.43	metric tons per year of CO2	94851

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 transportation fossil fuel combustion was	188	MMT CO2	
Mobile source combustion	0.6	MMT CH4	as eCO2
Mobile Source Combustion	11.8	MMT N2O	as eCO2

So for Mobile sources…	CH4 emission =	0.32	percent of CO2 Emissions	as eCO2	
	N2O emissions =	6.28	percent of CO2 Emissions	as eCO2	
	CH4 emissions =	284.73	metric tons/year	as eCO2	
	N2O emissions =	5587.85	metric tons/year	as eCO2	

Area Sources

From URBEMIS 2007: 28,125.90 tons per year of CO2

			total
Natural Gas =	25515.39	metric tons per year of CO2	26888

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 residential fossil fuel combustion was	27.9	MMT CO2	
Stationary source combustion	1.3	MMT CH4	as eCO2
Stationary Source Combustion	0.2	MMT N2O	as eCO2

So for Stationary sources…	CH4 emission =	4.66	percent of CO2 Emissions	as eCO2	
	N2O emissions =	0.72	percent of CO2 Emissions	as eCO2	
	CH4 emissions =	1189.02	metric tons/year	as eCO2	
	N2O emissions =	183.71	metric tons/year	as eCO2	

GHG ANALYSIS FOR ALTERNATIVE D

Alternative D

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Typical SMUD Residential Customer Annual Household Energy Use:	9250	kWh/yr	per household	per SMAQMD, 2009
Typical SMUD Commercial Customer Annual Energy Use (per square foot):	17	kWh/yr	per square foot	per SMAQMD, 2009
School Annual Energy Use (per student):	941	kWh/yr	per student	DGS, 2007
Water Conveyance Electricity:	2011150	kWh/year		CEC, 2005
Wastewater Conveyance Electricity:	2920000	kWh/year		CEC, 2005

Residential Units:	827	
Commercial Square Feet:	0	
Students:	0	At all schools proposed

Estimated Project Annual Electrical Use: 12,580,900 kWh (kilowatt hours)/yr
12,581 mWh (megawatt hours)/yr

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	555.26	12,581	3,169	1	3168.7
Nitrous Oxide (N2O)	0.011	12,581	0.1	296	18.6
Methane (CH4)	0.029	12,581	0.2	23	3.8
Total Indirect GHG Emissions from Project Electricity Use=					**3191** annual average

Summary (Metric Tons CO2e)		
	14,448	On-road vehicles
	3,671	Area Sources
	3,191	Indirect Electricity
	21,310	Total CO2e

Notes and References:

Total Emissions from Indirect Electricity Use

CO2, CH4, and N2O Emission Factor Source: Local Government Operations Protocol (CARB et al., 2008)
Specifically Tables G.5 and G.6 (Appendix G)

lbs/metric ton = 2204.62

CALCULATION OF METHANE AND N2O EMISSIONS

Vehicles:

From URBEMIS 2007: 14,939.78 tons per year of CO2

			total
Vehicle Emissions =	13553.14	metric tons per year of CO2	14448

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 transportation fossil fuel combustion was	188	MMT CO2	
Mobile source combustion	0.6	MMT CH4	as eCO2
Mobile Source Combustion	11.8	MMT N2O	as eCO2

So for Mobile sources…	CH4 emission =	0.32	percent of CO2 Emissions		as eCO2
	N2O emissions =	6.28	percent of CO2 Emissions		as eCO2
	CH4 emissions =	43.37	metric tons/year	as eCO2	
	N2O emissions =	851.14	metric tons/year	as eCO2	

Area Sources

From URBEMIS 2007: 3,840.28 tons per year of CO2

			total
Natural Gas =	3483.843	metric tons per year of CO2	3671

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 residential fossil fuel combustion was	27.9	MMT CO2	
Stationary source combustion	1.3	MMT CH4	as eCO2
Stationary Source Combustion	0.2	MMT N2O	as eCO2

So for Stationary sources…	CH4 emission =	4.66	percent of CO2 Emissions		as eCO2
	N2O emissions =	0.72	percent of CO2 Emissions		as eCO2
	CH4 emissions =	162.35	metric tons/year	as eCO2	
	N2O emissions =	25.08	metric tons/year	as eCO2	

REFERENCES

California Air Resources Board (CARB), California Climate Action Registry, ICLEI, and the Climate Registry, *Local Government Operations Protocol*, September 25, 2008.

Department of General Services (DGS), 2007. *Green California Schools – "Grid Neutral By Design"*, prepared by David Thorman, A.I.A., Roy McBrayer, and Rob Cook.

Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment*. December 2009.

Appendix D
Biological Database Reports

CNPS Inventory of Rare and Endangered Plants

Status: Plant Press Manager window with 9 items - Tue, Nov. 9, 2010, 12:13 b

Reformat list as: Standard List - with Plant Press controls

ECOLOGICAL REPORT

scientific	family	life form	blooming	communities	elevation	CNPS
Balsamorhiza macrolepis var. macrolepis	Asteraceae	perennial herb	Mar-Jun	•Chaparral (Chprl) •Cismontane woodland (CmWld) •Valley and foothill grassland (VFGrs)/sometimes serpentinite	90 - 1555 meters	List 1B.2
Cordylanthus mollis ssp. hispidus	Scrophulariaceae	annual herb hemiparasitic	Jun-Sep	•Meadows and seeps (Medws) •Playas (Plyas) •Valley and foothill grassland (VFGrs)/alkaline	1 - 155 meters	List 1B.1
Downingia pusilla	Campanulaceae	annual herb	Mar-May	•Valley and foothill grassland (VFGrs)(mesic) •Vernal pools (VnPls)	1 - 445 meters	List 2.2
Gratiola heterosepala	Scrophulariaceae	annual herb	Apr-Aug	•Marshes and swamps (MshSw)(lake margins) •Vernal pools (VnPls)/clay	10 - 2375 meters	List 1B.2
Hibiscus lasiocarpos var. occidentalis	Malvaceae	perennial rhizomatous herb emergent	Jun-Sep	•Marshes and swamps (MshSw)(freshwater)	0 - 120 meters	List 1B.2
Juncus leiospermus var. ahartii	Juncaceae	annual herb	Mar-May	•Valley and foothill grassland (VFGrs)(mesic)	30 - 229 meters	List 1B.2
Juncus leiospermus var. leiospermus	Juncaceae	annual herb	Mar-May	•Chaparral (Chprl) •Cismontane woodland (CmWld) •Meadows and seeps (Medws) •Valley and foothill grassland (VFGrs) •Vernal pools (VnPls)/vernally mesic	35 - 1020 meters	List 1B.1
Legenere limosa	Campanulaceae	annual herb	Apr-Jun	•Vernal pools (VnPls)	1 - 880 meters	List 1B.1
Sagittaria sanfordii	Alismataceae	perennial rhizomatous herb emergent	May-Oct	•Marshes and swamps (MshSw)(assorted shallow freshwater)	0 - 650 meters	List 1B.2

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the RIO LINDA (512B) U.S.G.S. 7 1/2 Minute Quad

Database last updated: September 18, 2011
Report Date: October 16, 2011

Listed Species

Invertebrates

Branchinecta lynchi
vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Lepidurus packardi
vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus
delta smelt (T)

Oncorhynchus mykiss
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)

Rana draytonii
California red-legged frog (T)

Reptiles

Thamnophis gigas
giant garter snake (T)

Key:

(E) *Endangered* - Listed as being in danger of extinction.
(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.
(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
(C) *Candidate* - Candidate to become a proposed species.
(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
(X) *Critical Habitat* designated for this species

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

October 16, 2011

Document Number: 111016021306

Erich L Fischer
ESA
2600 Capitol Avenue
Suite 200
Sacramento, CA 95816

Subject: Species List for Mather Specific Plan

Dear: Mr. Fischer

We are sending this official species list in response to your October 16, 2011 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be January 14, 2012.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division

California Department of Fish and Game
Natural Diversity Database
CNDDB Wide Tabular Report

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Accipiter cooperii Cooper's hawk	G5 S3	CDFG:	Fed: None Cal: None	101 S:3	1	0	1	0	0	1	1	2	3	0	0
Agelaius tricolor tricolored blackbird	G2G3 S2	CDFG: SC	Fed: None Cal: None	427 S:17	2	0	1	0	7	7	7	10	10	4	3
Alkali Meadow	G3 S2.1		Fed: None Cal: None	8 S:1	0	0	0	0	0	1	1	0	1	0	0
Alkali Seep	G3 S2.1		Fed: None Cal: None	10 S:1	0	0	0	0	0	1	1	0	1	0	0
Ammodramus savannarum grasshopper sparrow	G5 S2	CDFG: SC	Fed: None Cal: None	16 S:1	0	1	0	0	0	0	0	1	1	0	0
Andrena subapasta A vernal pool andrenid bee	G1G3 S1S3	CDFG:	Fed: None Cal: None	5 S:2	0	0	0	0	0	2	2	0	2	0	0
Aquila chrysaetos golden eagle	G5 S3	CDFG:	Fed: None Cal: None	141 S:1	0	1	0	0	0	0	0	1	1	0	0
Archoplites interruptus Sacramento perch	G3 S1	CDFG: SC	Fed: None Cal: None	5 S:1	0	0	0	0	0	1	1	0	1	0	0
Ardea alba great egret	G5 S4	CDFG:	Fed: None Cal: None	35 S:5	3	2	0	0	0	0	1	4	5	0	0
Ardea herodias great blue heron	G5 S4	CDFG:	Fed: None Cal: None	132 S:7	2	4	1	0	0	0	0	7	7	0	0
Athene cunicularia burrowing owl	G4 S2	CDFG: SC	Fed: None Cal: None	1231 S:39	2	5	15	1	5	11	11	28	34	3	2
Balsamorhiza macrolepis var. macrolepis big-scale balsamroot	G3G4T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	25 S:1	0	0	0	0	0	1	1	0	1	0	0
Branchinecta lynchi vernal pool fairy shrimp	G3 S2S3	CDFG:	Fed: Threatened Cal: None	601 S:60	8	12	6	3	0	31	0	60	60	0	0
Branchinecta mesovallensis midvalley fairy shrimp	G2 S2	CDFG:	Fed: None Cal: None	99 S:6	0	1	0	0	0	5	1	5	6	0	0
Buteo regalis ferruginous hawk	G4 S3S4	CDFG:	Fed: None Cal: None	76 S:1	1	0	0	0	0	0	0	1	1	0	0

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Buteo swainsoni Swainson's hawk	G5 S2	CDFG:	Fed: None Cal: Threatened	1680 S:98	6	25	8	0	1	58	4	94	97	1	0
Cordylanthus mollis ssp. hispidus hispid bird's-beak	G2T2 S2.1	CNPS: 1B.1	Fed: None Cal: None	29 S:1	0	1	0	0	0	0	0	1	1	0	0
Desmocerus californicus dimorphus valley elderberry longhorn beetle	G3T2 S2	CDFG:	Fed: Threatened Cal: None	201 S:14	0	0	2	0	0	12	11	3	14	0	0
Downingia pusilla dwarf downingia	G3 S3.1	CNPS: 2.2	Fed: None Cal: None	117 S:16	2	7	3	0	3	1	4	12	13	1	2
Dumontia oregonensis hairy water flea	G1G3 S1	CDFG:	Fed: None Cal: None	2 S:1	0	0	0	0	0	1	0	1	1	0	0
Egretta thula snowy egret	G5 S4	CDFG:	Fed: None Cal: None	15 S:1	1	0	0	0	0	0	1	0	1	0	0
Elanus leucurus white-tailed kite	G5 S3	CDFG:	Fed: None Cal: None	156 S:22	4	11	1	0	0	6	9	13	22	0	0
Elderberry Savanna	G2 S2.1		Fed: None Cal: None	4 S:3	0	0	1	0	0	2	3	0	3	0	0
Emys marmorata western pond turtle	G3G4 S3	CDFG: SC	Fed: None Cal: None	1109 S:4	0	3	0	0	0	1	0	4	4	0	0
Fritillaria agrestis stinkbells	G3 S3.2	CNPS: 4.2	Fed: None Cal: None	32 S:4	0	1	1	0	2	0	2	2	2	2	0
Gratiola heterosepala Boggs Lake hedge-hyssop	G3 S3.1	CNPS: 1B.2	Fed: None Cal: Endangered	90 S:4	1	2	0	0	1	0	2	2	3	1	0
Great Valley Cottonwood Riparian Forest	G2 S2.1		Fed: None Cal: None	56 S:1	0	0	0	0	0	1	1	0	1	0	0
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	G4 S2.2	CNPS: 2.2	Fed: None Cal: None	132 S:1	0	0	0	1	0	0	1	0	1	0	0
Hydrochara rickseckeri Ricksecker's water scavenger beetle	G1G2 S1S2	CDFG:	Fed: None Cal: None	13 S:2	0	0	0	0	0	2	1	1	2	0	0
Juncus leiospermus var. ahartii Ahart's dwarf rush	G2T1 S1.2	CNPS: 1B.2	Fed: None Cal: None	13 S:1	0	0	1	0	0	0	0	1	1	0	0

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	G2T2 S2.2	CNPS: 1B.1	Fed: None Cal: None	56 S:1	0	0	0	0	0	1	1	0	1	0	0
Lasiurus cinereus hoary bat	G5 S4?	CDFG:	Fed: None Cal: None	235 S:1	0	0	0	0	0	1	0	1	1	0	0
Legenere limosa legenere	G2 S2.2	CNPS: 1B.1	Fed: None Cal: None	72 S:10	0	6	1	0	2	1	2	8	8	0	2
Lepidurus packardi vernal pool tadpole shrimp	G3 S2S3	CDFG:	Fed: Endangered Cal: None	249 S:28	4	5	2	0	0	17	0	28	28	0	0
Linderiella occidentalis California linderiella	G3 S2S3	CDFG:	Fed: None Cal: None	369 S:71	6	5	6	1	0	53	0	71	71	0	0
Northern Claypan Vernal Pool	G1 S1.1		Fed: None Cal: None	21 S:1	0	0	0	0	0	1	1	0	1	0	0
Northern Hardpan Vernal Pool	G3 S3.1		Fed: None Cal: None	126 S:12	0	0	0	0	0	12	12	0	12	0	0
Northern Volcanic Mud Flow Vernal Pool	G1 S1.1		Fed: None Cal: None	7 S:3	0	0	0	0	0	3	3	0	3	0	0
Nycticorax nycticorax black-crowned night heron	G5 S3	CDFG:	Fed: None Cal: None	25 S:2	2	0	0	0	0	0	1	1	2	0	0
Oncorhynchus tshawytscha chinook salmon - Central Valley spring-run ESU	G5 S1	CDFG:	Fed: Threatened Cal: Threatened	13 S:1	0	0	0	1	0	0	0	1	1	0	0
Oncorhynchus tshawytscha chinook salmon - Sacramento River winter-run ESU	G5 S1	CDFG:	Fed: Endangered Cal: Endangered	2 S:1	0	0	0	1	0	0	0	1	1	0	0
Orcuttia viscida Sacramento Orcutt grass	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	11 S:1	0	0	0	0	0	1	0	1	1	0	0
Pogonichthys macrolepidotus Sacramento splittail	G2 S2	CDFG: SC	Fed: None Cal: None	15 S:1	0	1	0	0	0	0	0	1	1	0	0
Progne subis purple martin	G5 S3	CDFG: SC	Fed: None Cal: None	45 S:11	0	1	1	0	0	9	0	11	11	0	0
Riparia riparia bank swallow	G5 S2S3	CDFG:	Fed: None Cal: Threatened	190 S:5	0	3	0	0	0	2	4	1	5	0	0

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Sagittaria sanfordii Sanford's arrowhead	G3 S3.2	CNPS: 1B.2	Fed: None Cal: None	68 S:16	2	4	6	1	3	0	0	16	13	3	0
Spea hammondii western spadefoot	G3 S3	CDFG: SC	Fed: None Cal: None	406 S:7	0	1	1	2	0	3	1	6	7	0	0
Taxidea taxus American badger	G5 S4	CDFG: SC	Fed: None Cal: None	442 S:2	0	0	0	0	0	2	1	1	2	0	0
Thamnophis gigas giant garter snake	G2G3 S2S3	CDFG:	Fed: Threatened Cal: Threatened	260 S:76	10	20	15	4	2	25	16	60	74	2	0

Appendix E
Confidential Cultural Appendix

APPENDIX E
Cultural Resources Report

The Cultural Resources Report is confidential and therefore not included in this distribution.