

Final Environmental Impact Report
CVS/Pharmacy Development
Fair Oaks Boulevard and Howe Avenue



(P12-032)
SCH#2013022014

Prepared for:
City of Sacramento

AECOM

December 2014

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Prepared for:
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December 2014

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SECTION 1

Environmental Impact Report

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ACRONYMS AND OTHER ABBREVIATIONS

| | |
|-------------------|--|
| AB | Assembly Bill |
| ADT | average daily traffic |
| AMI | Automated Water Meter Infrastructure |
| APN | Assessor Parcel Number |
| APS | alternative planning strategy |
| ARB | California Air Resources Board |
| CAA | Clean Air Act |
| CalEEMod | California Emissions Estimator Model |
| CAP | Climate Action Plan |
| CCAT | California Climate Action Team |
| CCR | California Code of Regulations |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CH ₄ | methane gas |
| CO ₂ | Carbon dioxide |
| CO ₂ e | CO ₂ equivalency |
| CPUC | California Public Utilities Commission |
| CSUS | California State University, Sacramento |
| Draft EIR | draft environmental impact report |
| EIR | environmental impact report |
| EPA | Environmental Protection Agency |
| FAR | floor area ratio |
| GHG | greenhouse gas |
| GWP | global warming potential |
| HCM | <i>Highway Capacity Manual</i> |
| IPCC | Intergovernmental Panel on Climate Change |
| IS | initial study |
| ITE | Institute of Transportation Engineers |
| ksf | thousand square feet |
| LOS | Level of Service |
| Master EIR | 2030 General Plan Master Environmental Impact Report |
| MMRP | mitigation monitoring and reporting program |
| MMT | million metric tons |
| mph | miles per hour |
| MPO | metropolitan planning organization |
| MT | metric tons |
| MTP/SCS | Metropolitan Transportation Plan/SCS |
| N/A | not applicable |
| N ₂ O | Nitrous oxide |
| NOP | Notice of Preparation |

ACRONYMS AND OTHER ABBREVIATIONS

| | |
|------------------|---|
| PHF | peak hour factor |
| proposed project | CVS/Pharmacy Development project |
| RT | Sacramento Regional Transit District |
| SABA | Sacramento Area Bicycle Advocates |
| SACOG | Sacramento Area Council of Governments |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| Scoping Plan | Climate Change Scoping Plan |
| SCS | sustainable communities strategy |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMUD | Sacramento Metropolitan Utility District's |
| TAC | toxic air contaminants |
| V/C | volume-to-capacity |
| VMT | vehicle miles traveled |

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EXECUTIVE SUMMARY

INTRODUCTION

This section summarizes the proposed CVS/Pharmacy Development project (proposed project), the potential issues of concern as indicated from responses to the Notice of Preparation (NOP), and the proposed project impacts and applicable, feasible mitigation measures. Table ES-1 below details the following: the proposed project's impacts, the significance of the impact after implementation of the 2030 General Plan Master Environmental Impact Report (Master EIR) mitigation measure and/or policy, additional mitigation measures that could be implemented, and the significance of the impact after the mitigation measure(s) is applied.

PROJECT UNDER REVIEW

The proposed CVS/Pharmacy project would develop a retail pharmacy and other commercial uses on an approximately 7.34-acre parcel at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Numbers [APNs] 295-0020-004 and 295-0010-001) in the City of Sacramento. The project site is bounded by Fair Oaks Boulevard and residential development to the south, Howe Avenue to the east, and Cadillac Drive to the north and west (see Exhibit 2-1 in Chapter 2, "Project Description"). The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel. The proposed project would replace the vacant Hubacher Cadillac Dealership with a CVS/pharmacy and other commercial retailers. The proposed project would be developed consistent with existing Sacramento General Plan (adopted March 2009) designations as analyzed in Sacramento's 2030 General Plan Master EIR. The project site's land use designation is shown in Exhibit 2-2 in Chapter 2. The project location, project objectives, and specific project elements are also described in Chapter 2.

SUMMARY OF IMPACTS

The California Environmental Quality Act (CEQA) Guidelines Section 15382 defines a significant effect as a substantial, or potentially substantial, adverse change in any physical conditions within the area affected by the proposed project including land, air, water minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project would result in significant impacts to the physical environment. As lead agency, the City determined that this Environmental Impact Report (EIR) will address only greenhouse gas emissions and transportation and circulation, as described in Chapters 4 and 5, respectively.

EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

A number of project impacts identified in the EIR were found to be less than significant, requiring no mitigation. These impacts can be found in Chapter 4, "Greenhouse Gas Emissions," and Chapter 5, "Transportation and Circulation."

State CEQA Guidelines Section 15126.4 requires that an EIR describe feasible mitigation measures that could avoid or minimize significant adverse impacts. Implementation of mitigation measures would either avoid, reduce the impact to a less-than-significant level, or leave the impact as significant and unavoidable because there are no feasible mitigation measures available to reduce the impact to a less-than-significant level. In the course of

drafting the EIR for this project, it was determined that numerous identified impacts could be reduced to a less-than-significant level with implementation of proposed mitigation measures described herein.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed project, including air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15382). Implementation of the proposed project would result in significant impacts to some of these resources, which are analyzed in the Initial Study (Appendix A), Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation,” and summarized in Table ES-1 (provided at the end of this chapter).

This EIR discusses mitigation measures that could be implemented by the City and/or the project applicant to reduce potential adverse impacts to a level that is considered less than significant. Such mitigation measures are noted in this document and are found in Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation.” The following project-specific or cumulative significant impacts were found to remain significant and unavoidable because there is no feasible mitigation available to reduce impacts to a less-than-significant-level:

PROJECT-SPECIFIC

5-1 The proposed project could cause potentially significant impacts to study intersections.

CUMULATIVE

5-7 The proposed project could cause potentially significant impacts to study intersections.

ALTERNATIVES TO THE PROPOSED PROJECT

The EIR analyzes the following alternatives to the proposed project:

No Project/No Development Alternative. This alternative assumes that the proposed project would not be built and there would be no new development of the site. This alternative assumes the existing buildings and uses on the site would remain.

No Project/Existing Zoning Alternative. This alternative assumes that the proposed project would not be built and the project site would be developed with commercial uses in accordance with current development standards for an Employment Center Mid Rise land use designation and C-2 General Commercial zoning designation.

Limited Site Access Alternative. This alternative assumes that the proposed project would be built and the land uses would be identical to those described for the proposed project, but the site access driveway from Fair Oaks Boulevard would not be constructed. Site access would occur via the three proposed driveways on Cadillac Drive in locations similar to the proposed project. This alternative also would not include reconfiguration of the Howe Avenue/Fair Oaks Boulevard intersection to eliminate the free right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard.

The relative effects of the alternatives are identified in Chapter 7, “Alternatives.”

POTENTIAL ISSUES OF CONCERN

The City received three comment letters during the NOP public review period. A letter from the Sacramento Metropolitan Air Quality Management District (SMAQMD) stated the proposed project’s air quality analysis in the Initial Study was consistent with the SMAQMD CEQA Guide to Air Quality Assessment; air quality impacts associated with traffic levels should be evaluated; and bicycle and pedestrian safety should be considered when designing the proposed driveway on Fair Oaks Boulevard. The Initial Study evaluated the air quality impacts associated with long-term operational emissions (i.e., mobile and area sources) in Section 1, “Air Quality,” Questions B, C, E and F.

A letter received from the Sacramento Area Bicycle Advocates (SABA) requested clarification on the locations of the proposed project driveways and other details of the site plan, analysis in the EIR of adequacy and location of proposed bicycle facilities, and analysis of bicycle and pedestrian safety, particularly at the proposed driveway along Fair Oaks Boulevard. A letter received from WALKS Sacramento requested analysis of the health and safety impacts to people resulting from the proposed project and its relationship to the surrounding land uses and roadway network. Bicycle and pedestrian safety is evaluated in Chapter 5, “Transportation and Circulation.”

Based on an initial review of the potential effects of the proposed project, the City determined that certain topics would not require further consideration in the EIR. Those topics include air quality, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, aesthetics/light and glare, noise, public services, recreation, and utilities and service systems (see also Section 1.3, “Proposed Project Background”).

SUMMARY TABLE

Table ES-1 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapters 4 and 5. The summary table is arranged in four columns:

1. Environmental impacts (“Impact”)
2. Level of significance prior to mitigation measures (“Significance”)
3. Mitigation measures (“Mitigation Measure”)
4. Level of significance after mitigation measures (“Residual Significance”)

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including state laws and regulations, the City of Sacramento 2030 General Plan policies, and requirements or recommendations of the City of Sacramento and applicable building codes. Applicable plans, policies, and regulations are identified and described in the “Regulatory Setting” of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided at the beginning of Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation.”

| Table ES-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|---|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 4. Greenhouse Gas Emissions | | | |
| 4-1 The proposed project would conflict with the City's Climate Action Plan without appropriate documentation to demonstrate the project's energy efficiency. With appropriate documentation submitted to the City, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions. Impact would be cumulatively considerable without appropriate documentation submitted to the City to demonstrate the project's energy efficiency. | CC | Mitigation Measure 4-1: Submit documentation to the City of Sacramento to demonstrate the project's energy efficiency. The project applicant shall submit the following to the City: (a) building plans which demonstrate that the project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards. | LCC |
| 5. Transportation and Circulation | | | |
| 5-1 The proposed project could cause potentially significant impacts to study intersections. The proposed project would cause significant impacts under existing plus project conditions at the study intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. | S | Mitigation Measure 5-1(a): Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. The project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements: A. Replace southbound "free" right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system. B. Extend the City's signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection. Mitigation Measure 5-1(b): Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane. | SU |
| 5-2 The proposed project would not cause degradation to the level of service or increase the volume-to-capacity ratio by 0.05 on any Sacramento County study roadways. | LTS | None required. | LTS |

| Table ES-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|--|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 5-3 The proposed project would not adversely affect Sacramento Regional Transit bus operations or fail to adequately provide access to public transit. | LTS | None required. | LTS |
| 5-4 Implementation of the proposed project would not remove any existing bicycle facilities or preclude construction of any bicycle facilities planned in the City of Sacramento Bikeway Master Plan. | LTS | None required. | LTS |
| 5-5 The proposed project would provide pedestrian access to the interior of the project site, and would enhance pedestrian connectivity around the project site. | LTS | None required. | LTS |
| 5-6 Project construction may temporarily disrupt the transportation network near the project site. | S | <p>Mitigation Measure 5-6: Prepare a construction traffic and parking management plan.</p> <p>Prior to the beginning of construction, the project applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> ▶ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. ▶ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. ▶ Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. ▶ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. | LTS |

| Table ES-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|---|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 5-7 The proposed project would have a cumulatively considerable contribution to cumulative impacts related to study the intersections of Howe Avenue/Feature Drive, Howe Avenue/Cadillac Drive and Howe Avenue/Fair Oaks Boulevard under cumulative conditions. | CC | Mitigation Measure 5-7: Implement Mitigation Measure 5-1(a) and (b). | SU |
| 5-8 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to level of service and volume-to-capacity ratio on Sacramento County roadways under cumulative conditions. | LCC | None required. | LTS |
| 5-9 The proposed project would not have a cumulatively considerable contribution to cumulative impacts related to Sacramento Regional Transit bus operations and route times under cumulative conditions. | LCC | None required. | LTS |
| 5-10 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to existing bicycle facilities or construction of a facility that is planned in the City of Sacramento Bikeway Master Plan under cumulative conditions. | LCC | None required. | LTS |
| 5-11 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to pedestrian access to the site under cumulative conditions. | LCC | None required. | LTS |
| Notes: CC = Cumulatively Considerable; LCC = Less than Cumulatively Considerable; LS = Less than Significant; PS = Potentially Significant; PSU = Potentially Significant and Unavoidable; S = Significant; SU = Significant and Unavoidable Source: AECOM 2014 | | | |

1 INTRODUCTION

1.1 PROPOSED PROJECT

The CVS/Pharmacy Development project (proposed project) would develop a retail pharmacy and other commercial uses on an approximately 7.34-acre parcel at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Numbers 295-0020-004 and 295-0010-001) in the City of Sacramento. The project site is bounded by Fair Oaks Boulevard and multi-family residential development to the south, Howe Avenue to the east, and Cadillac Drive to the north and west (see Exhibit 2-1 in Chapter 2, “Project Description”). The uses surrounding the site include general commercial and retail, office, multi-family residential, a senior care facility (the Campus Commons Senior Center), and a hotel. The proposed project would replace the vacant structures that formerly housed the Hubacher Cadillac Dealership with a CVS/pharmacy and other commercial retail uses, including a grocery store and a fast food restaurant with a drive-through window. The proposed project would be developed consistent with existing Sacramento General Plan (2009a) (adopted March 2009) designations as analyzed in Sacramento’s 2030 General Plan Master EIR (2009b). The project site’s land use designation is shown in Exhibit 2-2 in Chapter 2. The project location, project objectives, and specific project characteristics are also described in Chapter 2.

Pursuant to State California Environmental Quality Act (CEQA) Guidelines Sections 15367, the City of Sacramento is the lead agency for preparation of the CVS/Pharmacy proposed project environmental analysis. The lead agency is a public agency which has the principal responsibility for carrying out or approving a project.

The City of Sacramento maintains a web site that includes information regarding the City, its programs and services, and its various departments. The City’s web site is located at <http://www.cityofsacramento.org>. The text of the 2030 General Plan and the Master Environmental Impact Report may be found at <http://www.sacgp.org>.

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) has been prepared in conformance with CEQA to evaluate the environmental impacts associated with the development of the proposed project.

CEQA requires the preparation of an EIR when there is substantial evidence that a project could have a significant effect on the physical environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects of the proposed project. The term “proposed project,” as used in this EIR, refers to the development of the CVS/Pharmacy proposed project. The EIR process is specifically designed to describe the objective evaluation of potentially significant direct, indirect, and cumulative impacts of the proposed project; to identify potentially feasible alternatives that could avoid, reduce, or eliminate the proposed project’s potentially significant or significant effects while still achieving most of the major objectives of the proposed project; and to identify potentially available feasible measures that could mitigate potentially significant or significant effects of the proposed project. In addition, CEQA requires that an EIR identify those adverse impacts determined to remain significant after implementation of mitigation.

The City of Sacramento certified a Master EIR in March 2009 as part of its approval of the 2030 General Plan. Projects that are consistent with the City's General Plan and have been fully accounted for in the analysis contained in the Master EIR will not, in most cases, require extensive additional environmental review before they can be considered for approval. In many cases, for such projects an Initial Study (IS) can be prepared to document their consistency with the General Plan and Master EIR, after which a finding of conformance can be made; in these cases, no additional project specific analysis would be required. However, as described in the environmental analysis in Chapter 4, "Greenhouse Gas Emissions," and Chapter 5, "Transportation and Circulation," traffic and greenhouse gas (GHG) impacts triggered potentially significant impacts that warranted thorough analysis in an EIR.

Because the proposed project is consistent with the land uses contained in the City's General Plan and analyzed in the Master EIR, the proposed project is within the scope of the Master EIR. Consequently, this EIR is prepared in accordance with State CEQA Guidelines Sections 15176(d) and 15177, Subsequent Projects within the Scope of the Master EIR. State CEQA Guidelines Section 15176(d) states:

Where a Master EIR is prepared in connection with a project identified in subdivision (b)(1) of section 15175, the anticipated subsequent projects included within a Master EIR may consist of later planning approvals, including parcel-specific approvals, consistent with the overall planning decision (e.g., general plan, or specific plan, or redevelopment plan) for which the Master EIR has been prepared. Such subsequent projects shall be adequately described for purposes of subdivision (b) or of this section (15176) if the Master EIR and any other documents embodying or relating to the overall planning decision identify the land use designations and the permissible densities and intensities of use for the affected parcel(s). The proponents of such subsequent projects shall not be precluded from relying on the Master EIR solely because that document did not specifically identify or list, by name, the subsequent project as ultimately proposed for approval.

State CEQA Guidelines Section 15177 states:

- (a) After a Master EIR has been prepared and certified, subsequent projects which the lead agency determines as being within the scope of the Master EIR will be subject to only limited environmental review.
- (b) Except as provided in subdivision (2) of this subdivision, neither a new environmental document nor the preparation of findings pursuant to section 15091 shall be required of a subsequent project when all the following requirements are met:
 - (1) The lead agency for the subsequent project is the lead agency or any responsible agency identified in the Master EIR.
 - (2) The lead agency for the subsequent project prepares an initial study on the proposal. The initial study shall analyze whether the subsequent project was described in the Master EIR and whether the subsequent project may cause any additional significant effect on the environment which was not previously examined in the Master EIR.

(3) The lead agency for the subsequent project determines, on the basis of written findings, that no additional significant environmental effect will result from the proposal, no new additional mitigation measures or alternatives may be required, and that the project is within the scope of the Master EIR. “Additional significant environmental effect” means any project-specific effect which was not addressed as a significant effect in the Master EIR.

(c) Whether a subsequent project is within the scope of the Master EIR is a question of fact to be determined by the lead agency based upon a review of the initial study to determine whether there are additional significant effects or new additional mitigation measures or alternatives required for the subsequent project that are not already discussed in the Master EIR.

This EIR is also prepared in accordance with State CEQA Guidelines Section 15183, Projects Consistent with a Community Plan or Zoning. State CEQA Guidelines Section 15183(a) states:

CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

The proposed project would be developed consistent with existing Sacramento 2030 General Plan designations as analyzed in the Master EIR. Therefore, this EIR includes a discussion of the findings in the Master EIR and focuses on any potential new or more severe project-specific significant environmental effects that were not analyzed in the Master EIR.

The concept of tiering, described in State CEQA Guidelines Section 15152, refers to using the analysis of general matters contained in a broader EIR (typically a program or master EIR) with later EIRs and negative and mitigated negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative or mitigated negative declaration solely on the issues specific to the later project. Thus, this EIR tiers from the analysis in the Master EIR.

On September 30, 2010, Governor Schwarzenegger signed into law Assembly Bill (AB) 231 and Senate Bill (SB) 1456, which amend the process by which an agency may tier environmental review for a later project from an EIR prepared and certified for an earlier program, plan, policy or ordinance. AB 231 authorizes a lead agency to incorporate by reference the statement of overriding considerations from a previous project if the impacts from the later project are not greater than those identified in the previous EIR, all applicable mitigation measures identified in the prior EIR are incorporated into the later project, and the prior EIR was certified within three years of the approval of the later project. SB 1456 allows that if a lead agency determines that a cumulative effect has been adequately addressed in an earlier EIR, it need not be examined in a later EIR provided that the later project’s incremental contribution to the cumulative effect is not cumulatively considerable. The amendments incorporated under AB 231 and SB 1456 will remain in effect until January 1, 2016.

Although the proposed project would not result in impacts that are greater than those identified in the Master EIR, the Master EIR identified impacts that could not be reduced to less-than-significant levels, as discussed in the

technical sections in this EIR. For this reason, the statement of overriding considerations from the Master EIR is hereby incorporated by reference.

The Master EIR Statement of Overriding Considerations determined the Master EIR includes a variety of goals, policies, and implementation programs that continue the City's ongoing commitment to reduce carbon emissions that contribute to global warming, both in its municipal operations and regionally. These goals, policies, and implementation programs call for developing a land use pattern that supports walking, biking, and public transit. The Master EIR includes a land use plan and specific goals and policies that support a diversity of business and employment opportunities by retaining existing businesses along with goals to attract new businesses. The Master EIR includes goals and policies that accommodate future growth within the city, that protect important environmental resources, and that ensure long-term economic sustainability and health, equity, and social well-being for the entire community.

Consistent with the requirements of State CEQA Guidelines Sections 15105(a), 15087(e), and 15206, the Draft EIR will be circulated for public review and comment for a period of 45 days. Upon completion of the public review period, a Final EIR will be prepared that will include written comments on the Draft EIR received during the public review period and the City's responses to those comments. The Final EIR will address any revisions to the Draft EIR made in response to public comments. The Draft EIR and Final EIR together will comprise the EIR for the proposed project. Before the City of Sacramento can consider approval of the proposed project, it must first certify that the EIR was completed in compliance with CEQA, that the City Council reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City. If it decides to approve the proposed project, the City Council would also be required to adopt Findings of Fact for any significant impacts determined to be significant and unavoidable, and adopt a Statement of Overriding Considerations if any impacts are identified as significant and unavoidable.

1.3 PROPOSED PROJECT BACKGROUND

In accordance with the State CEQA Guidelines, a Notice of Preparation (NOP) and IS for the proposed project were released on February 5, 2013 for a 30-day agency and public review period (State Clearinghouse No. 2013022014). The NOP was distributed to interested parties, business owners, residences, and landowners near the project site, and posted on the City's web site. The purpose of the NOP was to provide notification that an EIR for the proposed project would be prepared and to solicit input on the scope and content of the document. Appendix A contains a copy of the NOP and IS and Appendix B contains comment letters received on the NOP. Public or agency comments submitted during the NOP comment period requested clarification on operational air quality impacts, proposed bicycle facilities, and bicycle and pedestrian safety measures. See Chapter 3, "Summary of Environmental Effects" for a more detailed description of the NOP comments received.

Revisions to the proposed project have occurred since circulation of the NOP and IS. In general, a formally proposed approximately 50,880 square foot commercial building was reconfigured to accommodate an approximately 27,870 square foot grocer and an approximately 16,400 square foot retail building, and an additional approximately 5,000 square foot retail building, which includes an approximately 1,500 square foot fast food restaurant with a drive-through window. The total project square footage was reduced by approximately 1,210 square feet, from approximately 67,380 square feet as originally proposed to approximately 66,170 square feet. The site layout was also reconfigured based on discussions with City Planning staff, and a triangle-shaped

parcel formerly owned by the City and planned for use via an easement or fee title conveyance was purchased and added to the project site. Chapter 2, “Project Description,” details the specific project components proposed.

Given that the 2013 IS evaluated potential environmental impacts associated with the previously proposed project, the following provides a brief re-evaluation of each of the issue areas discussed in the IS in relation to the currently proposed project.

1.3.1 AGRICULTURAL RESOURCES

The proposed project, as revised, did not result in a change in the location or size of the project site. As described in the IS, the project site is located in an urbanized area of the City of Sacramento and does not support agricultural land uses. The project site is a previously developed commercial infill site and does not contain land designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The project site is not subject to a Williamson Act Contract or zoned for agricultural uses, forestland, timberland, or as a Timberland Production Zone. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest land. Revisions to the proposed project do not change the potential impacts on agriculture and forestry resources that were previously analyzed in the IS.

1.3.2 AIR QUALITY

Revisions to the proposed project did not change the estimates of short-term temporary air quality emissions associated with proposed project construction that were presented in the IS, given that the elements of the construction phases have not changed significantly (and overall proposed square footage has decreased slightly) and the duration of construction would not change. No changes to operational emissions would occur. The proposed project, as revised, would not generate additional traffic that would exceed the carbon monoxide (CO) ambient air quality standard, it would continue to meet all of the Sacramento Metropolitan Air Quality Management District’s (SMAQMD’s) CO hotspot second tier screening criteria, and would not adversely affect sensitive receptors. Mitigation Measure AQ-1, as described in the IS, would apply to the proposed project revisions, and would fulfill SMAQMD’s Basic Construction Mitigation Measures and reduce diesel particulate matter emissions from heavy-duty construction equipment by limiting idling time, limiting construction vehicle speeds, and properly maintaining construction equipment. Like the project described in the IS, the proposed project as revised would generate greenhouse gas (GHG) emissions during construction and from long-term operation; GHG emissions are analyzed in Chapter 4 of this EIR. Therefore, revisions to the proposed project do not change the potential impacts on air quality that were previously analyzed in the IS.

1.3.3 BIOLOGICAL RESOURCES

The proposed commercial uses would not create a health hazard or generate hazardous materials that could affect neighboring properties or surface areas, and there would be no hazard to plant or animal communities in the project area. Given that the location of the project site remains in an urban setting, the field survey results and database and literature review are still accurate to show that the project site does not currently support sensitive biological resources, including wetlands. Therefore, revisions to the proposed project do not change the potential impacts on biological resources that were previously analyzed in the IS.

1.3.4 CULTURAL RESOURCES

Because the revisions to the proposed project did not change the location of the project site, there remains a possibility that significant subsurface cultural or paleontological resources could be discovered during project construction despite the previous disturbance, the absence of previously recorded cultural resources, and the lack of surface indications of cultural resources. As described in the IS, Mitigation Measures CR-1, CR-2, and CR-3 would apply to the proposed project revisions and would ensure that impacts on significant historical, archaeological, or paleontological resources would be less than significant with implementation of mitigation. Revisions to the proposed project do not change the potential impacts on cultural resources that were previously analyzed in the IS.

1.3.5 GEOLOGY AND SOILS

Because the revisions to the proposed project did not change the location or size of the project site, the geotechnical reports prepared for the proposed project and discussed in the IS remain valid. As further described in the IS, implementation of Mitigation Measures GS-1, GS-2, and GS-3, would reduce potential impacts related to geology, seismicity, and soils from project implementation to less than significant. Revisions to the proposed project do not change the potential impacts on geology and soils that were previously analyzed in the IS.

1.3.6 HAZARDS

Given that the revisions to the proposed project did not change the location or size of the project site, there remains a possibility that unidentified hazardous materials contamination may be encountered during construction activities, as described in the IS. However, implementation of Mitigation Measure HAZ-1 would reduce impacts to a less-than-significant level by ensuring hazardous substances encountered during site preparation and construction activities would be removed and any contaminated areas would be remediated in accordance with federal, state, and local regulations. Similarly, implementation of Mitigation Measure HAZ-2 would reduce impacts associated with exposure to ACMs and lead-based paint to a less-than-significant level by ensuring ACMs and lead-based paint are properly removed from on-site buildings and disposed of in accordance with federal, state, and local regulations. Dewatering would not be required during construction. As described in the IS, groundwater was encountered at approximately 24 feet below the ground surface and the proposed project would not include construction of belowground structures, such as basements, that could result in excavation below 24 feet. Excavation is only needed to remove existing concrete slabs, foundations, and surface pavements, resulting in an excavation depth to 4-6 feet. Therefore, revisions to the proposed project do not change the potential impacts on hazards that were previously analyzed in the IS.

1.3.7 HYDROLOGY AND WATER QUALITY

Like the originally proposed project, the revised project would not substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board resulting from increases in sediments and other contaminants generated by construction and/or development of the proposed project. Stormwater would be collected and treated on-site prior to being conveyed to the City storm drainage system, and as discussed in the IS, the proposed project would implement requirements identified in the National Pollutant Discharge Elimination System permit, Stormwater Quality Improvement Plan, and Chapters 13.16 and 15.88 of the City Municipal Code. The project site is not located within a 100-year flood zone and would not expose people to or structures to

significant flood risks. Therefore, revisions to the proposed project do not change the potential impacts on hydrology and water quality that were previously analyzed in the IS.

1.3.8 ENERGY

The proposed project, as revised, would comply with Building Energy Efficiency Standards included in Titles 20 and 24 of the California Code of Regulations, which requires new residential and nonresidential development to incorporate energy efficiency standards into project designs. In addition, the proposed project would comply with the 2010 California Green Building Code (Part 11 of Title 24), which was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. Therefore, revisions to the proposed project do not change the potential impacts on energy that were previously analyzed in the IS.

1.3.9 LAND USE AND PLANNING

The proposed project would not conflict with any adopted applicable land use plans, as it is consistent with the Employment Center Mid Rise land use designation in the 2030 General Plan and C-2 zoning for commercial development by the City. The proposed project would require a Special Permit to allow the operation of drive-through facilities within the C-2 zone. The project site is part of the current urban fabric of the Campus Commons community and the level of development associated with the proposed project is not dissimilar to that which previously occurred on the site; thus, the proposed project would not physically divide an established community. There are no habitat conservation plans or natural community conservation plans covering the project site. Therefore, revisions to the proposed project do not change the potential impacts on land use and planning that were previously analyzed in the IS.

1.3.10 LIGHT AND GLARE

The proposed project would introduce new reflective surfaces (e.g., window glazing and possibly other building materials) and night lighting into an urban area that currently contains various sources of light or glare. However, new sources of lighting would be consistent with the existing types of lighting present in the adjacent buildings and in the area. As described in the IS, implementation of Mitigation Measure LG-1 would ensure that the proposed buildings would not use reflective glass, mirrored glass, black glass, or metal in such a way as to create glare on adjacent properties. Therefore, revisions to the proposed project do not change the potential impacts on light and glare that were previously analyzed in the IS.

1.3.11 NOISE

Revisions to the proposed project would not change the noise analysis presented in the IS because there would be no changes to proposed construction activities or hours of construction, and given that the elements of the construction phases have not changed significantly (and overall proposed square footage has decreased slightly) and the duration of construction would not change. Consistent with the IS, the proposed project would comply with the requirements set forth in the City of Sacramento Noise Ordinance. Likewise, predicted traffic noise increases would be less than the City General Plan exterior noise thresholds. The drive-throughs proposed would adjoin the buildings, and outdoor speakers would be enclosed within structural features of the buildings. Based on

the estimated noise level of the speakers and attenuation of noise over the intervening distance, the noise level generated at the property line would be less than any of the exterior noise standards in the City General Plan for any land uses. The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways, access streets, as well as, vibration from truck deliveries within the project site. Although vehicular traffic generates ground vibration, the pneumatic tires and suspension systems attenuate the vibration forces to the point that the resulting ground vibration is almost always below the threshold of human perception. Thus, construction- and operational-related vibration would result in a less-than-significant impact. Therefore, revisions to the proposed project do not change the potential impacts on noise that were previously analyzed in the IS.

1.3.12 POPULATION AND HOUSING

The proposed project would not directly induce population growth in Sacramento or the region, or indirectly induce population growth or development through extension of infrastructure or economic stimulus. As described in the IS, temporary construction workers and the employees required for operation of the retail uses would reasonably be expected to come from the existing labor pool of residents in Sacramento and nearby communities. Underground utility infrastructure located on the project site would be connected to existing utility infrastructure in Cadillac Drive. No additional utility or urban services are required to serve the proposed project. In addition, the properties surrounding the project site are fully developed and the economic activity on the project site would be unlikely to stimulate redevelopment of those properties with uses of greater intensity than currently exist. The proposed project would not displace people or housing. Therefore, revisions to the proposed project do not change the potential impacts on population and housing that were previously analyzed in the IS.

1.3.13 PUBLIC SERVICES

The proposed project would not result in the need for new police protection and fire protection facilities beyond what was anticipated in the 2030 General Plan. As discussed in the IS, there would be no need for new school services or necessitate the construction of new school facilities or other public facilities or services such as libraries because no residential land uses that would generate new residents would be constructed. The proposed project would not create any new public roadways or create the need for additional roadway maintenance. Therefore, revisions to the proposed project do not change the potential impacts on public services that were previously analyzed in the IS.

1.3.14 RECREATION

The proposed project does not involve construction of residential land uses that would generate new residents in Sacramento or in other ways increase demands for parks or recreation facilities. As was discussed in the IS, the proposed project would be subject to park development impact fees pursuant to Chapter 18.44 of the City's municipal code. The City would determine the park development impact fee at the time of development and payment of the fees is required at the time of application for building permits. Based on the lack of increased demand and the payment of park development impact fees there is no evidence that the proposed project would adversely affect the capacity or physical conditions of local parks and recreation facilities. Further, no aspect of the proposed project would cause or accelerate the physical deterioration of area parks and recreation facilities, and it would not create the need for construction or expansion of parks or recreation facilities. Therefore,

revisions to the proposed project do not change the potential impacts on recreation that were previously analyzed in the IS.

1.3.15 TRANSPORTATION AND CIRCULATION

Like the originally proposed project, the revised project could generate traffic and alter traffic patterns that could significantly impact the level of service at the intersection of Fair Oaks Boulevard and Howe Avenue. As mentioned in the IS, because the proposed project could generate significant impacts related to additional vehicular trips, add additional ridership for public transit along the existing routes operated by Regional Transit, and change pedestrian and bicycle access to the project site and in the immediate vicinity, these issues are addressed in detail in Chapter 5 of this EIR.

1.3.16 UTILITIES AND SERVICE SYSTEMS

As discussed in the IS, there are existing underground water transmission lines, sewer pipelines, storm drains, electrical lines, and communication lines on the project site. It is anticipated that all on-site utility infrastructure would connect to existing utility infrastructure in Cadillac Drive and that this infrastructure is adequately sized to serve the proposed project's needs. Therefore, the proposed project would not require the construction of new utilities or the expansion of existing utilities, and revisions to the proposed project do not change the potential impacts on utilities and service systems that were previously analyzed in the IS.

The proposed project would not have more severe effects or have any new potentially significant or significant effects that were not previously considered in the 2013 IS. Potentially significant effects are evaluated in this EIR.

1.4 PUBLIC REVIEW OF THE DRAFT EIR AND AGENCY INFORMATION AND CONTACT

On February 5, 2013, the City of Sacramento issued an NOP for this EIR and filed the NOP with the Governor's Office of Planning and Research. The 30-day public comment period on the NOP/IS ended on March 8, 2013. The NOP, IS, and comments received on the NOP are included in Appendices A and B.

Upon publication of the Draft EIR, the City will provide public notice of the document's availability for public review and invite comment from the general public, agencies, organizations, and other interested parties. Copies of the Draft EIR will be available on the City's website at <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports> and at the following location:

City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
(Open to the public from 9 a.m. to 4 p.m.)

The public review and comment period is 45 days. Comments on the Draft EIR must be submitted in writing to the City no later than 4 p.m. on October 6, 2014. All comments or questions regarding the Draft EIR should be addressed to:

Dana Allen, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

1.5 SCOPE OF THIS EIR

The State CEQA Guidelines state that an EIR is an informational document used to inform public agency decision makers and the general public of the significant environmental effects of a project, to identify possible ways to avoid, eliminate, or reduce the significant effects, and to describe a range of reasonable alternatives to the proposed project that could feasibly attain most of the basic objectives of the proposed project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

The State CEQA Guidelines require that each public agency avoid or mitigate to less-than-significant levels, wherever feasible, the significant environmental effects of projects it approves or implements. A project can still be approved if the project would result in significant and unavoidable environmental impacts that cannot be feasibly mitigated to less-than-significant levels; however, the lead agency's decision makers must issue a "statement of overriding considerations" explaining in writing the specific economic, social, or other considerations that, based on substantial evidence, make those significant effects acceptable.

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. CEQA also allows for variations in EIRs and tailoring of documents for different situations and intended uses. Lead agencies may use variations consistent with the State CEQA Guidelines to address a variety of project circumstances (State CEQA Guidelines Section 15160). A project EIR examines the environmental impacts of a specific development project, and the analysis is focused primarily on the changes in the environment that would result from the project. This type of EIR examines all phases of the project—planning, construction, and operation (State CEQA Guidelines Section 15161). This EIR is a project EIR.

CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects. As the lead agency under CEQA, the City has determined that implementing the proposed project may have significant effects on the environment and has directed that this EIR analyze these potentially significant effects.

1.6 ORGANIZATION OF THE EIR

This report includes six principal chapters: Project Description, Summary of Environmental Effects, Greenhouse Gas Emissions, Transportation and Circulation, Other CEQA Considerations, and Alternatives.

The **Project Description** (Chapter 2) describes the location of the proposed project, existing conditions on the project site, and the nature and location of specific elements of the proposed project that are proposed for construction.

The **Summary of Environmental Effects** (Chapter 3) presents an overview of the results and conclusions of the environmental evaluation. This section identifies impacts of the proposed project and available feasible mitigation measures.

Greenhouse Gas Emissions (Chapter 4) includes an evaluation of GHG emissions impacts that would or could result from implementation of the proposed project. The chapter is organized into two major subsections: Setting (existing conditions), and Impacts and Mitigation Measures, including cumulative impacts.

Transportation and Circulation (Chapter 5) includes an evaluation of transportation and circulation impacts that would or could result from implementation of the proposed project. The chapter is organized into two major subsections: Setting (existing conditions), and Impacts and Mitigation Measures, including cumulative impacts.

Other CEQA Considerations (Chapter 6) discusses issues required by CEQA: unavoidable adverse impacts, irreversible environmental changes, growth inducement, and a summary of cumulative impacts.

Alternatives (Chapter 7) includes a description of the project alternatives. An EIR is required by CEQA to provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives. This chapter provides a comparison of the impacts of the alternatives compared to those of the proposed project. This chapter also identifies the environmentally superior alternative.

The **References** (Chapter 8) used throughout the EIR are included in this chapter.

Report Preparation (Chapter 9) includes a list of preparers of the EIR.

The **Appendices** contain a number of reference items providing support and documentation of the analyses performed for this report.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

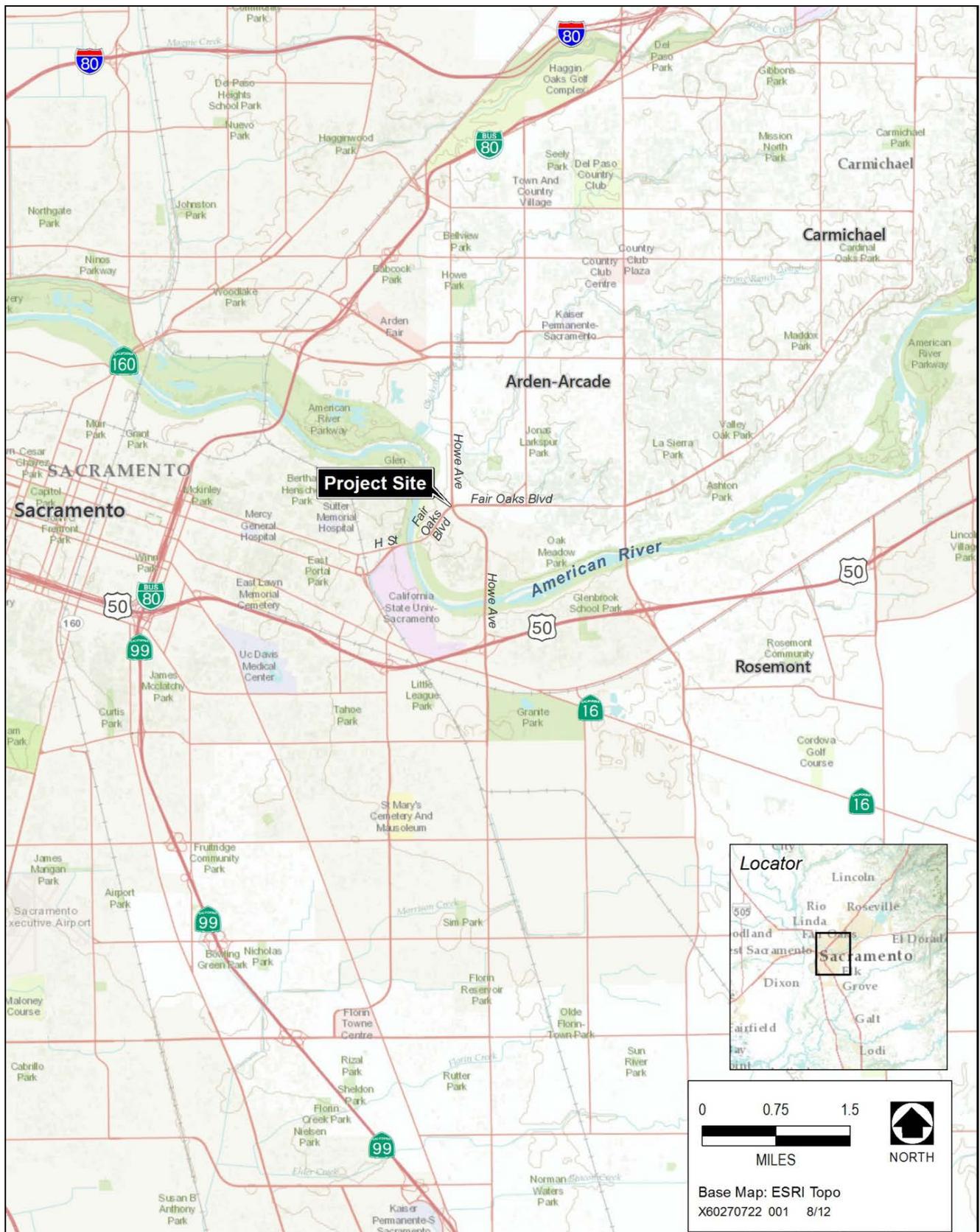
The proposed CVS/Pharmacy Development project (proposed project) would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Numbers [APNs] 295-0020-004 and 295-0010-001) in the City of Sacramento. The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel. The project site is designated as Employment Center Mid Rise in the Sacramento 2030 General Plan and is zoned as C-2-R-PUD (General Commercial, Review, Planned Unit Development). A project vicinity map, land use exhibit, zoning exhibit, and site plan are included as Exhibits 2-1 through 2-4.

The project site is approximately 7.34 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. Existing structures on the site total approximately 43,000 square feet and include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved parking. The buildings are currently unoccupied. There is a detention basin, mature trees, and an abandoned road right-of-way on the project site, near the Howe Avenue/Fair Oaks Boulevard intersection (part of APN 295-0010-001). This area would be used to provide vehicular and pedestrian access to the project site.

2.2 PROJECT OBJECTIVES

The following are the project applicant's objectives for the proposed project:

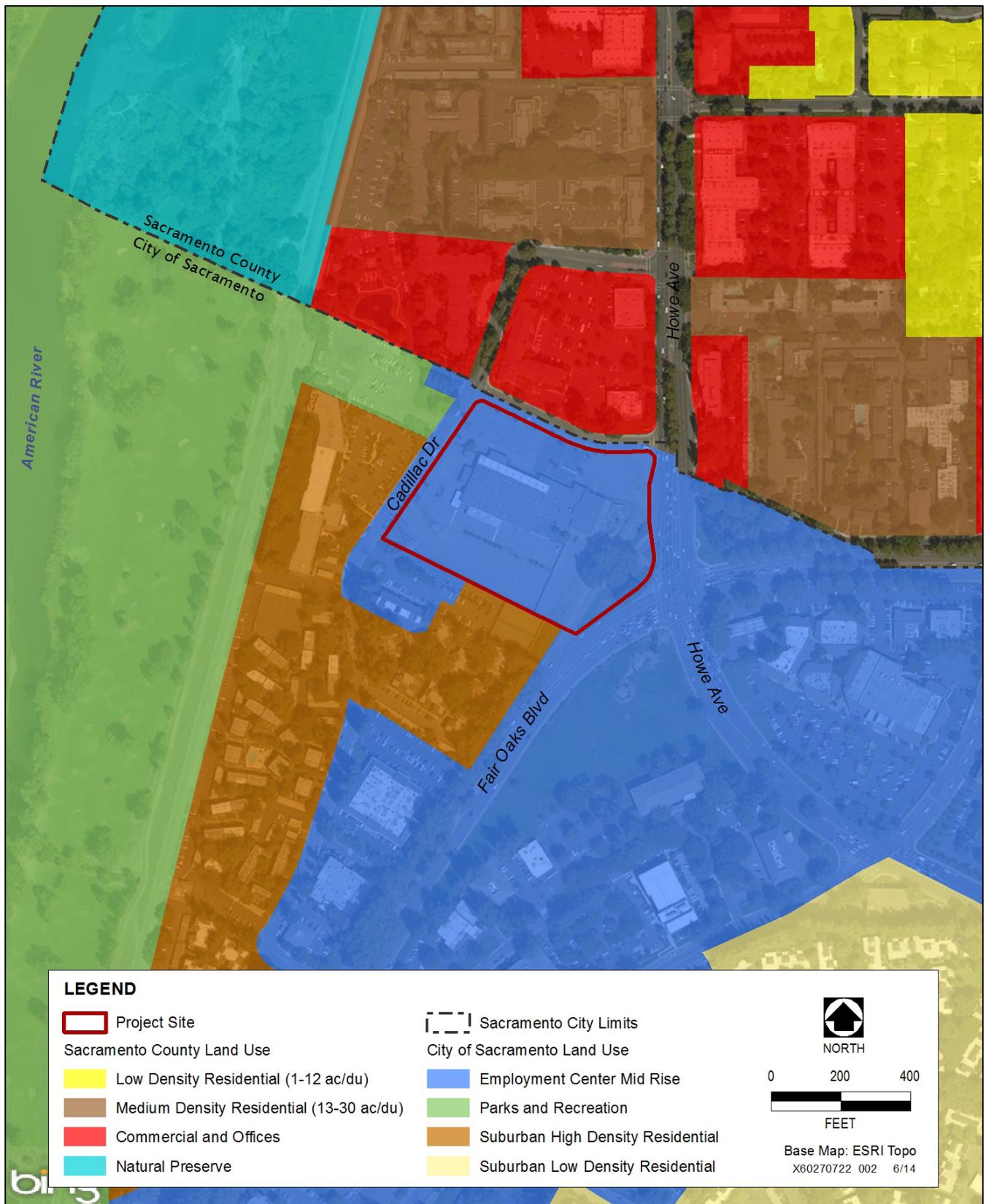
- ▶ provide neighborhood serving commercial uses, such as a pharmacy, a grocer, and other retailers, at a location convenient to the community in new, modern energy-efficient buildings;
- ▶ provide convenient and appropriate parking facilities to serve both commercial uses on the project site;
- ▶ provide convenient ingress and egress into the project site along Cadillac Drive and Fair Oaks Boulevard;
- ▶ provide pedestrian connections along Howe Avenue and Cadillac Drive to create a safe pedestrian environment and encourage the public to walk to the project site;
- ▶ create a development consistent with the City's General Plan land use designation;
- ▶ revitalize a previously developed commercial site in an urbanized area into an economically productive commercial project;
- ▶ create a project that will contribute to the area's economic base through increased tax revenues; and
- ▶ create high-quality temporary construction jobs and long-term operational jobs for members of the community.



Source: AECOM 2012

Exhibit 2-1

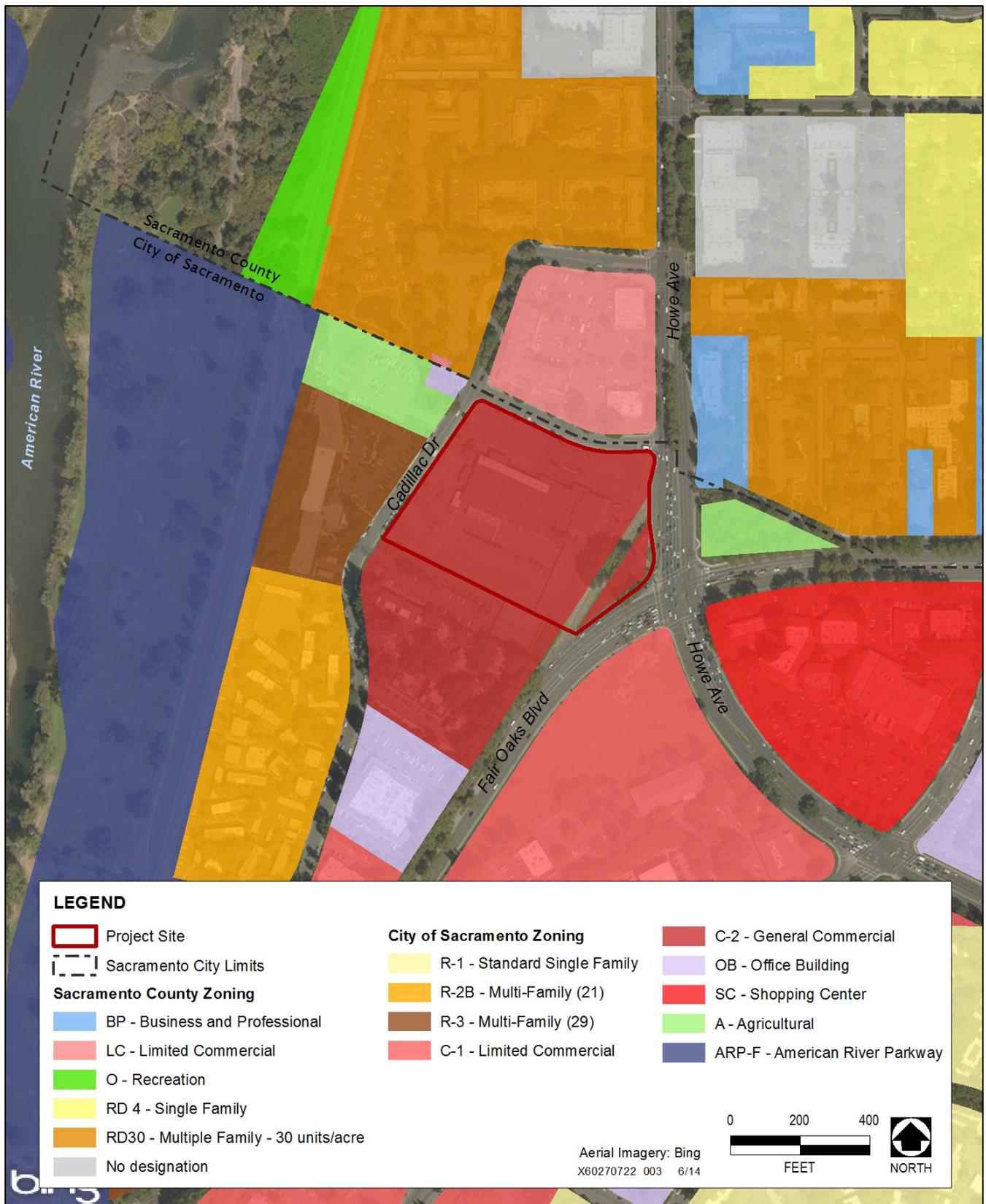
Vicinity Map



Sources: City of Sacramento 2012, Sacramento County 2011

Exhibit 2-2

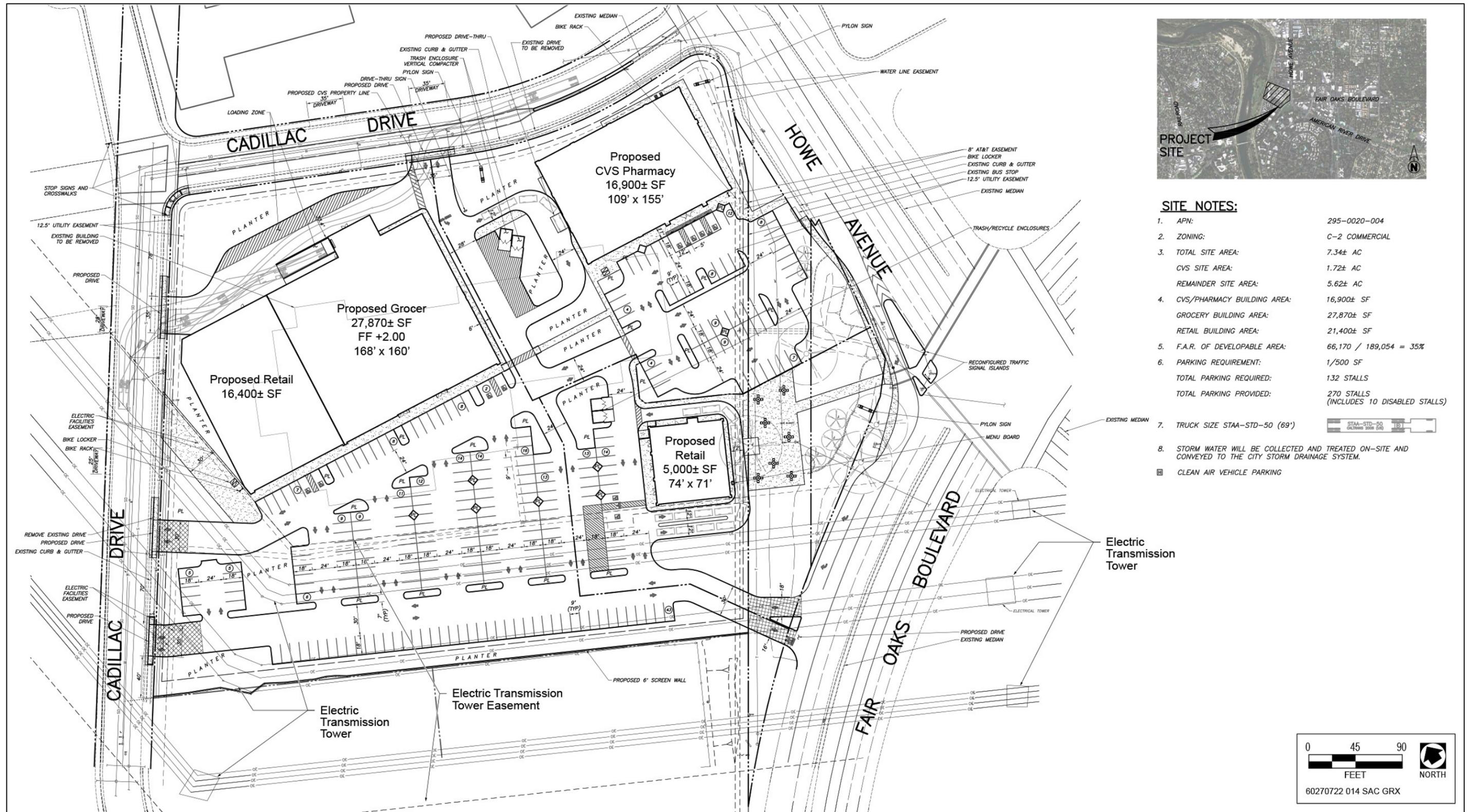
Land Use Designations



Source: Sacramento County 2014

Exhibit 2-3

Zoning



SITE NOTES:

1. APN: 295-0020-004
 2. ZONING: C-2 COMMERCIAL
 3. TOTAL SITE AREA: 7.34± AC
 CVS SITE AREA: 1.72± AC
 REMAINDER SITE AREA: 5.62± AC
 4. CVS/PHARMACY BUILDING AREA: 16,900± SF
 GROCERY BUILDING AREA: 27,870± SF
 RETAIL BUILDING AREA: 21,400± SF
 5. F.A.R. OF DEVELOPABLE AREA: 66,170 / 189,054 = 35%
 6. PARKING REQUIREMENT: 1/500 SF
 TOTAL PARKING REQUIRED: 132 STALLS
 TOTAL PARKING PROVIDED: 270 STALLS
 (INCLUDES 10 DISABLED STALLS)
 7. TRUCK SIZE STAA-STD-50 (69')
 8. STORM WATER WILL BE COLLECTED AND TREATED ON-SITE AND CONVEYED TO THE CITY STORM DRAINAGE SYSTEM.
- CLEAN AIR VEHICLE PARKING

Source: Blair, Church & Flynn 2014, adapted by AECOM in 2014

Revised Exhibit 2-4

Proposed Site Plan

2.3 PROJECT DESCRIPTION

The proposed project involves the construction and operation of buildings that would house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is approximately 5,706 square feet. The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store on the project site (see Exhibit 2-4, Site Plan). The relocated store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

The proposed CVS/pharmacy would provide health and beauty products, personal care items, gift items, beer, wine, distilled spirits, common household goods, vitamins, prescription and retail pharmaceutical products, standard and digital photo processing services, and other consumer retail items.

The proposed CVS/pharmacy would include a single-lane drive-through facility for prescription pharmaceuticals drop-off and pick-up only. According to the applicant, the purpose of the drive-through is to offer a convenient service for all customers, including those who are sick, injured, or the elderly who may be hindered by an ailment that discourages them from entering the store.

In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270-square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870 square foot grocer, approximately 19,900 square feet of retail use in two locations on the project site, and an approximately 1,500 square foot fast food restaurant with a drive through window (within the 5,000 square foot retail pad shown in Exhibit 2-4). The specific future users of the commercial buildings have not been determined at this time.

2.3.1 PARKING

The proposed project would be required to provide on-site parking consistent with the requirements of the City Zoning Code Parking Update (Ordinance No. 2012-043). The project site's General Commercial C-2 zoning designation requires a minimum of 1 parking space per 500 square feet of building. The resulting minimum parking requirement for the proposed project is 132 parking spaces. As proposed, the proposed project would include a total of 270 parking spaces, exceeding the City minimum requirement by 138 spaces. The on-site parking would be shared between the proposed CVS/pharmacy and the proposed commercial uses.

2.3.2 UTILITIES

On the project site, currently there are underground electric facilities, water lines, sewer lines, storm drain lines, gas lines, and communication lines that serve the existing building. There is an existing 8-inch water main in Cadillac Drive, an existing 12-inch sewer main in Cadillac Drive, and existing 12-inch and 15-inch storm drain mains in Cadillac Drive. The proposed project would require reconstruction of some or all of the underground infrastructure to accommodate the proposed project uses and to meet current building code requirements. Stormwater would be collected and treated on-site prior to being conveyed to the City storm drainage system. It is anticipated that all utility connections would be made in Cadillac Drive. An easement for overhead power lines

and transmission towers encumbers approximately 95,314 square feet in the southern portion of the project site (see Exhibit 2-5, PG&E Easement). This area would be used for parking and open space uses only.

2.3.3 TRAFFIC CIRCULATION

The project site is currently accessed by vehicle from three access points on Cadillac Drive, two from north-south Cadillac Drive on the western boundary of the site, and one from east-west Cadillac Drive on the northern project boundary. The proposed project would shift the two north-south Cadillac Drive driveways southward for better site circulation. The northernmost driveway would provide site access only for delivery trucks. No through access would be permitted at that driveway. The southernmost driveway on north-south Cadillac Drive would permit public access to the site. The east-west Cadillac Drive driveway would be shifted west for better site circulation.

In addition, to provide access to the site from the south, the proposed project would add a 2-lane, right-in/right-out ingress/egress access from Fair Oaks Boulevard, approximately 230 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. A right turn lane on westbound Fair Oaks Boulevard to this access point is also proposed.

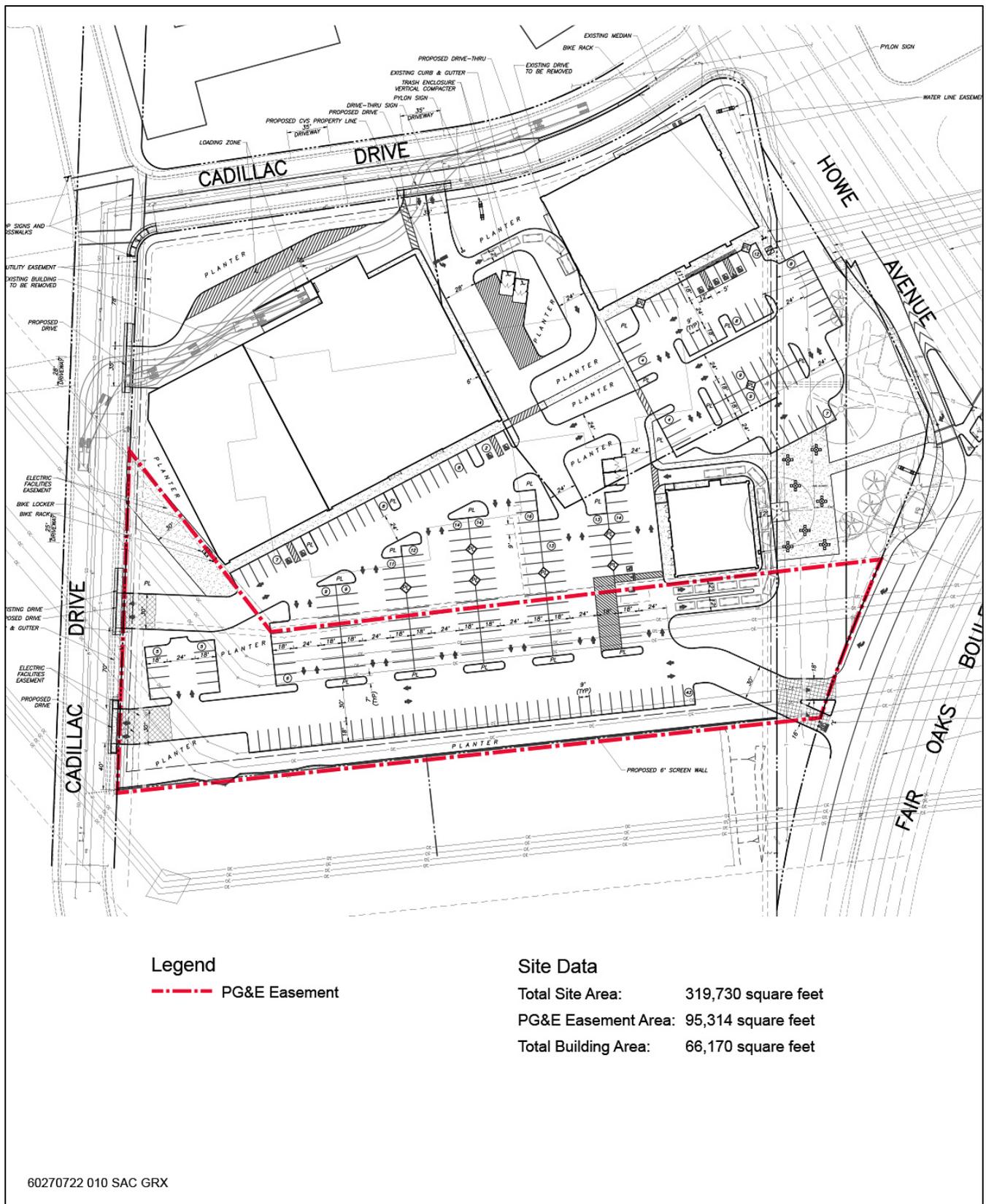
Regardless of the timing for securing users for the commercial buildings, all on- and off-site improvements, including concrete, asphalt, and landscaping are proposed to be constructed along with the CVS/pharmacy portion of the proposed project to ensure that proper on-site circulation is maintained.

Pedestrian connections would be provided along the Howe Avenue frontage as well as along Cadillac Drive to encourage customers to walk to the CVS/pharmacy site from neighboring residential developments or from other businesses located in the area. The proposed project would repair/reconstruct any deteriorated portions of the existing sidewalk frontage along Howe Avenue from Cadillac Drive to the corner of Howe Avenue and Fair Oaks Boulevard to ensure Americans with Disabilities Act (ADA) compliance. A new, six-foot-wide paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. In compliance with the City zoning ordinance and the California Green Building Code, bike racks and lockers would be provided near the front entrances of the CVS/pharmacy and the nearby retail/grocer buildings to promote the use of alternative modes of transportation.

2.3.4 SITE DESIGN

On-site security lighting would be provided in the parking lot and on the exterior of buildings. Parking lot and walkway lighting would consist of 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent light spillover into adjacent areas, consistent with requirements in the City's zoning ordinance.

On-site landscaping would consist of mixed shrub and turf areas along the street frontages and planter boxes with trees and shrubs consistent with requirements in the City's zoning ordinance (see Exhibit 2-6, Landscaping Plan). Construction of the proposed project would result in the planting of more than 60 trees along the perimeter of the site, in planters adjacent to the buildings, and in planters throughout the parking lot. The proposed plantings would result in approximately 50% of the site being shaded, meeting the City's shade requirements.



Source: Blair, Church & Flynn, adapted by AECOM in 2014

Exhibit 2-5

PG&E Easement

Three pylon signs are proposed to be placed on the project site. One pylon sign would be at the northeast corner of the site, at the intersection of Howe Avenue and the east-west segment of Cadillac Drive. Another pylon sign would be placed along the east-west segment of Cadillac Drive at the entrance to the project site. A third sign would be placed along Fair Oaks Boulevard near the intersection with Howe Avenue. The signage for the site and the buildings would be consistent with City requirements and approved by the City during the project review and approval process.

The materials used on the proposed buildings would be consistent with City design requirements and approved by the City during the project review and approval process. Exhibit 2-7 illustrates the site elevations.

2.3.5 OPERATIONS

Initially, the CVS/pharmacy would operate approximately from the hours of 7 a.m. to 10 p.m., seven days week. However, after the CVS/pharmacy store is open, if the demand of the neighborhood warrants 24-hour operations, CVS/pharmacy would then expand operations to remain open 24 hours.

The typical CVS/pharmacy generally has 25–30 employees on payroll. The typical number of employees staffed at a given time throughout the day is 4–12 depending on time of day and year.

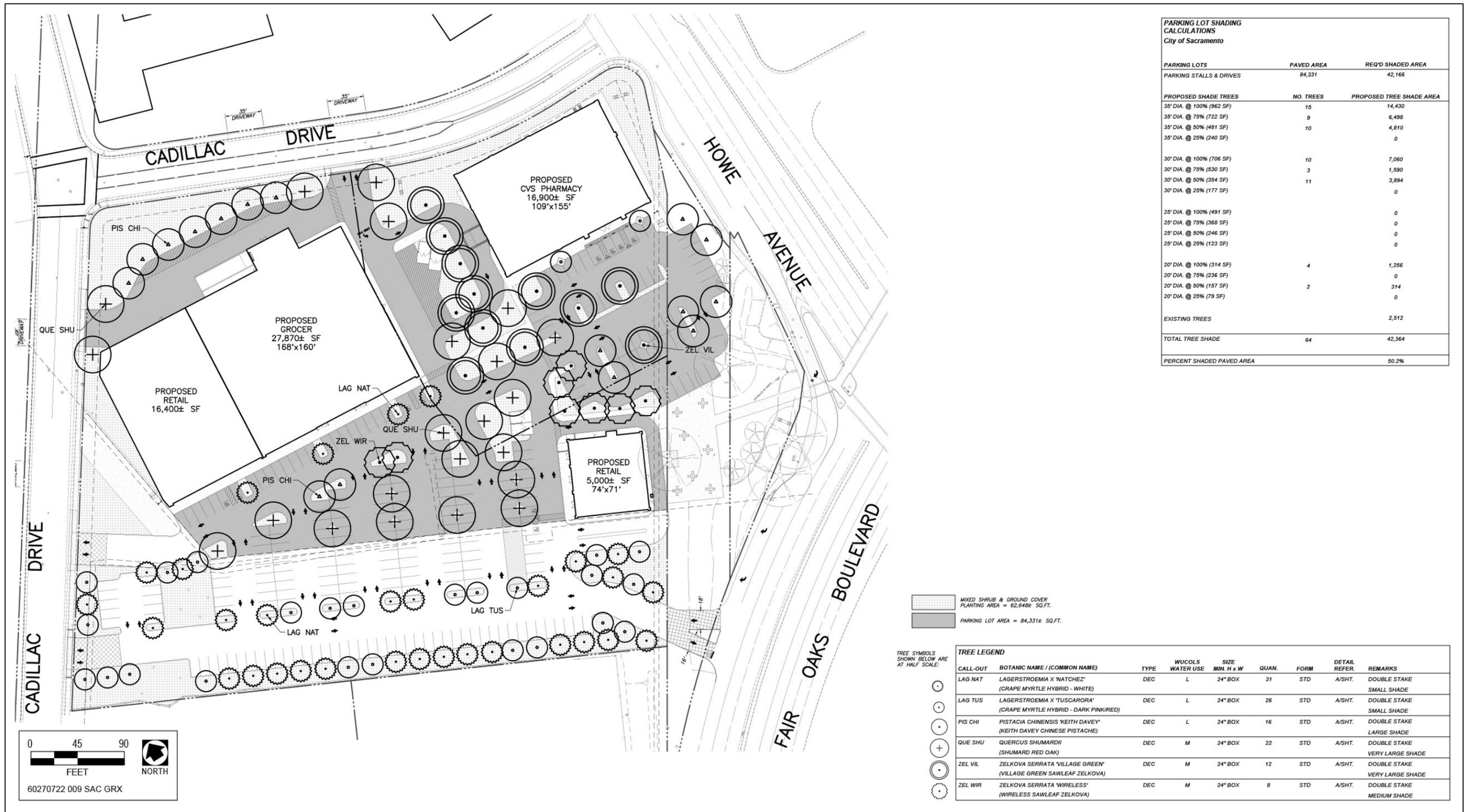
The CVS/pharmacy would receive regular weekly deliveries, typically loading and unloading from a WB-50 type delivery truck. There may be as many as three of these trucks arriving at different days and times throughout the week to unload product for the store. Loading activities would occur at an at-grade loading area which would be built near the western side of the CVS/pharmacy building. Deliveries would cross the drive-through lane and enter the CVS/pharmacy receiving door at the northwest corner of the building.

The other proposed commercial uses, including a grocer, fast food restaurant, and other retailers, could receive truck deliveries multiple times per day. The loading area for the commercial building adjacent to the CVS/pharmacy would be on the north side of the building, facing east-west segment of Cadillac Drive. That loading area would dip below grade and would be shielded by an 8-foot-high concrete block wall.

Primary service vehicle access for heavy duty/large delivery trucks to the site would be from the ingress/egress on the east-west segment of Cadillac Drive, with secondary access permitted on the north-south segment of Cadillac Drive. Service vehicles would not be permitted to access the project site from the new proposed ingress/egress on Fair Oaks Boulevard.

2.3.6 PROJECT CONSTRUCTION

Construction of the CVS/pharmacy building, two other commercial buildings, and site improvements is expected to occur in four phases. Phase 1, demolition and abatement of the site, is expected to last two weeks. Phase 2, mass grading of the project site and installation of underground utilities, is expected begin after completion of Phase 1 and last approximately 26 weeks. Phase 3, building of on-site project elements, including full site improvements, construction of a new vehicular site access point from Fair Oaks Boulevard, construction of the CVS/pharmacy building and pad preparation of the two other commercial buildings would occur concurrently with Phase 2 and would have the same duration as Phase 2. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the other two commercial buildings is anticipated to occur at a time



Source: Blair, Church & Flynn 2014, adapted by AECOM in 2014

Exhibit 2-6

Proposed Landscaping Plan



SOUTH ELEVATION - FAIR OAKS BOULEVARD

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



EAST ELEVATION - HOWE AVENUE

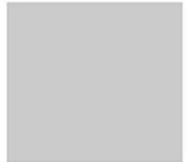
SCALE: 1/8" = 1'-0"



NORTH ELEVATION - CADILLAC DRIVE

SCALE: 1/8" = 1'-0"

MATERIALS LEGEND

- 
E1
EIFS- STO -
NA 00-0047
TERRA COTTA
- 
E2
EIFS- STO -
NA 01-0048
PALE YELLOW
- 
E3
SHERWIN WILLIAMS
PAINT TO MATCH
TERRA COTTA
- 
E4
CORONADO
PRO LEDGE
CVS BLEND
- 
E5
EIFS- STO -
NA 04-0020
MEDIUM YELLOW
- 
E6
AL. STOREFRONT
SYSTEM, CURTAIN
WALL, & AWNINGS
- CLEAR ANODIZED

60270722 011 SAC GRX

Source: NORR Architects, Engineers, Planners 2014; Armstrong Development 2014

Exhibit 2-7

Site Elevations

after completion of construction Phases 1-3. Since full site improvements and the building pad for the two other commercial buildings would be completed during Phase 3, Phase 4 would only involve construction of the two other commercial buildings. Phase 4 is expected to last 32 weeks.

The exact type and number of construction equipment would be based on the contractor's judgment and what equipment is reasonably necessary to complete the project using industry standard means and methods. Typical vehicles that are expected to be used include but are not limited to: scrapers, backhoes, skip loaders, water trucks, generators, and other miscellaneous equipment.

2.4 ACTIONS

The proposed project would require the following City actions:

- ▶ Certification of the environmental impact report (EIR) to determine that the EIR was completed in compliance with the requirements of the California Environmental Quality Act (CEQA), that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento.
- ▶ Adoption of a Mitigation Monitoring and Reporting Plan (MMRP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the proposed project's significant effects on the environment.
- ▶ Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- ▶ Granting of a Grading Permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities;
- ▶ Approval of a Special Permit to allow the operation of drive-through windows within the General Commercial (C-2) zone;
- ▶ Amendment of the Campus Commons Planned Unit Development (PUD) Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines; and
- ▶ Approval of a tentative map (Exhibit 2-8).

2.4.1 RESPONSIBLE AGENCIES

Responsible agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Initial Study/Negative Declaration. The County of Sacramento is a responsible agency for its approval of changes to the Howe Avenue/Feature Drive intersection.

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TENTATIVE PARCEL MAP NO. _____

Sheet One of One Sheet

IN

THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

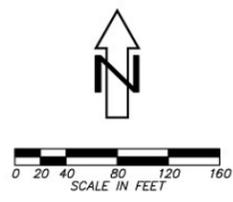
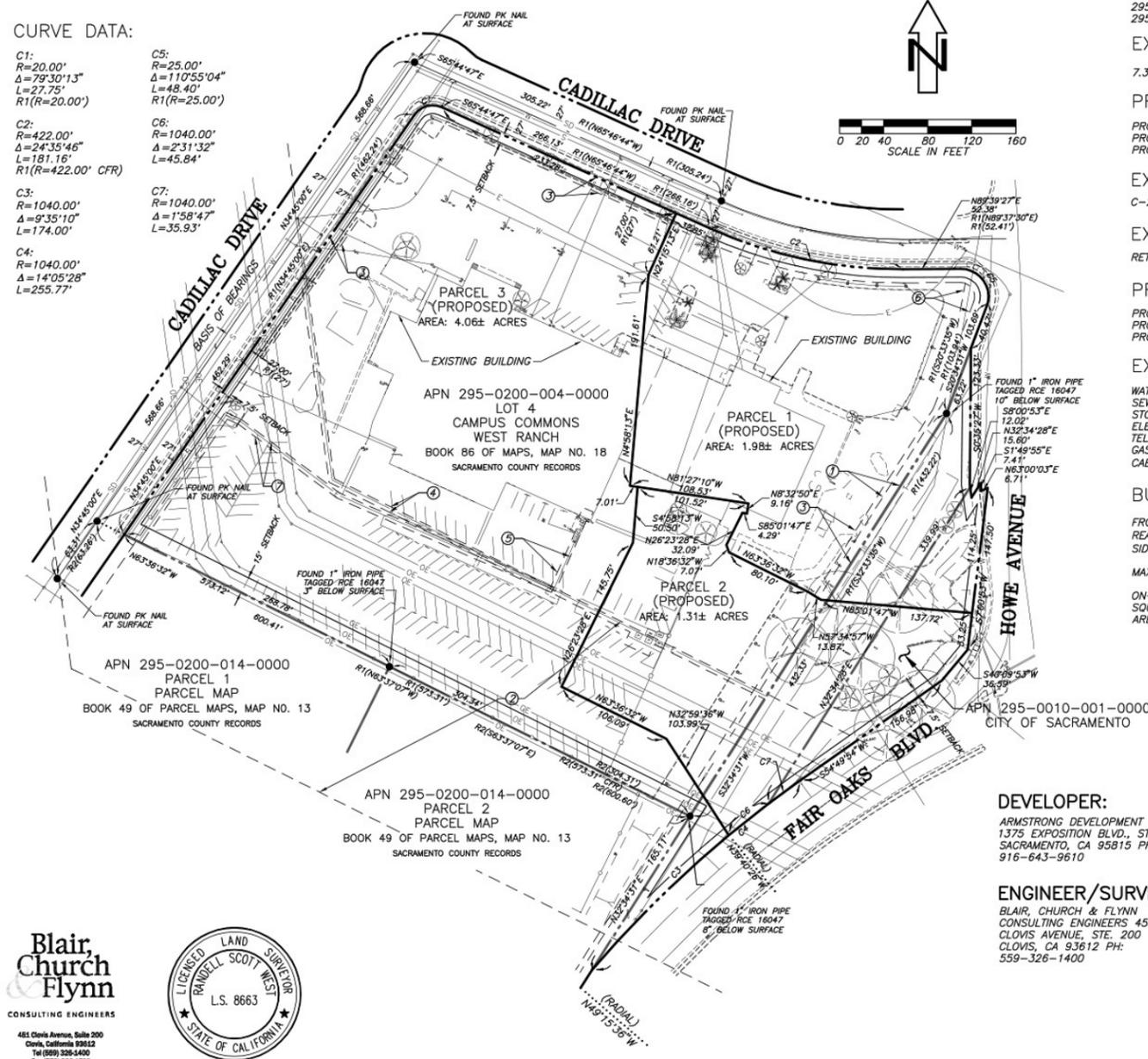
LOT 4 OF THE PLAT OF "CAMPUS COMMONS WEST RANCH", ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 86 OF MAPS, PAGE 18, SACRAMENTO COUNTY RECORDS, TOGETHER WITH THAT PORTION OF THAT CERTAIN "AMENDED RECORD OF SURVEY PORTION OF SECTION 67, 64 AND SECTION A OF RANCHO DEL PASO" RECORDED IN BOOK 21 OF SURVEYS, PAGE NO. 4, SACRAMENTO COUNTY RECORDS



VICINITY MAP
NO SCALE

CURVE DATA:

- | | |
|---|---|
| C1: R=20.00' Δ=79°30'13" L=27.75' R1(R=20.00') | C5: R=25.00' Δ=110°55'04" L=48.40' R1(R=25.00') |
| C2: R=422.00' Δ=24°35'46" L=181.16' R1(R=422.00' CFR) | C6: R=1040.00' Δ=2°31'32" L=45.84' |
| C3: R=1040.00' Δ=9°35'10" L=174.00' | C7: R=1040.00' Δ=1°58'47" L=35.93' |
| C4: R=1040.00' Δ=14°05'28" L=255.77' | |



ACCESSOR'S PARCEL NUMBERS:

- 295-0020-004-0000
- 295-0010-001-0000

EXISTING PARCEL SIZE:

7.35± ACRES

PROPOSED PARCEL SIZE:

- PROPOSED PARCEL 1: 1.98± ACRES
- PROPOSED PARCEL 2: 1.31± ACRES
- PROPOSED PARCEL 3: 4.06± ACRES

EXISTING ZONING:

C-2-R-PD COMMERCIAL/RESIDENTIAL PLANNED DEVELOPMENT

EXISTING LAND USE:

RETAIL COMMERCIAL

PROPOSED PARCEL SIZE:

- PROPOSED PARCEL 1: 1.98± ACRES
- PROPOSED PARCEL 2: 1.31± ACRES
- PROPOSED PARCEL 3:

EXISTING UTILITY PROVIDERS:

- WATER - CITY OF SACRAMENTO
- SEWER - SACRAMENTO AREA SEWER DISTRICT
- STORM DRAIN - CITY OF SACRAMENTO
- ELECTRIC - PACIFIC GAS AND ELECTRIC COMPANY
- TELEPHONE - AT&T
- GAS - PACIFIC GAS AND ELECTRIC COMPANY
- CABLE TELEVISION - N/A

BUILDING SETBACKS:

- FRONT YARD SETBACK - 7.5' (NORTH)
- REAR YARD SETBACK - 15' (SOUTH)
- SIDE YARD SETBACK - 7.5' (WEST) 5' (EAST)

MAXIMUM BUILDING HEIGHT - 45'

ON-SITE PARKING REQUIREMENTS - 1 STALL PER EVERY 400 SQUARE FEET OF THE FIRST 9600 SQUARE FEET OF BUILDING AREA, THEN 1 STALL PER EVERY 250 SQUARE FEET THEREAFTER

DEVELOPER:

ARMSTRONG DEVELOPMENT PROPERTIES, INC.
1375 EXPOSITION BLVD., STE. 101
SACRAMENTO, CA 95815 PH: 916-643-9610

ENGINEER/SURVEYOR:

BLAIR, CHURCH & FLYNN
CONSULTING ENGINEERS 451
CLOVIS AVENUE, STE. 200
CLOVIS, CA 93612 PH: 559-326-1400

LEGEND:

- | | | | |
|-----|---------------------------------------|------|-----------------------------------|
| --- | INDICATES EXISTING PARCEL LINES | —TS— | TRAFFIC SIGNAL LINE |
| --- | INDICATES PROPOSED PARCEL LINES | —W— | WATER LINE; SIZE AS NOTED |
| --- | INDICATES EXISTING RIGHT-OF-WAY LINES | —C— | CHAIN LINK FENCE |
| --- | INDICATES EXISTING EASEMENT | —E— | EDGE OF ASPHALT CONCRETE PAVEMENT |
| --- | UNDERGROUND ELECTRIC | —F— | FIBER OPTIC LINE |
| --- | GAS LINE; SIZE AS NOTED | —G— | GAS LINE; SIZE AS NOTED |
| --- | OVERHEAD ELECTRIC LINE | —OE— | OVERHEAD ELECTRIC LINE |
| --- | STORM DRAIN LINE; SIZE AS NOTED | —SD— | STORM DRAIN LINE; SIZE AS NOTED |
| --- | SEWER LINE; SIZE AS NOTED | —S— | SEWER LINE; SIZE AS NOTED |
| --- | UNDERGROUND TELEPHONE | —T— | UNDERGROUND TELEPHONE |
| --- | | —O— | WOOD FENCE |
| --- | | --- | LIMIT OF DIRT |
| --- | | --- | LIMIT OF GRAVEL |
| --- | | --- | LIMIT OF TURF |
| --- | | --- | CONCRETE IMPROVEMENTS |



60270722 013 SAC GRX

Source: Blair, Church, & Flynn 2014

Exhibit 2-8

Tentative Parcel Map

3 SUMMARY OF ENVIRONMENTAL EFFECTS

3.1 INTRODUCTION

This section summarizes the CVS/Pharmacy Development project (proposed project), the potential issues of concern as indicated from responses to the Notice of Preparation (NOP), and the proposed project impacts and applicable mitigation measures. Table 3-1 below details the following: the proposed project's impacts, the significance of the impact after implementation of the 2030 General Plan Master Environmental Impact Report (Master EIR) mitigation measure and/or policy, additional mitigation measures that could be implemented, and the significance of the impact after the mitigation measure(s) is applied.

3.2 PROJECT UNDER REVIEW

The CVS/Pharmacy proposed project would develop a retail pharmacy and other commercial uses on an approximately 7.34-acre parcel at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Numbers [APNs] 295-0020-004 and 295-0010-001) in the City of Sacramento. The project site is bounded by Fair Oaks Boulevard and residential development to the south, Howe Avenue to the east, and Cadillac Drive to the north and west (see Exhibit 2-1 in Chapter 2, "Project Description"). The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel. The proposed project would replace the vacant Hubacher Cadillac Dealership with a CVS/pharmacy and other commercial retailers. The proposed project would be developed consistent with existing Sacramento General Plan (adopted March 2009) designations as analyzed in Sacramento's 2030 General Plan Master EIR. The project site's land use designation is shown in Exhibit 2-2 in Chapter 2. The project location, project objectives, and specific project elements are also described in Chapter 2.

3.3 SUMMARY OF IMPACTS

The California Environmental Quality Act (CEQA) Guidelines Section 15382 defines a significant effect as a substantial, or potentially substantial, adverse change in any physical conditions within the area affected by the proposed project including land, air, water minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project would result in significant impacts to the physical environment. As lead agency, the City determined that this Environmental Impact Report (EIR) will address only greenhouse gas emissions and transportation and circulation, as described in Chapters 4 and 5, respectively.

3.3.1 EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

A number of proposed project impacts identified in the EIR were found to be less than significant, requiring no mitigation. These impacts can be found in Chapter 4, "Greenhouse Gas Emissions," and Chapter 5, "Transportation and Circulation."

State CEQA Guidelines Section 15126.4 requires that an EIR describe feasible mitigation measures that could minimize significant adverse impacts. Implementation of mitigation measures would either reduce the impact to a less-than-significant level or leave the impact as significant and unavoidable. In the course of drafting the EIR for this proposed project, it was determined that numerous identified impacts could be reduced to a less-than-significant level with implementation of proposed mitigation measures described herein.

3.3.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed project, including air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15382). Implementation of the proposed project would result in significant impacts to some of these resources, which are analyzed in the Initial Study (Appendix A), Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation,” and summarized in Table 3-1 (provided at the end of this chapter).

This EIR discusses mitigation measures that could be implemented by the City and/or the project applicant to reduce potential adverse impacts to a level that is considered less than significant. Such mitigation measures are noted in this document and are found in Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation.” The following project-specific or cumulative significant impacts were found to remain significant and unavoidable because there is no feasible mitigation available to reduce impacts to a less-than-significant-level:

PROJECT-SPECIFIC

5-1 The proposed project could cause potentially significant impacts to study intersections.

CUMULATIVE

5-7 The proposed project could cause potentially significant impacts to study intersections.

3.4 ALTERNATIVES TO THE PROPOSED PROJECT

The EIR analyzes the following alternatives to the proposed project:

No Project/No Development Alternative. This alternative assumes that the proposed project would not be built and there would be no new development of the site. This alternative assumes the existing buildings and uses on the site would remain.

No Project/Existing Zoning Alternative. This alternative assumes that the proposed project would not be built and the project site would be developed with commercial uses in accordance with current development standards for an Employment Center Mid Rise land use designation and C-2 General Commercial zoning designation.

Limited Site Access Alternative. This alternative assumes that the proposed project would be built and the land uses would be identical to those described for the proposed project, but the site access driveway from Fair Oaks Boulevard would not be constructed. Site access would occur via the three proposed driveways on Cadillac Drive in locations similar to the proposed project. This alternative also would not include reconfiguration of the Howe Avenue/Fair Oaks Boulevard intersection to eliminate the free right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard.

The relative effects of the alternatives are identified in Chapter 7, “Alternatives.”

3.5 POTENTIAL ISSUES OF CONCERN

The City received three comment letters during the NOP public review period. A letter from the Sacramento Metropolitan Air Quality Management District (SMAQMD) stated the proposed project’s air quality analysis in the Initial Study was consistent with the SMAQMD CEQA Guide to Air Quality Assessment; air quality impacts associated with traffic levels should be evaluated; and bicycle and pedestrian safety should be considered when designing the proposed driveway on Fair Oaks Boulevard. The Initial Study evaluated the air quality impacts associated with long-term operational emissions (i.e., mobile and area sources) in Section 1, “Air Quality,” Questions B, C, E and F.

A letter received from the Sacramento Area Bicycle Advocates (SABA) requested clarification on the locations of the proposed project driveways and other details of the site plan, analysis in the EIR of adequacy and location of proposed bicycle facilities, and analysis of bicycle and pedestrian safety, particularly at the proposed driveway along Fair Oaks Boulevard. A letter received from WALKS Sacramento requested analysis of the health and safety impacts to people resulting from the proposed project and its relationship to the surrounding land uses and roadway network. Bicycle and pedestrian safety is evaluated in Chapter 5, “Transportation and Circulation.”

Based on an initial review of the potential effects of the proposed project, the City determined that certain topics would not require further consideration in the EIR. Those topics include air quality, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, aesthetics/light and glare, noise, public services, recreation, and utilities and service systems (see also Section 1.3, “Proposed Project Background”).

3.6 SUMMARY TABLE

Table 3-1 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapters 4 and 5. The summary table is arranged in four columns:

1. Environmental impacts (“Impact”)
2. Level of significance prior to mitigation measures (“Significance”)
3. Mitigation measures (“Mitigation Measure”)
4. Level of significance after mitigation measures (“Residual Significance”)

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable adopted plans, policies, and regulations would be implemented, including state laws and regulations, the City of Sacramento 2030 General Plan policies, and requirements or recommendations of the City of Sacramento and applicable building codes. Applicable plans, policies, and regulations are identified and described in the “Regulatory Setting” of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided at the beginning of Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation.”

| Table 3-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|---|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 4. Greenhouse Gas Emissions | | | |
| 4-1 The proposed project would conflict with the City’s Climate Action Plan without appropriate documentation to demonstrate the project’s energy efficiency. With appropriate documentation submitted to the City, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions. Impact would be cumulatively considerable without appropriate documentation submitted to the City to demonstrate the project’s energy efficiency. | CC | Mitigation Measure 4-1: Submit documentation to the City of Sacramento to demonstrate the project’s energy efficiency. The project applicant shall submit the following to the City: (a) building plans which demonstrate that the project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards. | LCC |
| 5. Transportation and Circulation | | | |
| 5-1 The proposed project could cause potentially significant impacts to study intersections. The proposed project would cause significant impacts under existing plus project conditions at the study intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. | S | Mitigation Measure 5-1(a): Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. The project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements: A. Replace southbound “free” right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system. B. Extend the City’s signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection. Mitigation Measure 5-1(b): Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane. | SU |
| 5-2 The proposed project would not cause degradation to the level of service or increase the volume-to-capacity ratio by 0.05 on any Sacramento County study roadways. | LTS | None required. | LTS |

| Table 3-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|--|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 5-3 The proposed project would not adversely affect Sacramento Regional Transit bus operations or fail to adequately provide access to public transit. | LTS | None required. | LTS |
| 5-4 Implementation of the proposed project would not remove any existing bicycle facilities or preclude construction of any bicycle facilities planned in the City of Sacramento Bikeway Master Plan. | LTS | None required. | LTS |
| 5-5 The proposed project would provide pedestrian access to the interior of the project site, and would enhance pedestrian connectivity around the project site. | LTS | None required. | LTS |
| 5-6 Project construction may temporarily disrupt the transportation network near the project site. | S | <p>Mitigation Measure 5-6: Prepare a construction traffic and parking management plan.</p> <p>Prior to the beginning of construction, the project applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> ▶ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. ▶ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. ▶ Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. ▶ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. | LTS |

| Table 3-1 Summary of Impacts and Mitigation Measures | | | |
|--|--|---|---|
| Impact | Level of Significance Prior to Mitigation | Mitigation Measure(s) | Level of Significance After Mitigation |
| 5-7 The proposed project would have a cumulatively considerable contribution to cumulative impacts related to the study intersections of Howe Avenue/Feature Drive, Howe Avenue/Cadillac Drive and Howe Avenue/Fair Oaks Boulevard under cumulative conditions. | CC | Mitigation Measure 5-7: Implement Mitigation Measure 5-1(a) and (b). | SU |
| 5-8 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to level of service and volume-to-capacity ratio on Sacramento County roadways under cumulative conditions. | LCC | None required. | LTS |
| 5-9 The proposed project would not have a cumulatively considerable contribution to cumulative impacts related to Sacramento Regional Transit bus operations and route times under cumulative conditions. | LCC | None required. | LTS |
| 5-10 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to existing bicycle facilities or construction of a facility that is planned in the City of Sacramento Bikeway Master Plan under cumulative conditions. | LCC | None required. | LTS |
| 5-11 The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to pedestrian access to the site under cumulative conditions. | LCC | None required. | LTS |
| Notes: CC = Cumulatively Considerable; LCC = Less than Cumulatively Considerable; LS = Less than Significant; PS = Potentially Significant; PSU = Potentially Significant and Unavoidable; S = Significant; SU = Significant and Unavoidable Source: AECOM 2014 | | | |

4 GREENHOUSE GAS EMISSIONS

4.1 INTRODUCTION

Emissions of greenhouse gases (GHGs) have the potential to adversely affect the environment because such emissions contribute on a cumulative basis to global climate change. The proper context for addressing this issue in an EIR is within an assessment of cumulative impacts because, although a single project will not materially contribute to climate change, cumulative emissions from many projects accumulate in the atmosphere, increasing global GHG concentrations, and potentially altering the climate systems locally and around the globe. This section presents background information about GHG emissions and their relationship to climate change, and discusses the federal, state, and local regulatory framework with respect to GHG emissions. GHG impacts associated with the proposed project are evaluated using local thresholds and criteria, as available.

GHGs were described and evaluated in the City of Sacramento 2030 General Plan Master EIR (certified March 3, 2009; State Clearinghouse No. 2007072024) and were further described and addressed in the City's Climate Action Plan (CAP) (adopted February 14, 2012; State Clearinghouse No. 2011112036). Chapter 8, "Climate Change," of the Master EIR addressed the effects of development under the 2030 General Plan on global GHG emissions and the potential for those emissions to cumulatively contribute to global climate change. The impact analysis of GHG emissions for the 2030 General Plan used both a quantitative approach to estimate the net increase in GHG emissions from anticipated development under the 2030 General Plan and a qualitative analysis of the GHG reduction potential of the General Plan goals and policies, implementation programs, and the mitigation measures identified in the Master EIR.

In addition, the City further addressed GHGs in the CAP. The CAP details steps that the City – in coordination with residents, businesses, and partners – will use to address the challenges of a changing climate and to reduce Sacramento's contribution to global GHG concentrations. The CAP presents seven overarching strategies that represent the primary ways the City will reduce GHG emissions and adapt to expected climate change impacts. Within each strategy are a series of measures that define the programs, policies, and regulations that the City will implement to achieve its climate action objectives. The content of this material is summarized below.

Information from the City's 2030 General Plan Master EIR and CAP is hereby incorporated by reference. Both documents are available for review at the City's offices or online at <http://www.sacgp.org>.

The City's General Plan Master EIR evaluates how the anticipated population and employment growth projected for the city can be strategically accommodated to both preserve the distinguishing and valued qualities of the community as well as to revitalize those areas that are underutilized. The CAP identifies locally-based strategies, measures, and actions to reduce GHG emissions and plan for climate change impacts.

4.2 ENVIRONMENTAL SETTING

As discussed in Chapter 8, "Climate Change," of the 2030 General Plan Master EIR and incorporated here by reference, GHGs are gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric GHGs based on the idea that the gases "trap" heat similar to the glass walls of a greenhouse. These gases, mainly water vapor,

carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons (CFCs), act as global insulators, reflecting visible light and infrared radiation back to the Earth.

The role of water vapor and O₃ as GHGs is poorly understood. Therefore, methodologies approved by the Intergovernmental Panel on Climate Change (IPCC), EPA, and the California Air Resources Board (ARB) focus on CO₂, CH₄, N₂O, CFCs, and hydrofluorocarbons (HFCs) as GHGs. A brief description of each of these gases is provided below.

Carbon Dioxide (CO₂) enters the atmosphere through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, and trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO₂ emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO₂ emissions. CO₂ is also removed from the atmosphere (or “sequestered”) when it is absorbed by plants as part of the biological carbon cycle. When in balance, the total CO₂ emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas, and deforestation, have increased CO₂ concentrations in the atmosphere (U.S. Environmental Protection Agency [EPA] 2013a).

Methane (CH₄) is emitted from a variety of both human-related and natural sources. Human-related activities include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. CH₄ is emitted during the production and transport of coal, natural gas, and oil. CH₄ emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills. It is estimated that 60% of global CH₄ emissions are due to human-related activities. Natural sources of CH₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources, such as wildfires. Methane emission levels from a particular source can vary significantly from one country or region to another, depending on many factors such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes that cause CH₄ emissions in both human-related and natural sources. Also, the implementation of technologies to capture and utilize CH₄ from sources such as landfills, coal mines, and manure management systems affects the emission levels from these sources (EPA 2013b).

Nitrous Oxide (N₂O), more commonly known as “laughing gas,” is produced naturally by microbial processes in soil and water. In addition to agricultural sources, some industrial processes, such as fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions, also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.

Chlorofluorocarbons (CFCs) have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and has successfully reduced or stopped the increase in the levels of the major CFCs. However, due to the long atmospheric lifetimes, CFCs will remain in the atmosphere for over 100 years.

Hydrofluorcarbons (HFCs) are another set of synthesized compounds. HFCs are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact than CFCs.

CFCs, tetrafluoromethane (CF₄), sulfur hexafluoride (SF₆), and HFCs have been banned and are no longer commercially available. Therefore, they are not considered further in this analysis.

4.2.1 ATTRIBUTING CLIMATE CHANGE—THE PHYSICAL SCIENTIFIC BASIS

The concept of CO₂ equivalency (CO₂e) is used to account for the relative potentials of different GHGs to absorb infrared radiation. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime or persistence of the gas molecule in the atmosphere, its ability to absorb/trap infrared radiation, and the spectrum of light energy (i.e., range of wavelengths and frequencies) absorbed by the gas molecule. The GWP of each type of GHG is measured relative to CO₂, which has a GWP of 1.

High-GWP GHGs include ozone-depleting substances, chlorofluorocarbons, hydrochlorofluorocarbons, and halons, in addition to their replacements, hydrofluorocarbons. Other high-GWP GHGs include perfluorocarbons and sulfur hexafluoride. Although high-GWP gases are typically emitted at lower rates than CO₂, methane, and nitrous oxide, they could still make a substantial contribution to climate change because they are more effective at absorbing outgoing infrared radiation than CO₂.

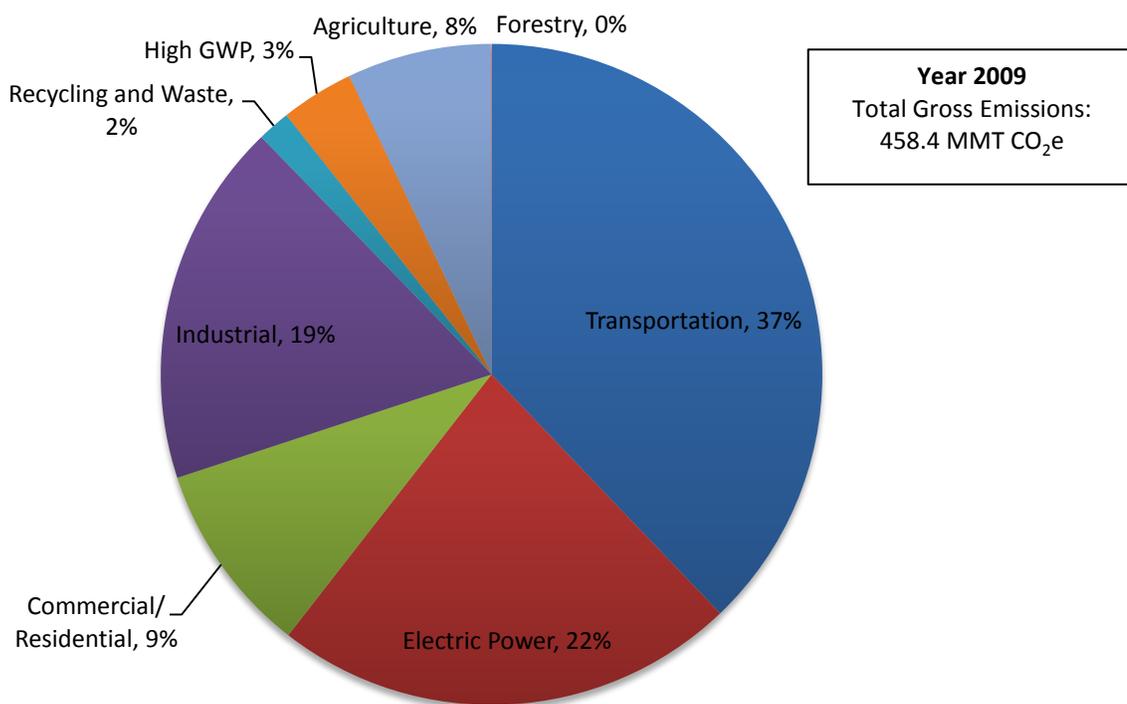
The exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed; however, more CO₂ is currently emitted into the atmosphere than is sequestered. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through photosynthesis and dissolution, respectively. These are two of the most common processes of CO₂ sequestration. Of the total annual human-caused CO₂ emissions, approximately 54% is sequestered within a year through ocean uptake, Northern Hemisphere forest regrowth, and other terrestrial sinks, whereas the remaining 46% of human-caused CO₂ emissions remain stored in the atmosphere (Seinfeld and Pandis 1998:1091).

Anthropogenic (human-caused) emissions of GHGs that have led to atmospheric levels of GHGs exceeding natural ambient concentrations are responsible for intensifying the greenhouse effect. These emissions have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2007:665).

4.2.2 ATTRIBUTING CLIMATE CHANGE—SOURCES OF GREENHOUSE GAS EMISSIONS

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (ARB 2014). As the second largest emitter of GHG emissions in the United States and 12th to 16th largest in the world, California contributes a significant quantity of GHGs to the atmosphere (California Energy Commission [CEC] 2006:i). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB 2014) (see Exhibit 4-1).

California Statewide 2009 Greenhouse Gas Inventory



Source: ARB 2014

Exhibit 4-1

2009 California Greenhouse Gas Emissions by Sector (2000–2012 Emissions Inventory)

Various aspects of constructing, operating, and eventually discontinuing the use of commercial and residential development will result in GHG emissions. Operational phase GHG emissions result from energy use associated with heating, lighting and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational phase emissions from other locations.

4.3 REGULATORY SETTING

Numerous federal, state, regional, and local laws, rules, regulations, plans, and policies define the framework that regulates and will potentially regulate climate change. The following discussion incorporated by reference from the City's General Plan Master EIR focuses on climate change requirements applicable to the proposed project.

4.3.1 FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

SUPREME COURT RULING ON CALIFORNIA CLEAN AIR ACT WAIVER

EPA is the agency responsible for implementing the federal Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007 that CO₂ is an air pollutant as defined under the CAA, and the EPA has the authority to regulate emissions of GHGs. However, no federal regulations or policies regarding GHG emissions are applicable to the proposed project. See the discussion of Assembly Bill (AB) 1493, below, for further information about the California Clean Air Act Waiver.

PROPOSED ENDANGERMENT AND CAUSE OR CONTRIBUTE FINDINGS FOR GREENHOUSE GASES UNDER THE FEDERAL CLEAN AIR ACT

On December 7, 2009, EPA adopted its *Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases* under the CAA (Endangerment Finding). The EPA Administrator found that atmospheric concentrations of GHGs endanger public health and welfare within the meaning of Section 202(a) of the CAA. The EPA Administrator also found that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare.

4.3.2 STATE PLANS, POLICIES, REGULATIONS, AND LAWS

ASSEMBLY BILL 1493

In 2002, then-Governor Gray Davis signed AB 1493 requiring the ARB develop and adopt, by January 1, 2005, regulations reduce GHGs emitted by passenger vehicles, light-duty trucks and noncommercial personal transportation vehicles. To meet the requirements of AB 1493, ARB approved amendments in 2004 to the California Code of Regulations (CCR) that added GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 (13 CCR 1900, 1961), and adoption of Section 1961.1 (13 CCR 1961.1) imposed new requirements on automobile manufacturers, beginning with the 2009 model year. Manufacturers were required to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicles.

EXECUTIVE ORDER S-3-05

Executive Order S-3-05, signed by Governor Schwarzenegger in 2005, proclaimed that California is vulnerable to the impacts of climate change. It established total GHG emission targets for the state, requiring statewide GHG emissions reductions to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050. To comply with Executive Order S-3-05, the Secretary of the California Environmental Protection Agency created the California Climate Action Team (CCAT), made up of members of various state agencies and commissions. CCAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In September 2006, Governor Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. Under AB 32, statewide GHG emissions must be reduced to 1990 levels by 2020. This reduction is to be accomplished through an enforceable statewide cap on GHG emissions, starting in 2013. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. AB 32 requires ARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves the reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

SENATE BILL 1368

Senate Bill (SB) 1368 of 2006 was the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a GHG performance standard for baseload generation from investor-owned utilities by February 1, 2007. CEC was required to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could exceed the GHG emission rate from a baseload combined-cycle natural gas fired plant. The legislation further required that all electricity provided to California, including imported electricity, be generated from plants that meet the standards set by the CPUC and CEC.

EXECUTIVE ORDER S-1-07

Executive Order S-1-07, signed by Governor Schwarzenegger in 2007, proclaimed that the transportation sector is the main source of GHG emissions in California, at more than 40% of statewide emissions. It established a goal to reduce the carbon intensity of transportation fuels sold in California by a minimum of 10% by 2020. This executive order also directed ARB to determine whether the state could adopt this Low Carbon Fuel Standard as a discrete early-action measure after meeting the mandates in AB 32. ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

SENATE BILL 97

SB 97, signed in August 2007, acknowledged that climate change is a prominent environmental issue that requires analysis under CEQA. This legislation directed the Governor's Office of Planning and Research to prepare, develop, and transmit to the California Natural Resources Agency by July 1, 2009, guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA. The California Natural Resources Agency adopted those guidelines on December 30, 2009, and the guidelines became effective on March 18, 2010. Among the revisions to the Guidelines were provisions allowing lead agencies to streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.

SENATE BILL 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires that each metropolitan planning organization (MPO) adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) to prescribe land use allocation in that MPO's regional transportation plan.

ARB, in consultation with the MPOs, was directed to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every 8 years; however, they can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

Under SB 375, ARB also must review each MPO's SCS or APS for consistency with its assigned targets. If an MPO does not meet its GHG emission reduction target, transportation projects in the area served by that MPO are not eligible for funding programmed after January 1, 2012. The Sacramento Area Council of Governments (SACOG) adopted its Metropolitan Transportation Plan/SCS (MTP/SCS) on April 19, 2012. The targets for the Sacramento region for per-capita passenger vehicle GHG emission reductions were 7% by 2020 and 16% by 2035 (compared to 2005 levels). SACOG's SCS demonstrates a 9.6% reduction by 2020 and 19.7% by 2035.

ASSEMBLY BILL 32, CLIMATE CHANGE SCOPING PLAN

On December 11, 2008, ARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a road map of ARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations (ARB 2009). The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions to meet the legislative mandate embodied in AB 32. The Scoping Plan also breaks down the reduction in GHG emissions that ARB recommends for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions through improved emissions standards for light-duty vehicles, establishment of a low carbon fuel standard, energy efficiency measures in buildings and appliances, a renewable portfolio standard for electricity production, and emissions reductions for medium- and heavy-duty vehicles.

The Scoping Plan recognizes local governments' land use planning and urban growth decisions affect GHG emissions. ARB further acknowledges that land use decisions will have large effects on GHG emissions from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural-gas-emission sectors.

CALIFORNIA CODE OF REGULATIONS TITLE 24, PART 6

CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

California's building efficiency standards are updated approximately every three years. New standards that increase energy efficiency requirements for residential and non-residential buildings compared to the 2008 standards went into effect on January 1, 2014.

4.3.3 REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

CITY OF SACRAMENTO GENERAL PLAN

On March 3, 2009, the Sacramento City Council adopted the Sacramento 2030 General Plan (2030 General Plan). The 2030 General Plan includes an Environmental Resources chapter that states the City's goal (Goal ER 6.1) of improving "health and sustainability of the community through improved regional air quality and reduced GHG emissions that contribute to climate change" (City of Sacramento 2009). The policies established under Goal ER 6.1 aim to reduce both criteria air pollutant and GHG emissions. While some policies specifically focus on air quality emissions and some on GHG emissions, implementation of most policies under Goal ER 6.1 would result in the reduction of both criteria air pollutant and GHG emissions. However, there are four policies specifically focused on GHG emissions:

- ▶ **Policy ER 6.1.7 (Greenhouse Gas Reduction Goal):** This policy requires the City to work with ARB to comply with the AB 32 Scoping Plan GHG reduction goals.
- ▶ **Policy ER 6.1.8 (Citywide Greenhouse Gas Assessment):** This policy requires the City to evaluate the GHG emissions associated with full buildout of the 2030 General Plan.
- ▶ **Policy ER 6.1.9 (Greenhouse Gas Reduction in New Development):** This policy requires the City to promote new development that reduces GHG emissions from all aspects of development (e.g., site planning, water consumption, energy consumption, transportation).
- ▶ **Policy ER 6.1.10 (Climate Change Assessment and Monitoring):** The policy requires the City to assess and monitor for effects of climate change.

Other policies and goals throughout the 2030 General Plan would also affect GHG emissions, such as those related to energy efficiency, water use efficiency, and reduction of vehicle trips and trip distances, among others.

CITY OF SACRAMENTO CLIMATE ACTION PLAN

To directly address the issue of climate change and GHG emissions, the City of Sacramento adopted its CAP on February 14, 2012. The CAP describes GHG emissions from uses and activities within the City and establishes policies, actions, and implementation measures to reduce existing and future GHG emissions. As part of the CAP development process, a baseline GHG emissions inventory for the year 2005 was created that determined the City of Sacramento generated approximately 4.1 MMT CO₂e in 2005. The CAP also established a GHG emissions reduction target of 15% below 2005 levels by the year 2020 and GHG reduction goals of 38% below 2005 levels by the year 2030 and 83% below 2005 levels by the year 2050. The CAP sets forth strategies and measures related to the following topics of GHG reduction:

- ▶ Strategy 1: Sustainable Land Use
- ▶ Strategy 2: Mobility and Connectivity

- ▶ Strategy 3: Energy Efficiency and Renewable Energy
- ▶ Strategy 4: Waste Reduction and Recycling
- ▶ Strategy 5: Water Conservation and Wastewater Reduction
- ▶ Strategy 6: Climate Change Adaptation
- ▶ Strategy 7: Community Involvement and Empowerment

The City intends to use the CAP to streamline CEQA review for projects that are determined to be consistent with the CAP, pursuant to Section 15183.5 of the State CEQA Guidelines.

4.4 IMPACTS AND MITIGATION MEASURES

4.4.1 THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant GHG emissions impact if implementation of the proposed project would conflict with the City’s CAP.

CLIMATE ACTION PLAN CONSISTENCY REVIEW CHECKLIST

As stated in State CEQA Guidelines Section 15064.3 and Appendix G, the significance criteria established by the applicable air quality management district may be relied on to make the above determinations. However, at the time of this writing, Sacramento Metropolitan Air Quality Management District (SMAQMD) has not adopted a significance threshold for analyzing GHG emissions associated with land use development or infrastructure projects. In light of the lack of an established GHG emissions threshold that would apply to the proposed project, SMAQMD suggests that lead agencies identify thresholds of significance applicable to a proposed project that are supported by substantial evidence and linked with the AB 32 reduction target (SMAQMD 2009:6-5). Compliance with the City’s CAP would ensure that the City meets the AB 32 reduction target. To ensure that development projects comply with the City’s CAP, the City of Sacramento developed a CAP Consistency Review Checklist intended to provide a streamlined review process per State CEQA Guidelines Section 15183.5 for proposed new development projects that are subject to CEQA review. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (City of Sacramento 2013). The City’s CAP Consistency Review Checklist asks questions to which “yes,” “no,” or “not applicable” responses with explanations are to be provided. The City also provides detailed guidance on how to answer the questions. The CAP Consistency Review Checklist questions are:

1. Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City’s 2030 General Plan?
2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?
3. Would the project incorporate traffic calming measures?
4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City’s Pedestrian Master Plan?

5. Would the project incorporate bicycle facilities consistent with the City’s Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?
6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)

4.4.2 ANALYSIS METHODOLOGY

Using the City’s CAP Consistency Review Checklist as a guide, this analysis evaluates whether the proposed project would comply with the City’s CAP. A “yes” or “not applicable” response to each of the CAP Consistency Review Checklist questions would result in a determination that the proposed project complies with the City’s CAP. A “no” response demonstrates the proposed project is not fully compliant with the City’s CAP and additional analysis would be required.

4.4.3 IMPACT ANALYSIS

IMPACT 4-1 *The proposed project would conflict with the City's Climate Action Plan without appropriate documentation to demonstrate the project's energy efficiency. With appropriate documentation submitted to the City, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions. Impact would be **cumulatively considerable** without appropriate documentation submitted to the City to demonstrate the project's energy efficiency.*

BACKGROUND

The proposed project would generate GHG emissions during construction through the use of heavy-duty construction equipment, material delivery trucks, and construction worker vehicles. Construction-related GHG emissions would be temporary in nature and would cease following completion of construction of the proposed project.

Following construction of the proposed project, long-term GHG emissions would be generated by the day-to-day operations of the proposed project. These operational GHG emissions would include both direct and indirect emissions. Direct GHG emissions are those that are generated at the point of consumption or activity. For example, natural gas combustion for space or water heating, and motor vehicle combustion of fuel for travel involve GHG emissions generated at the point of activity. Indirect GHG emissions are those that are generated as a result of, or in a different location than, the point of activity. A prime example of indirect GHG emissions is electricity consumption. Electricity consumed by the proposed project would be generated at a power plant that may be located many miles away from the project site and may be generated at a different time from when the electricity is consumed. Another example of indirect GHG emissions is the emissions generated by water conveyance. Water consumed at the project site has GHG emissions associated with the water treatment, conveyance, and wastewater treatment of that water. Those emissions are not generated instantaneously as the water is consumed or when a toilet is flushed, but are indirectly generated as a result of the water consumption.

The proposed project is located in the City of Sacramento, which has developed the CAP to reduce GHG emissions pursuant to AB 32. The City's CAP has developed a GHG emissions target to reduce emissions to 1990 levels by year 2020 (i.e., 15% below 2005 emission levels), which is consistent with the goal of AB 32. The City's CAP also seeks to reduce year 2030 emissions by 38% below 2005 levels and year 2050 emissions by 83% below 2005 levels. In order to achieve these emission reduction goals, the CAP outlines strategies, measures, and actions to contribute to the City's and state's GHG reduction goals. Phase 1 of the City's CAP focuses on the municipal operations where the City has full operational control. Phase 2 of the City's CAP focuses on using incentives, policies, strategies, public outreach, and other tools to reduce communitywide emissions, over which the City does not have direct operational control. Therefore, projects that are consistent with the City of Sacramento's CAP would not conflict with the City's efforts to reduce GHG emissions.

CLIMATE ACTION PLAN CONSISTENCY REVIEW CHECKLIST ASSESSMENT

The City has developed a CAP Consistency Review Checklist to determine if a project is consistent with the CAP (Appendix C). Projects that fulfill all of the requirements of the Consistency Review Checklist are considered to be consistent with the CAP. The following analysis presents each of the Consistency Review Checklist questions along with how the proposed project would or would not achieve its requirements.

1. Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan? (Project Answer: Yes)

The proposed project would be designed consistent with the zoning and land use designation of the project site. The project site is currently zoned as C-2-R-PUD (General Commercial, Review, Planning Unit Development) and designated by the 2030 Sacramento General Plan as Employment Center Mid-Rise. The proposed project is substantially consistent with the intent of the City General Plan. The project site is in an urban area surrounded by existing residential development and commercial uses. The proposed project would be an infill development project on the corner of a heavily traveled intersection and would replace a vacant car dealership with neighborhood-serving commercial uses. In addition, the proposed project would meet the minimum FAR requirement of 0.35:11 established for the project site. Therefore, the proposed project would be consistent with the FAR and density standards and this checklist criterion would be fulfilled.

2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average? (Project Answer: Yes)

According to the City's CAP Consistency Review Checklist (Exhibit 1: City of Sacramento Daily VMT/Capita, 2008 Base Year), the project site is located in an area likely to meet the 35% reduction standard based on its geographic location. Since the proposed project is located in the green area of the map, it can be assumed to contribute positively to achievement of a VMT/capita/day below 16, or 35% below the 2009 statewide average VMT/Capita/day. The City has determined that in areas depicted with green on the CAP Consistency Review Checklist, Exhibit 1, non-residential uses that are consistent with the land use diagram would provide the necessary mix of uses, including residential, commercial, retail, office, and industrial, to result in per capita VMT that meets the requirements of the CAP. The project location is an infill site, surrounded by residential development and other commercial uses. The proposed project would involve the construction of neighborhood serving commercial uses. One of the goals of the 2030 General Plan is to situate

neighborhood-serving uses in proximity to residential neighborhoods so that residents would have short trip lengths to purchase commercial goods and services, including the pharmaceuticals, groceries, and other retail goods that would be available at the proposed project. The proximity of surrounding residential areas to the project site suggests that trips to the project site would be shorter than if the proposed uses were not constructed at this location, and residents would be required to travel further, to make such shopping trips. Therefore, based on the City's planning and the analysis that is represented in the Checklist, Exhibit 1, this checklist criterion would be fulfilled.

3. Would the project incorporate traffic calming measures? (Project Answer: Not Applicable)

The CAP Consistency Review Checklist provides examples of traffic calming measures such as curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, and chicanes/chokers. The proposed project is located at the intersection of Howe Avenue and Fair Oaks Boulevard, two high-speed roadways. Howe Avenue is a 6-lane arterial while Fair Oaks Boulevard is a 4-lane arterial. These roadways are designed to carry high volumes of vehicles at high speeds. The City's CAP and the calculations supporting the City's CAP do not assume that traffic-calming measures would be implemented citywide, but rather in eligible neighborhoods. Traffic calming measures are typically imposed on projects and roadways where slower traffic speeds are desired. Due to the classification of Howe Avenue and Fair Oaks Boulevard as arterials, the City would not seek to slow traffic on those roadways. Therefore, this question is not applicable to the proposed project.

4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Project Answer: Yes)

The proposed project would include pedestrian connectivity on and around the site to allow customers and employees to use non-motor vehicle modes of transportation (e.g., walking, biking) to access the project site.

According to the Pedestrian Master Plan (PMP), street design should enhance and improve pedestrian safety and comfort, and encourage non-motorized travel modes. Potential enhancements noted in the PMP include such features as construction of wider sidewalks, creation of curbs and gutters, curb ramps, street lighting, landscaping closer to the street, or benches at bus stops. The project site already has a curb, gutter and sidewalk and overhead street lighting, consistent with existing City requirements. An existing Regional Transit bus stop on Howe Avenue, adjacent to the project site, includes a bench and bus shelter, and no changes to the bus stop are proposed. The proximity of the proposed project to this transit stop would encourage both employees and customers to use public transit to access the project site. The proposed project would add landscaping, including trees, to the project site and near the Howe Avenue sidewalk, thereby increasing the amount of landscaping adjacent to the existing sidewalk and pedestrian corridor, including areas between the bus stop and entryways to on-site proposed uses. In addition, a direct pedestrian connection from the future developed portions of the project site to the sidewalks at the Howe Avenue/Fair Oaks Boulevard intersection would encourage pedestrians in the area to continue walking to/from the project site to/from other uses in the vicinity because it would provide a more convenient connection of the site to the existing sidewalk network along Howe Avenue. The new pedestrian connection to the Regional Transit bus stop on Howe Avenue adjacent to the project site would facilitate access from the proposed project to the

Regional Transit bus stop and would encourage both employees and customers to use public transit to access the project site.

The proposed project would repair/reconstruct any deteriorated portions of the existing sidewalk frontage along Howe Avenue from Cadillac Drive to the corner of Howe Avenue and Fair Oaks Boulevard to ensure Americans with Disabilities Act (ADA) compliance. A new, six-foot-wide paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. Because the proposed project would include pedestrian enhancements consistent with the City's Pedestrian Master Plan, this checklist criterion would be fulfilled.

5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Project Answer: Not Applicable/Yes)

The City's Bikeway Master Plan shows there are no existing or proposed Class I (bike trail), Class II (on-street bike lanes), or Class III (on-street bike route signs and markings) bike facilities adjacent to or through the proposed project site. Therefore, the Bikeway Master Plan is not applicable to the proposed project.

The minimum standards set forth in the Zoning Code for bicycle parking for commercial services are one long-term bike space per 10,000 gross square feet of building, or two spaces, whichever is greater. CALGreen Section 5.106.4.2 requires long-term bicycle parking for 5% of visitor motorized vehicle parking capacity, with a minimum of one space. In addition, one short-term bike space is required per 2,000 gross square feet of building, or two spaces, whichever is greater. CALGreen Section 5.106.4.1 requires short-term bicycle parking within 200 feet of the building's entrance for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. The proposed project would construct commercial buildings totaling 66,170 square feet. Based on the minimum requirements for bicycle facilities, seven long-term and 33 short-term bicycle parking spaces would be required for the proposed project.

The proposed project would include seven bicycle locker spaces for use by onsite employees. The bicycle lockers would provide enclosed, secure bike parking consistent with the requirements in the Zoning Code and CALGreen Section 5.106.4.2. The bicycle lockers would likely be located on the side or rear of the proposed commercial buildings. As required by the Zoning Code and CALGreen Section 5.106.4.1, bike racks with parking for at least 33 bicycles within 200 feet of the front entrances of the commercial buildings would be included in the proposed project. These bike racks would be intended for use by visitors to the project site.

The proposed project would meet the bicycle parking requirements set forth in the Zoning Code. Therefore, this checklist criterion would be fulfilled.

6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2) (Project Answer: Yes)

Although the proposed project would not include on-site renewable energy systems, the City determined that a project could substitute an additional 15% energy efficiency in place of the on-site energy demand

requirement (Buford 2013). Implementation of Tier 1 energy efficiency measures would be sufficient to replace the requirement for on-site generation of 15% of proposed project energy requirements (Buford 2013).

The proposed project would be designed in compliance with the 2013 Title 24 Building Energy Efficiency Standards, effective January 1, 2014. This would be equivalent to current Tier 1 standards and represent a 15% reduction in the commercial buildings' combined space heating, space cooling, and water heating energy compared to the 2008 Title 24 Standards. In addition, the proposed project would include features, such as shade trees and landscaping, which would reduce the energy demand for air conditioning by reducing the heat island effect.

The proposed project would include other design features that would reduce energy demand, such as a white "cool roof;" plumbing fixtures that use less water; energy management systems that controls or turns off lights and heating, ventilation, and air conditioning (HVAC) equipment when not in use; zero/low volatile organic compounds (VOCs) in the carpet, paint, sealants, and tile; and recycling of construction waste materials.

Since the proposed project would be designed to meet Tier 1 energy efficiency requirements, this checklist criterion would be fulfilled with appropriate documentation submitted to the City.

The proposed project would fulfill all six of the City's CAP Consistency Review Checklist questions.

CONSISTENCY WITH 2030 GENERAL PLAN AND MASTER EIR GREENHOUSE GAS ASSESSMENT

Although the CAP Consistency Review Checklist has been developed to determine consistency with the CAP, it is also important to evaluate whether the proposed project would be consistent with the GHG evaluation included in the 2030 General Plan Master EIR. General Plan land use designations and zoning codes have been developed in order to guide balanced development throughout the City, and were the basis of the 2030 General Plan Master EIR consideration of GHG emissions. As discussed above, the proposed project is consistent with the zoning and land use designation for the project site and would not require a general plan amendment or rezoning of the project site. Therefore, the proposed project's GHG emissions have been considered by the 2030 General Plan Master EIR's GHG analysis.

As described in the General Plan Master EIR Mitigation Monitoring Plan, Attachment 1: 2030 General Plan – Policies and Implementation Measures that Mitigate Climate Change, there are several General Plan goals, policies, and implementation measures that would mitigate the effects of climate change. Promoting infill development (Policies LU 1.1.4, LU 1.1.5, and LU 2.6.2), orienting buildings toward the street to engage and complete the public realm (Policy LU 2.7.7), and having multi-modal access to commercial areas (Policy M 1.2.3) are examples of policies included in the City General Plan that apply to the proposed project and would reduce GHG emissions. Pursuant to these policies, the proposed project would be an infill project with multi-modal access (i.e., walking, biking, and public transit) to a supermarket and pharmacy (i.e., commercial land uses).

Furthermore, in addition to the six CAP Consistency Review Checklist questions, the proposed project would be consistent with other CAP Strategies, including but not limited to Strategy 1 (Sustainable Land Use) Measures 1 and 2. Measure 1 focuses on promoting sustainable growth patterns and infill development; development of the project site would be considered infill development. Measure 2 focuses on creating complete neighborhoods. The

proposed project is surrounded by multi-family residential to the south, north, and west. Hence, adding a pharmacy and other retail uses in proximity of these residential land uses could provide essential amenities at a closer distance than existing pharmacies and stores, which could allow more opportunities for non-motorized shopping trips (i.e., walking or biking) and/or reduce VMT for shopping trips. In addition, the proposed project is located within ¼-mile from a bus stop with three bus lines and that connects with Sacramento Regional Transit's Light Rail. Therefore, both customers and employees have an option of using public transit to reach the project site and access the larger Sacramento region (i.e., light rail).

The City's CAP Strategy 1 Measures 3 and 4 focus on increased bicycle and transit mode share, respectively. The proposed project, with its proximity to multi-family residences and transit stops, along with bicycle parking facilities would allow existing and future residents to use alternative modes of transportation to fulfill their shopping trips. Access to alternative modes of transportation would reduce the number of vehicle trips to the project site. Lastly, the proposed project would relocate and expand an existing CVS/pharmacy. The new building construction of the CVS/pharmacy and other commercial buildings would comply with all the basic energy requirements with respect to design and efficiency set forth in the City of Sacramento building code.

Therefore, it should be recognized that the proposed project is consistent with several aspects of the CAP with respect to planning and land use strategies. In addition, the proposed project is consistent with the 2030 General Plan and its Master EIR.

Residual Significance

Based on the information above, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to GHG emissions with appropriate documentation submitted to the City to demonstrate the project's energy efficiency. The impact is considered **less than cumulatively considerable** with the implementation of the following mitigation measure.

Mitigation Measure 4-1: Submit documentation to the City of Sacramento to demonstrate the project's energy efficiency.

The project applicant shall submit the following to the City: (a) building plans which demonstrate that the project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards.

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5 TRANSPORTATION AND CIRCULATION

5.1 INTRODUCTION

This chapter of the EIR analyzes the potential impacts of the proposed project on the surrounding transportation system including roadways, bicycle/pedestrian facilities, and transit facilities. This chapter identifies the significant impacts of the proposed project and recommends mitigation measures to lessen their significance. All technical calculations can be found in Appendix D of the EIR.

The proposed project is an anticipated subsequent project identified in the 2030 General Plan Master EIR. This EIR addresses only the proposed project's additional potentially significant environmental effects and any new or additional mitigation measures or alternatives that were not identified in the Master EIR. Specifically, the transportation and circulation analysis in this EIR will address the following impact categories:

- ▶ Intersections
- ▶ Roadway segments
- ▶ Construction-related traffic impacts
- ▶ Transit
- ▶ Bicycle facilities
- ▶ Pedestrian circulation

The cumulative impacts on roadway segments, transit, bicycle facilities, and pedestrian circulation from development associated with the general plan were identified and analyzed in the Master EIR, and this EIR reviews such issues on a project-specific basis only. Proposed project impacts on roadway segments were included in the traffic study to determine the proposed project's conformity with the Mobility Element of the 2030 General Plan; to confirm that no substantial new or additional information shows that the impacts on roadway segments and freeway segments are more significant than as described in the Master EIR, or shows the existence of feasible mitigation measures that would avoid or reduce significant effects on the roadway segments.

Given the proposed project's location within the City of Sacramento and its proximity to intersections and roadways maintained by Sacramento County, staff from both the City of Sacramento as well as Sacramento County provided input on the study locations. The study locations were selected based on the proposed project's expected travel characteristics (i.e., project location and amount of project trips) as well as facilities susceptible to being impacted by the proposed project. In addition to five intersections located within the City of Sacramento, County staff recommended analysis of four County intersections and two County roadway segments. They also recommended that the current configuration of the Howe Avenue/Cadillac Drive intersection, which allows only right-turns, remain in place in the future. In response to these comments, all intersections and roadway segments requested by the County were included in this traffic analysis.

This chapter analyzes the roadway, transit, bicycle, pedestrian, and construction components of the overall transportation system under the following scenarios:

- ▶ Existing
- ▶ Existing Plus Project
- ▶ Cumulative No Project

- ▶ Cumulative Plus Project

The following information was used to prepare this chapter:

- ▶ data from the latest regional travel demand model prepared for the Sacramento Area Council of Governments' (SACOG) Regional Transportation Plan/Sustainable Communities Strategy, which is inclusive of the City's General Plan;
- ▶ proposed project land use description and site plan;
- ▶ intersection count data collected by Fehr & Peers;
- ▶ intersection signal timings provided by Sacramento County and the City of Sacramento; and
- ▶ roadway segment daily count data provided by Sacramento County.

The City received several comment letters in response to the Notice of Preparation (NOP) for this EIR. Included in the comments were suggestions that the EIR should include analysis of the following:

- ▶ Adequacy of bicycle parking facilities (i.e., quantities of short- and long-term bike parking, bike parking designs, and locations of bike parking relative to building entrances) at the proposed pharmacy building and the proposed grocery building in compliance with the City's updated bicycle parking requirements (Ordinance No. 2012-043), and proposed project land use description and site plan;
- ▶ Adequacy of pedestrian and bicyclist safety features at the external intersections connecting the site to the surrounding streets;
- ▶ Impacts on bicycle traffic along Fair Oaks Boulevard caused by the proposed right-in, right-out entrance to the project site. Comments suggested that this entrance should be designed to protect bicyclists along Fair Oaks Boulevard from turning vehicles entering and exiting the project site;
- ▶ For the public and their elected representatives to make informed conclusions and decisions regarding new development, the full impacts to the health and safety of people should be evaluated. The analysis should include vehicle miles traveled, vehicle collisions, walking mode share, pedestrian hazards and safety; and
- ▶ Alternatives and mitigation measures for impacts to health and safety should also be identified.

5.1.1 Project Description

Refer to Chapter 2, "Project Description," for further discussion regarding the details of the proposed project. The information in this chapter focuses on details related to transportation and circulation. The proposed project would demolish an existing (vacant) 43,000-square-foot auto dealership building and construct an approximately 27,870 square-foot grocery store, an approximately 16,900-square-foot CVS/pharmacy with drive-through window, an approximately 1,500-square-foot fast food restaurant with drive-through window, and approximately 19,900 square feet of retail. CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space

at 400 Howe Avenue is 5,706 square feet. However, the traffic analysis does not subtract trips associated with this closure because it is reasonable to assume that its existing site would be occupied by a different retail use after the pharmacy is relocated.

Access to the project site is proposed from a new right-turn only driveway on Fair Oaks Boulevard, approximately 290 feet west of the Howe Avenue/Fair Oaks Boulevard intersection. Access would also be provided by driveways on Cadillac Drive west of the site and Cadillac Drive north of the site. The proposed project would allow the U-turn movement in the eastbound direction at Howe Avenue/Fair Oaks Boulevard intersection.

After the preparation of the traffic analysis, the project applicant proposed land use and site plan modifications of the proposed project. The traffic analysis assumes buildout of 50,880 square feet and a 16,500-square-foot CVS/pharmacy. The assumed land uses are estimated to generate a higher number of vehicle trips, thereby providing a more conservative approach in determining traffic impacts, as required under CEQA.¹

5.1.2 Study Area

The transportation and circulation study area shown on Exhibit 5-1 was selected based on the proposed project's expected travel characteristics (i.e., project location and amount of project trips) as well as facilities susceptible to being impacted by the proposed project. This figure also illustrates the number of lanes on key roadways within the study area. The following nine study intersections and two roadway segments were selected for this analysis.

STUDY INTERSECTIONS

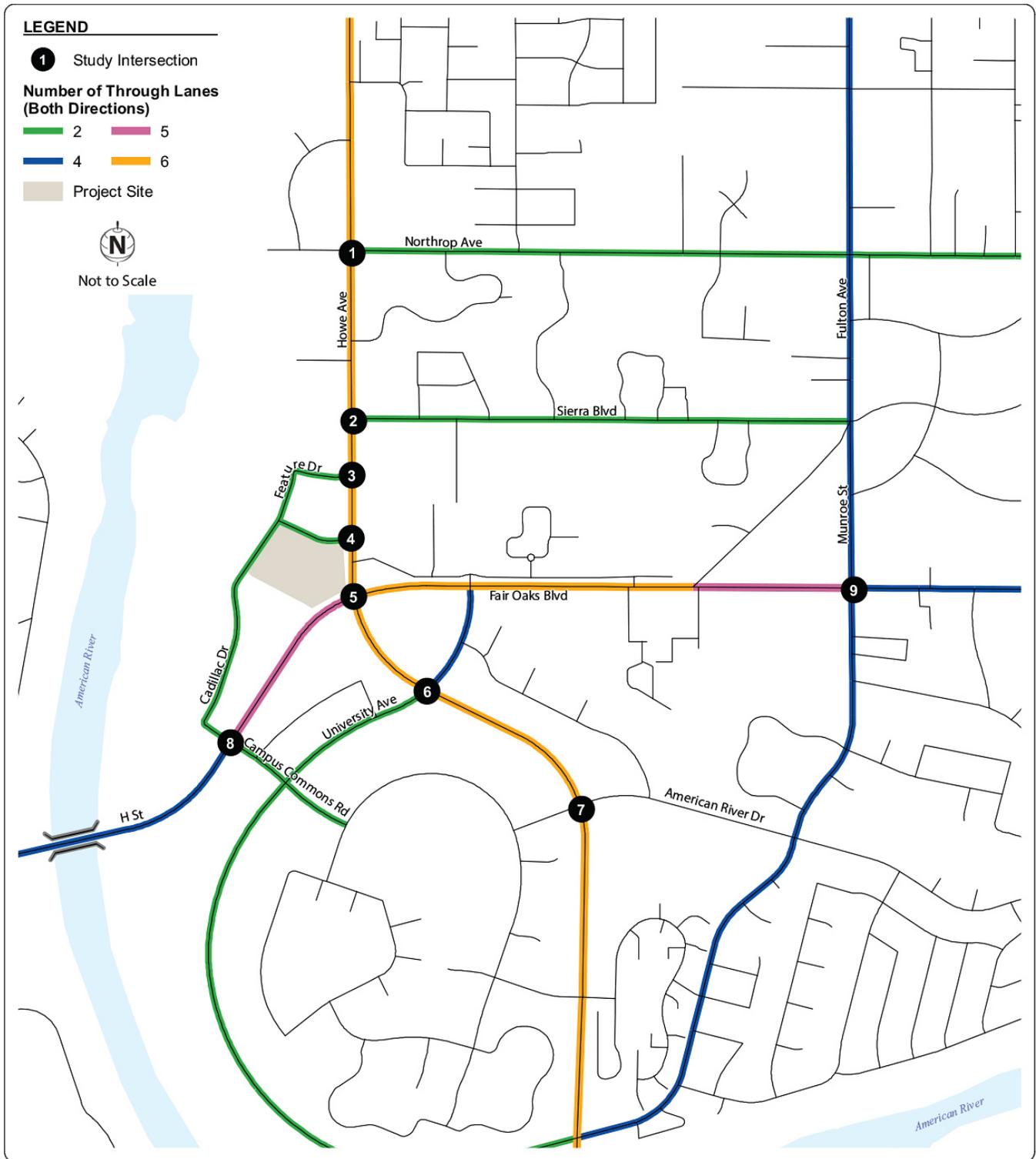
1. Howe Avenue/Northrop Avenue
2. Howe Avenue/Sierra Boulevard
3. Howe Avenue/Feature Drive
4. Howe Avenue/Cadillac Drive
5. Howe Avenue/Fair Oaks Boulevard
6. Howe Avenue/University Avenue
7. Howe Avenue/American River Drive
8. Fair Oaks Boulevard/Cadillac Drive/Campus Commons Road
9. Fair Oaks Boulevard/Munroe Street

STUDY ROADWAYS

1. Howe Avenue – north of Fair Oaks Boulevard
2. Fair Oaks Boulevard – east of Howe Avenue

Intersections 1-3 and 9 are maintained by Sacramento County, while the remaining intersections are maintained by the City of Sacramento. The two study roadways are under Sacramento County's jurisdiction.

¹ See Fehr & Peers Memorandum dated June 9, 2014 in Appendix D for trip generation comparison of the different land uses.



Source: Fehr & Peers 2013

Exhibit 5-1

Project Study Area

5.2 ENVIRONMENTAL SETTING

This section describes the environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. This section describes the existing condition of the roadway, bicycle/pedestrian, and transit systems.

5.2.1 Roadway System

The project site is located at the intersection on two important arterials in Sacramento. These roadways and other key facilities are described below.

- ▶ Howe Avenue – is a six-lane arterial within the study area. It is median-divided with a posted speed limit of 40 miles per hour (mph). Adjacent land uses include a variety of residential, professional, and retail uses. Howe Avenue begins at U.S. Highway 50 (U.S. 50) and extends in a northern direction through the study area into unincorporated Sacramento County.
- ▶ Fair Oaks Boulevard – begins at the American River Bridge and extends through the study area into unincorporated Sacramento County. West of Cadillac Drive, it consists of two lanes in each direction. Between Cadillac Drive and Howe Avenue, it has two westbound lanes and three eastbound lanes. It consists of three lanes in each direction east of Howe Avenue. It is median-divided with a posted speed limit of 40 mph. West of the study area, Fair Oaks Boulevard becomes J Street and provides access to the north entrance of the California State University, Sacramento (CSUS) campus.
- ▶ Cadillac Drive – is a two-lane collector street that begins at Fair Oaks Boulevard and extends in a northeasterly direction to Howe Avenue. It forms the north and west boundaries of the project site. It features on-street parking with a posted speed limit of 25 mph.

Within the study area, traffic signals exist along Howe Avenue (from north to south) at Northrop Avenue, Sierra Boulevard (1,340 feet to the south), Feature Drive (470 feet to the south), Fair Oaks Boulevard (940 feet to the south), University Drive (1,000 feet to the south), and American River Drive (1,570 feet to the south).

The three traffic signals on Howe Avenue to the north of the project site at Northrop Avenue, Sierra Boulevard, and Feature Drive are operated in coordination by Sacramento County. South of the project site, the traffic signals on Howe Avenue at University Drive and American River Drive are operated in coordination by the City of Sacramento. The traffic signal adjacent to the site at Howe Avenue/Fair Oaks Boulevard operates in an actuated, isolated (i.e., not coordinated) mode. During the p.m. peak-hour, cycle lengths frequently exceed two minutes.

5.2.2 Bicycle/Pedestrian System

The following types of bicycle facilities exist within the City of Sacramento:

- ▶ Multi-use paths (Class I) – are paved trails that are separated from roadways, and allow for shared use by both cyclists and pedestrians.
- ▶ On-street bike lanes (Class II) – are designated for use by bicycles by striping, pavement legends, and signs.
- ▶ On-street bike routes (Class III) – are designated by signage for shared bicycle use with vehicles but do not necessarily include any additional pavement width.

Exhibit 5-2 displays existing bicycle facilities within the project vicinity. As shown, no bicycle facilities are currently situated along the project's frontage. However, the (Class I) American River Bike Trail can be accessed by a connection located west of Cadillac Drive. A shoulder is provided on Howe Avenue south of Fair Oaks Boulevard. It is used by bicyclists, though it not striped or signed as a Class II lane.

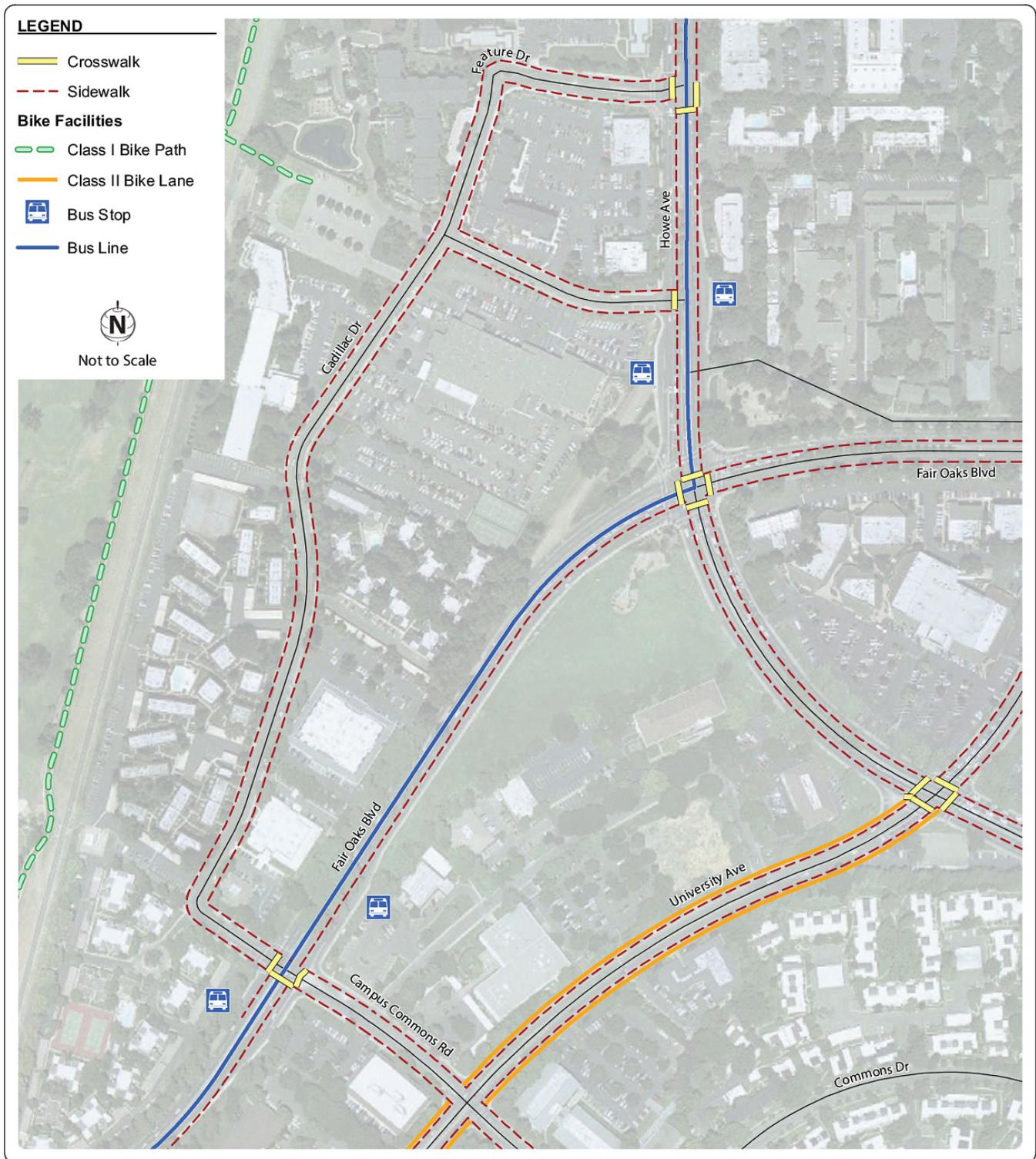
Exhibit 5-2 also displays existing pedestrian facilities within the project vicinity. As shown, sidewalks are continuous on most roadways in the study area, with a notable exception being the lack of sidewalks along the project's frontage on Fair Oaks Boulevard and extending westerly from the site. This exhibit also shows the location of crosswalks. As shown, the crosswalks are present at signalized intersections and include push-button pedestrian actuation.

Field surveys indicate moderate levels of pedestrian and bicycle activity along Howe Avenue and Fair Oaks Boulevard adjacent to the project site. At the Howe Avenue/Fair Oaks Boulevard intersection, counts in February 2012 recorded 9 bicycle and 36 pedestrian crossings during the a.m. peak-hour, and 17 bicycle and 36 pedestrian crossings during the p.m. peak-hour.

5.2.3 Transit System

Sacramento Regional Transit District (RT) provides public transit service in the study area, including two bus routes: Route 82 and Route 87. Bus stops in the study area are marked by a posted sign, with some stops also including a bus shelter or a bench. Exhibit 5-3 illustrates the existing transit stops within the study area. Details of the RT bus routes are described below:

- ▶ **Route 82** provides service between the University/65th Street Light Rail Station, CSUS Sacramento Transit Center, and American River College Transit Center. This route has a stop in the immediate vicinity of the project site (i.e., at Howe Avenue/Fair Oaks Boulevard intersection). It travels along portions of Fair Oaks Boulevard and Howe Avenue and runs on weekdays between 5 a.m. and 10:30 p.m., Saturdays between 6 a.m. and 10 p.m., and Sundays and holidays between 7 a.m. and 10 p.m. Headways are typically 30 minutes Monday through Friday, and 1 hour on weekends and holidays.
- ▶ **Route 87** travels almost the same route through the study area as Route 82. Whereas Route 82 proceeds east-west along Northrop Avenue, Route 87 continues north-south on Howe Avenue, connecting to destinations west of those accessed by Route 82. Route 87 has endpoints at the University/65th Street Light Rail Station in East Sacramento and the Marconi/Arcade Light Rail Station in South Natomas. It runs on weekdays between 6 a.m. and 8:30 p.m., Saturdays between 6 a.m. and 9 p.m., and Sundays and holidays between 7:30 a.m. and 7 p.m. Headways are typically the same as Route 82.



Source: Fehr & Peers 2013

Exhibit 5-2 Existing Bicycle/Pedestrian Facilities and Transit Routes/Stops

5.2.4 Analysis Methodologies

Each study roadway and intersection was analyzed using the concept of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

A SimTraffic micro-simulation model was developed for all study intersections except Fair Oaks Boulevard/Munroe Street (given its distance from the rest of the intersections). Analysis using SimTraffic is appropriate given the coordinated signal timing plans, spacing of signalized intersections, and overall levels of traffic in the corridor. SimTraffic considers the effects of signal coordination, vehicle queue spillbacks, lane changing, and other conditions on individual intersection and overall corridor traffic operations. It presents a variety of performance measures including average delay, LOS, percent of vehicle demand served during peak hours, average travel speed, and system-wide vehicle hours of delay. Per standard practice, ten SimTraffic runs were conducted with the results averaged to yield the reported condition. SimTraffic provides outputs consistent with the *Highway Capacity Manual* (HCM) (Transportation Research Board 2000). Table 5-1 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

| Table 5-1 Intersection Level of Service Definitions | | |
|--|---|--------------|
| Level of Service | Average Control Delay (seconds/vehicle) | |
| | Signalized | Unsignalized |
| A | 0 – 10.0 | 0 – 10.0 |
| B | 10.1 – 20.0 | 10.1 – 15.0 |
| C | 20.1 – 35.0 | 15.1 – 25.0 |
| D | 35.1 – 55.0 | 25.1 – 35.0 |
| E | 55.1 – 80.0 | 35.1 – 50.0 |
| F | > 80.0 | > 50.0 |

Notes:
¹ Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
² Applied at Intersections 1 – 8 based on SimTraffic model results.
Sources: *Highway Capacity Manual*, Transportation Research Board, 2000

For the Fair Oaks Boulevard/Munroe Street signalized intersection, LOS was calculated using the Circular 212 methodology, consistent with Sacramento County LOS policies. Circular 212 procedures use volume-to-capacity (V/C) ratio to determine LOS, as shown in Table 5-2.

**Table 5-2
Circular 212 Signalized Intersection Level of Service Definitions**

| Level of Service | Signalized Intersection V/C Ratio | General Description |
|------------------|-----------------------------------|--|
| A | < 0.60 | Little to no congestion |
| B | 0.61 – 0.70 | Limited congestion |
| C | 0.71 – 0.80 | Some congestion |
| D | 0.81 – 0.90 | Moderate congestion |
| E | 0.91 – 1.00 | Severe congestion |
| F | > 1.00 | Total breakdown with substantial queuing |

Notes: V/C = volume-to-capacity

¹ Circular 212 used to analyze Fair Oaks Boulevard/Munroe Street intersection.

Sources: *Circular 212, Interim Materials on Highway Capacity* (Transportation Research Board 1980)

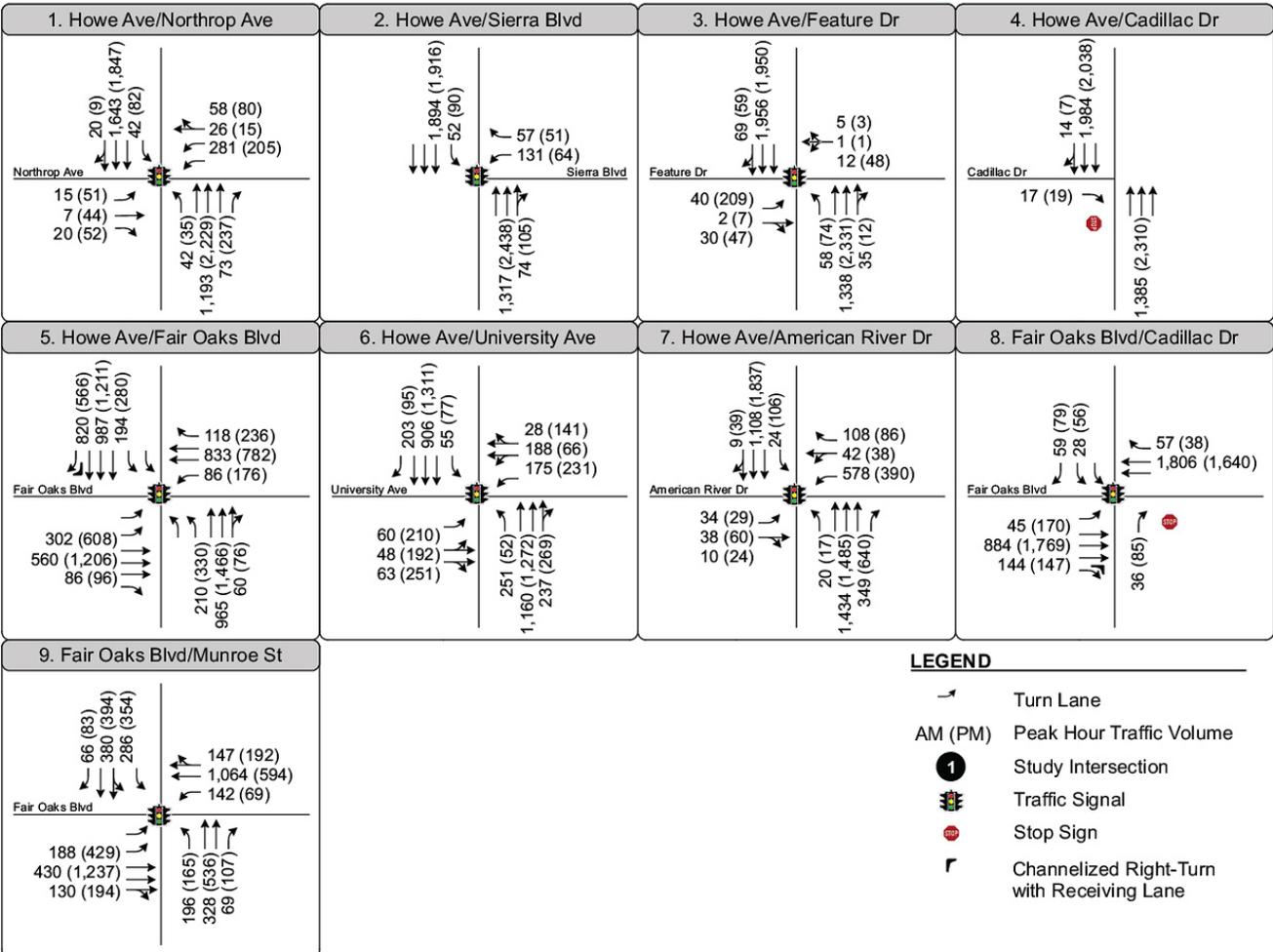
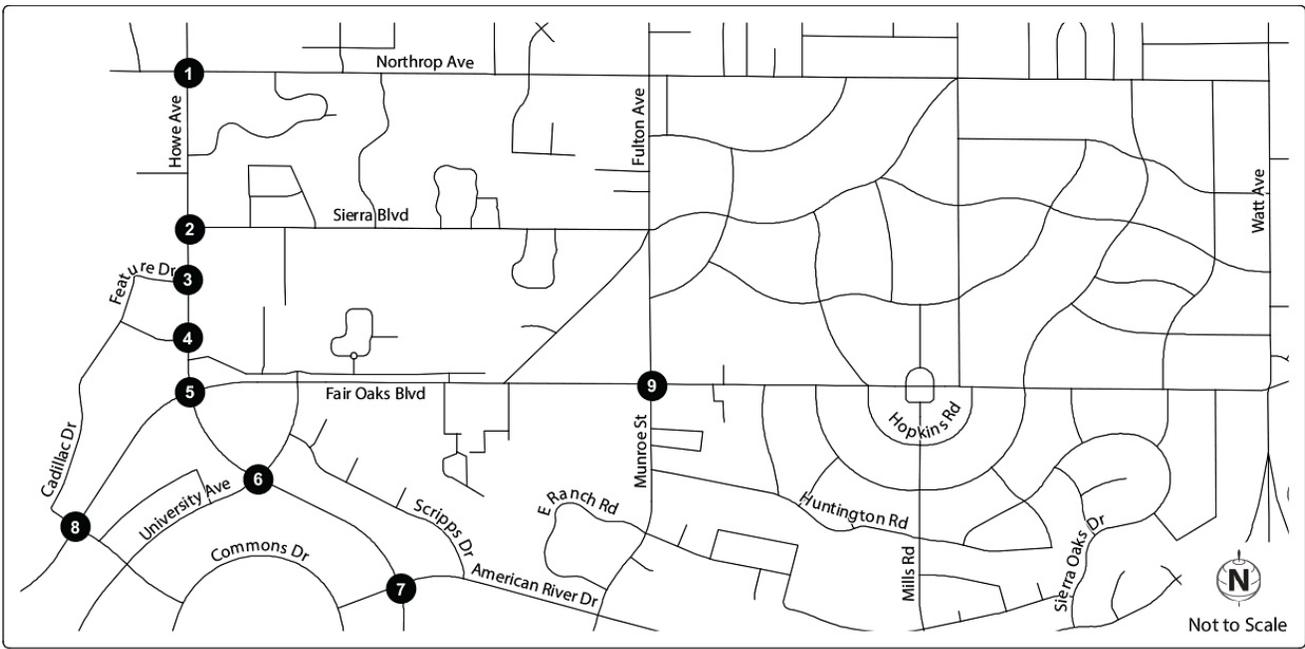
Roadway segment operations were analyzed using daily traffic volume LOS thresholds from the *Sacramento County General Plan (2011)*. The study segments of Fair Oaks Boulevard and Howe Avenue within the County are classified as six-lane moderate access control arterials, which can accommodate a maximum of 37,800 vehicles per day at LOS B, 43,200 vehicles per day at LOS C, 48,600 vehicles per day at LOS D, and 54,000 vehicles per day at LOS E.

5.2.5 Traffic Data Collection

Fehr & Peers conducted a.m. (7 – 9) and p.m. (4 – 6) peak period intersection turning movement counts on February 22, 2012 or September 11, 2012 at all study intersections. During the counts, weather conditions were generally dry, no unusual traffic patterns were observed, and CSUS and the Sacramento City Unified School District were in full session. The following sections summarize the results of the traffic operations analysis.

Average daily traffic (ADT) volumes on the two study roadways in Sacramento County were obtained from Appendix D of the *Sacramento County General Plan (2011)*. Howe Avenue north of Fair Oaks Boulevard was reported to carry 54,600 ADT and Fair Oaks Boulevard east of Howe Avenue was reported to carry 34,500 ADT.

Figure 5-3 displays the existing a.m. and p.m. peak-hour intersection turning movement volumes, traffic controls, and lane configurations. All study intersections were analyzed with a peak hour factor (PHF) of 1.0 per the *City of Sacramento Traffic Impact Analysis Guidelines* (February 1996). This value is consistent with Sacramento County analysis guidelines. In general, the a.m. peak-hour within the study area occurred from 7:30 to 8:30, and the p.m. peak-hour occurred from 4:30 to 5:30.



Source: Fehr & Peers 2013

Exhibit 5-3 Peak-Hour Traffic Volumes and Lane Configurations – Existing Conditions

The p.m. peak-hour volumes on Exhibit 5-3 represent “the amount served”, and not necessarily the demand. Part C of Appendix D contains a chart that displays the “cumulative distribution plot” of the traffic volume that departs the Fair Oaks Boulevard/Cadillac Drive intersection in the eastbound direction, and the eastbound traffic volume that passes through the Howe Avenue intersection. At 5 p.m., the volume departing Cadillac Drive was about equal to the volume passing through Howe Avenue. However, by 5:30 p.m., an additional 60 vehicles departed Cadillac Drive, but were not able to pass through Howe Avenue.

Key movements at the Howe Avenue/Fair Oaks Boulevard intersection worth noting include:

- ▶ SB Right-Turn: 820 a.m. peak-hour vehicles and 566 p.m. peak-hour vehicles
- ▶ EB Left-Turn: 302 a.m. peak-hour vehicles and 608 p.m. peak-hour vehicles

The southbound right-turn has a channelized turn pocket with its own receiving lane that merges with westbound Fair Oaks Boulevard 360 feet to the west. This configuration is able to accommodate the heavy a.m. peak-hour demand (toward CSUS) with little delay and limited queuing.

The eastbound left-turn volume is 608 p.m. peak-hour vehicles, which is accommodated by a dual left-turn lane with 530 feet of storage per lane. This volume is the approximate peak-hour capacity of this movement based on the current maximum green time (30 seconds), the intersection’s cycle length (frequently over 2 minutes), and queue spillback occurrences on northbound Howe Avenue. Field observations and review of traffic volumes indicate that capacity limitations for this movement have resulted in motorists using Cadillac Drive-to-Feature Drive to bypass the intersection to travel north on Howe Avenue. About 3/4 of the 170 p.m. peak-hour left-turns on Fair Oaks Boulevard at Cadillac Drive are trips destined to northbound Howe Avenue.

Traffic flows on Howe Avenue north of Fair Oaks Boulevard are fairly balanced during each peak hour. During the a.m. peak-hour, 59% of traffic is southbound. During the p.m. peak-hour, 53% of traffic is northbound.

5.2.6 Existing Levels of Service

STUDY INTERSECTIONS

Table 5-3 summarizes the existing peak-hour intersection operations at the study intersections. As shown, the Howe Avenue/Fair Oaks Boulevard intersection operates at LOS F during the p.m. peak-hour. Field observations during this period indicate that vehicular queues on the eastbound approach spill back to Cadillac Drive and beyond. Similarly, southbound Howe Avenue traffic approaching Fair Oaks Boulevard regularly spills back to Feature Drive. The results in this table take into consideration the effects of these queue spillbacks.

All study intersections within Sacramento County currently operate at LOS D or better.

STUDY ROADWAYS

The existing ADT on Howe Avenue north of Fair Oaks Boulevard corresponds to an LOS F condition. Although this operating condition may seem inconsistent with results in Table 5-3 for intersections 1-3, they can be explained by each of these intersections having modest levels of side-street traffic.

**Table 5-3
Intersection Operations – Existing Conditions**

| Intersection | Jurisdiction | Control ^{1,2} | Peak Hour | Level of Service | Average Delay or V/C Ratio ³ |
|--|--------------------|------------------------|--------------|------------------|---|
| Howe Avenue / Northrop Avenue | Sacramento County | Traffic Signal | a.m. p.m. | B C | 16.5 27.8 |
| Howe Avenue / Sierra Boulevard | Sacramento County | Traffic Signal | a.m. p.m. | C C | 20.1 25.5 |
| Howe Avenue / Feature Drive | Sacramento County | Traffic Signal | a.m. p.m. | B D | 17.8 41.2 |
| Howe Avenue / Cadillac Drive | City of Sacramento | Side-Street Stop | a.m. p.m. | A (F) B (F) | 5.9 (59.8) 13.3 (105.1) |
| Howe Avenue / Fair Oaks Boulevard | City of Sacramento | Traffic Signal | a.m. p.m. | D F | 40.6 91.1 |
| Howe Avenue / University Avenue | City of Sacramento | Traffic Signal | a.m. p.m. | D D | 35.7 50.3 |
| Howe Avenue / American River Drive | City of Sacramento | Traffic Signal | a.m. p.m. | C C | 28.3 26.4 |
| Fair Oaks Boulevard / Cadillac Drive / Campus Commons Road | City of Sacramento | Traffic Signal | a.m. p.m. | B B | 10.7 16.9 |
| Fair Oaks Boulevard / Munroe Street ³ | Sacramento County | Traffic Signal | a.m. p.m. | C C | 0.76 0.77 |

Notes: V/C = volume-to-capacity

¹ For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.

² For side-street stop controlled intersections, LOS and average delay for the overall intersection are reported first with the movement with the most delay reported in parentheses.

³ Operations analyzed using Circular 212. For this methodology, volume-to-capacity ratio (V/C) is reported instead of average seconds of delay.

Source: Fehr & Peers 2013

The ADT on Fair Oaks Boulevard east of Howe Avenue corresponds to LOS B.

5.3 REGULATORY SETTING

This section describes the federal, state, and local regulations, laws, plans, and policies pertaining to transportation that may be relevant to the proposed project.

5.3.1 Federal and State

No pertinent federal or state regulations, laws, plans, or policies applicable to the proposed project given the project type and location.

5.3.2 Local

CITY OF SACRAMENTO

The *Mobility Element of the City of Sacramento's 2030 General Plan* outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following level of service policy is relevant to this study:

M 1.2.2 The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

(c) Base Level of Service Standard – The City shall seek to maintain the following standards for all areas outside of multi-modal districts:

- Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

The *Mobility Element of the City of Sacramento's 2030 General Plan* also includes the following policies related to connectivity, walking, biking, transit, and parking that are relevant to this study:

M 1.3.1 The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably in a grid or modified grid.

M 2.1.1 All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

M 2.1.5 The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.

M 3.1.1 The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors.

M 3.1.16 The City shall require developer contributions for bus facilities and improvements.

M 4.3.1 The City shall continue wherever possible to design streets and improve development applications in such a manner as to reduce high traffic flows and parking problems within residential neighborhoods.

M 5.1.1 All proposed bikeway facilities shall be consistent with the applicable provisions of the Bikeway Master Plan.

- M 5.1.2 All proposed bikeway facilities are appropriate to the street classifications and types, traffic volume, and speed on applicable rights-of-way.
- M 5.1.4 The proposed project shall not result in conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks.
- M 6.1.1 The City shall ensure that appropriate parking is provided considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans.

The *City of Sacramento Pedestrian Master Plan* (2006) contains a number of goals and policies regarding the design of pedestrian facilities and measures to encourage their use. Figure 5-4 of this document identifies Fair Oaks Boulevard west of Howe Avenue as a “Pedestrian Street Corridor”. These facilities are targeted for upgraded pedestrian improvements.

The *City of Sacramento Existing and Proposed Bikeway Map* (updated October 2011) shows no planned new bicycle facilities along the project’s frontage.

COUNTY OF SACRAMENTO

Policy CI-9 contained in the Circulation Element of the *Sacramento County General Plan* (amended November 9, 2011) sets forth definitions for what is considered an acceptable level of service. The following excerpt from the level of service policy is relevant to this study:

Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measure that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.

The County road segments are urban roadways.

5.4 THRESHOLDS OF SIGNIFICANCE

In accordance with CEQA, the effects of a project are evaluated to determine if they would result in a significant adverse impact on the environment. For the purposes of this analysis, an impact is considered significant if implementation of the proposed project would have any of the effects described below.

The thresholds of significance in this analysis are based upon the current practice of the appropriate regulatory agency, either the City or the County. For most areas related to transportation and circulation, policies from the City of Sacramento 2030 General Plan have been used. Policies adopted by Sacramento County are used for the County's study intersections and roadways.

5.4.1 Intersections

A significant traffic impact would occur if:

- ▶ the traffic generated by the proposed project degrades operations at a City of Sacramento intersection from LOS D or better (without the proposed project) to LOS E or F (with the proposed project);
- ▶ the traffic generated by the project degrades operations at a Sacramento County intersection from LOS E or better (without the proposed project) to LOS F (with the proposed project); or
- ▶ the LOS (without proposed project) is unacceptable and project generated traffic increases the average vehicle delay by 5 seconds or more (City of Sacramento intersection) or increases the v/c ratio by 0.05 (Sacramento County intersection).

Consistent with City of Sacramento Traffic Impact Analysis Guidelines, for side-street stop-controlled intersections, the above criteria are applied for the overall intersection (and not the minor street movement with greatest delay).

5.4.2 Roadways

A significant traffic impact would occur if:

- ▶ the traffic generated by the project degrades operations at a Sacramento County roadway from LOS E or better (without the proposed project) to LOS F (with the proposed project);
- ▶ the LOS (without proposed project) is unacceptable and project generated traffic increases the V/C ratio by 0.05 at a Sacramento County roadway.

5.4.3 Transit

Impacts to the transit system are considered significant if the proposed project would:

- ▶ adversely affect public transit operations; or
- ▶ fail to adequately provide access to transit.

5.4.4 Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- ▶ adversely affect existing or planned bicycle facilities; or
- ▶ fail to adequately provide for access by bicycle.

5.4.5 Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

- ▶ adversely affect existing or planned pedestrian facilities; or

- ▶ fail to adequately provide for access by pedestrians.

5.4.6 Construction-Related Traffic Impacts

The proposed project would have a temporarily significant impact during construction if it would:

- ▶ degrade an intersection or roadway to an unacceptable level;
- ▶ cause inconveniences to motorists due to prolonged road closures; or
- ▶ result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

5.5 IMPACTS AND MITIGATION MEASURES

5.5.1 ANALYSIS METHODOLOGY

This section describes the analysis techniques, assumptions, and results used to identify the significant impacts of the proposed project on the transportation system. This section first describes the anticipated travel characteristics of the proposed project (refer to Exhibit 5-4 for project site plan). It then presents the expected conditions of the transportation system with the addition of the proposed project.

TRIP GENERATION

Table 5-4 shows the gross trip generation of the proposed project based on trip rates published in *Trip Generation* (Institute of Transportation Engineers 2008). Adjustments to the trip generation totals were made to reflect “pass-by” trips, which enter the site en-route to a different primary destination. Pass-by trips do not add new trips to the study roadways/intersections (beyond the proposed project limits), but are taken into account when driveway operations are considered.

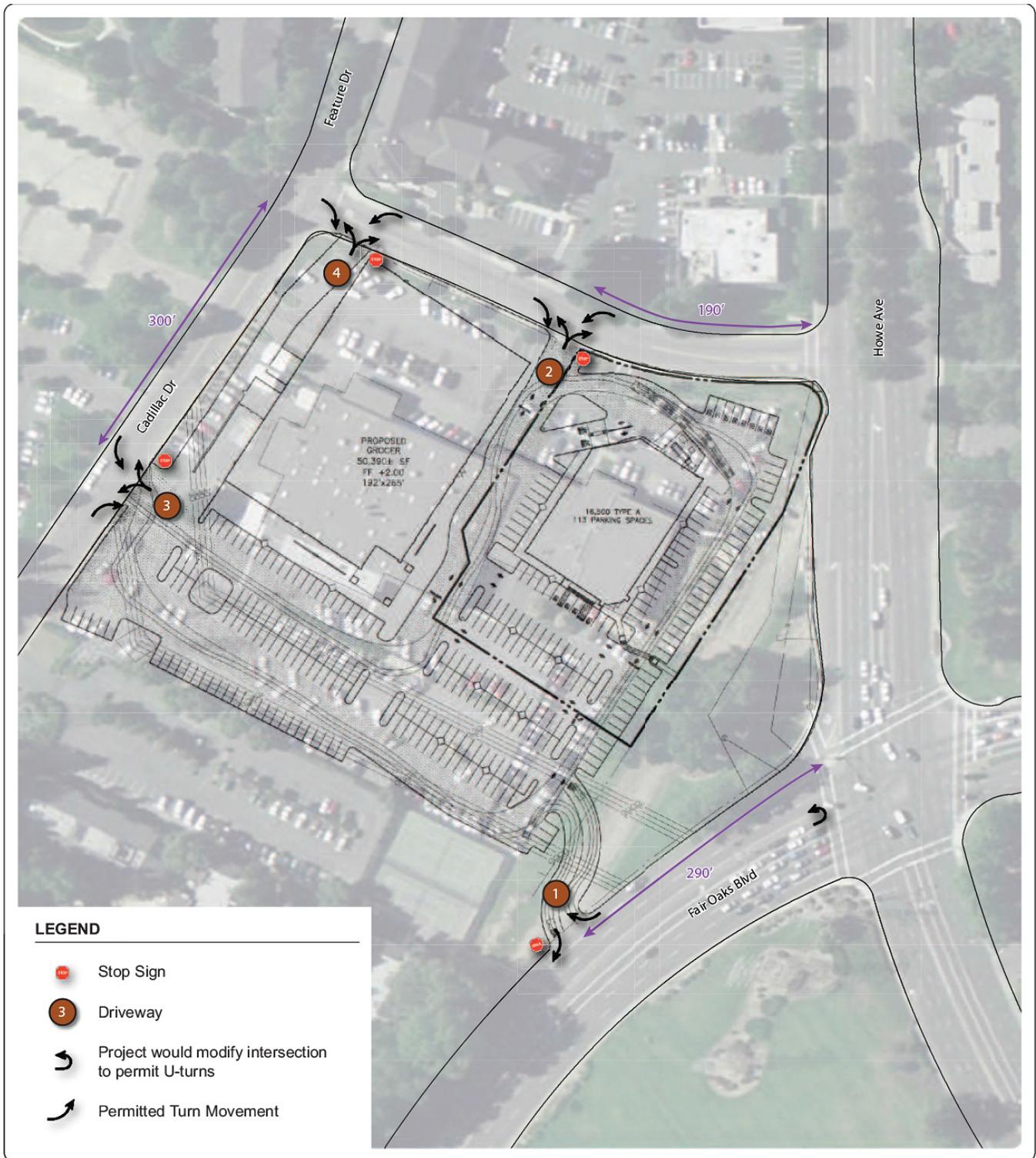
| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
|-----------------------------|-----------|-------------------|------------------------|----------------|----------------|--------------|----------------|-----------|------------|----------------|------------|------------|
| | | | Daily | a.m. Peak-Hour | p.m. Peak-Hour | Daily | a.m. Peak-Hour | | | p.m. Peak-Hour | | |
| | | | | | | | In | Out | Total | In | Out | Total |
| Supermarket | 50.88 ksf | 850 | 102.24 | 3.59 | 11.22 | 5,202 | 112 | 71 | 183 | 291 | 280 | 571 |
| Pharmacy with drive-through | 16.5 ksf | 881 | 88.16 | 2.66 | 10.35 | 1,455 | 25 | 19 | 44 | 85 | 86 | 171 |
| Gross Trips | | | | | | 6,657 | 137 | 90 | 227 | 376 | 366 | 742 |
| Pass-by Trips ² | | | | | | -1,198 | -25 | -16 | -41 | -135 | -132 | -267 |
| New Trips | | | | | | 5,459 | 112 | 74 | 186 | 241 | 234 | 475 |

Notes: ksf = thousand square feet.

¹ Trip rates from *Trip Generation* (Institute of Transportation Engineers 2008). Fitted curve equation used to estimate p.m. peak-hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during p.m. peak-hour based on *Trip Generation Handbook, 4th Edition* (Institute of Transportation Engineers 2004). Pass-by for a.m. and daily conditions conservatively assumed to be 18%.

Source: Fehr & Peers 2013



Source: Fehr & Peers 2013

Exhibit 5-4

Proposed Project Site Plan

After accounting for pass-by trips, the proposed project is expected to generate approximately 5,460 new daily vehicle trips with 186 trips during the a.m. peak-hour and 475 trips during the p.m. peak-hour.

TRIP DISTRIBUTION/ASSIGNMENT

Expected distribution of project trips was based on a review of existing turning movement patterns, output from a project-only assignment of the SACOG travel demand model, and locations of competing land uses such as other pharmacies and grocery stores. Exhibit 5-5 shows the expected distribution of project trips. Because the study area is effectively built out, this same distribution was assumed for both existing and cumulative conditions.

The project applicant proposes a modification to the Howe Avenue/Fair Oaks Boulevard intersection to permit eastbound u-turns. An adequate amount of width (a minimum of 44 feet measured from the right side of the left/u-turn lane to the raised triangular island) is provided in the westbound receiving lanes to accommodate this movement. However, it is currently prohibited by signage. Since this modification is part of the project application, it was assumed in place for the analysis of existing plus project and cumulative conditions. In addition, narrow raised skip striping that currently exists on westbound Fair Oaks Boulevard in the vicinity of the free right-turn from southbound Fair Oaks Boulevard was assumed to be removed so that motorists on Fair Oaks Boulevard could access the project driveway.

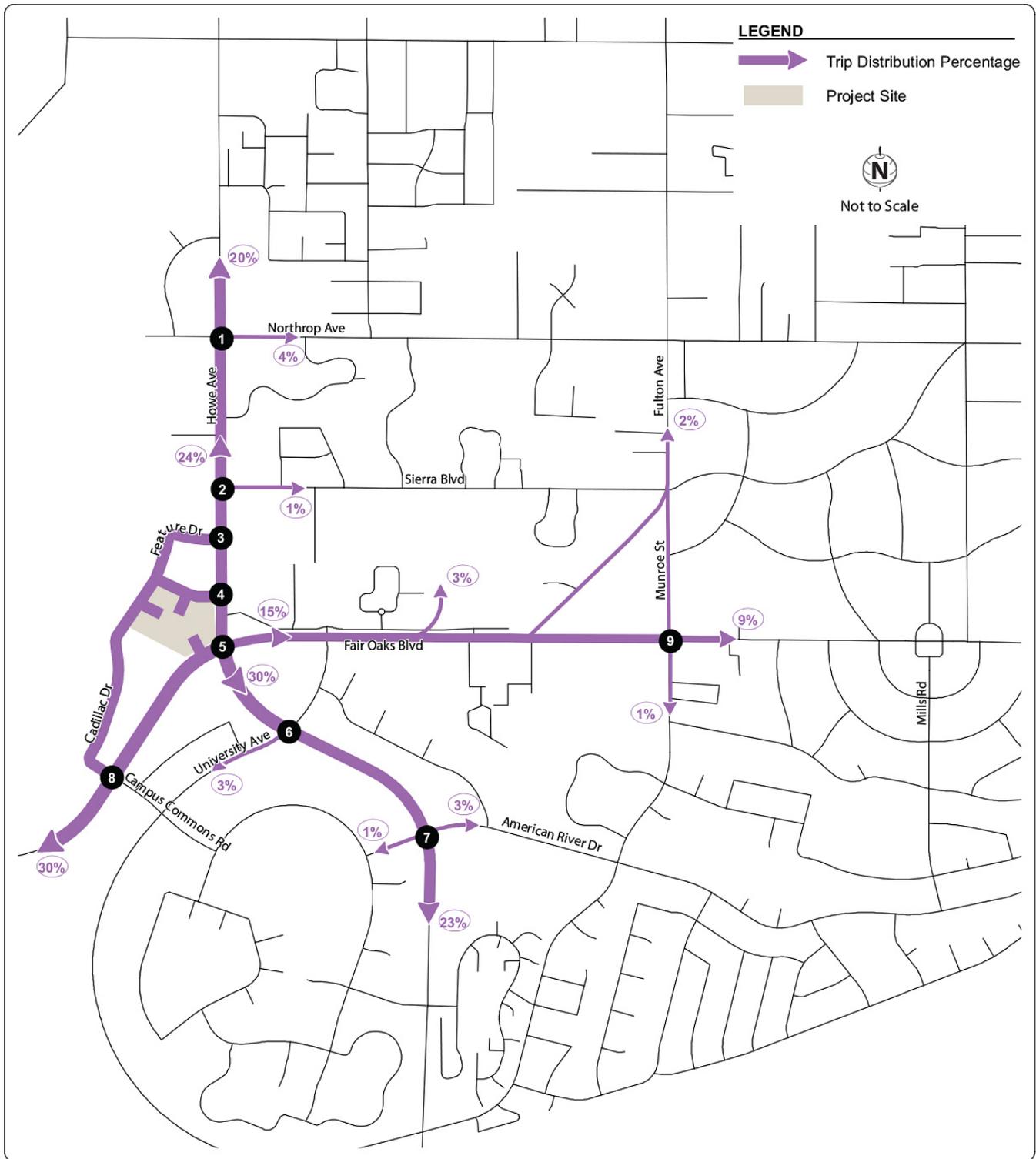
Project trips were assigned to study intersections and roadways in accordance with the previously discussed trip generation and distribution methodologies. Project trips were assigned to project access driveways in accordance with a number of factors including driveway location and permitted turning movements, areas with heavy congestion/queuing, and other considerations. Exhibit 5-6 shows the assignment of project trips. Key aspects of the project-only assignment include the following:

- ▶ Inbound project trips on eastbound Fair Oaks Boulevard can either turn left at Cadillac Drive or perform a u-turn at Howe Avenue to enter the project's right-in/right-out only driveway. The relative use of each route considers the extent of eastbound left/u-turn queuing balanced against the likelihood that drivers are aware that Cadillac Drive provides access to the site.
- ▶ Outbound project trips destined for northbound Howe Avenue can either turn right from Cadillac Drive onto Howe Avenue and perform a u-turn or travel northerly on Feature Drive and turn left onto Howe Avenue. The relative use of each route considers the extent of southbound Howe Avenue vehicle queuing (and challenges accessing the left/u-turn lanes) balanced against the likelihood that drivers are aware that Feature Drive can be taken to access Howe Avenue.

The expected level of traffic using each route during a given peak hour is shown on Exhibit 5-6.

EXISTING PLUS PROJECT CONDITIONS

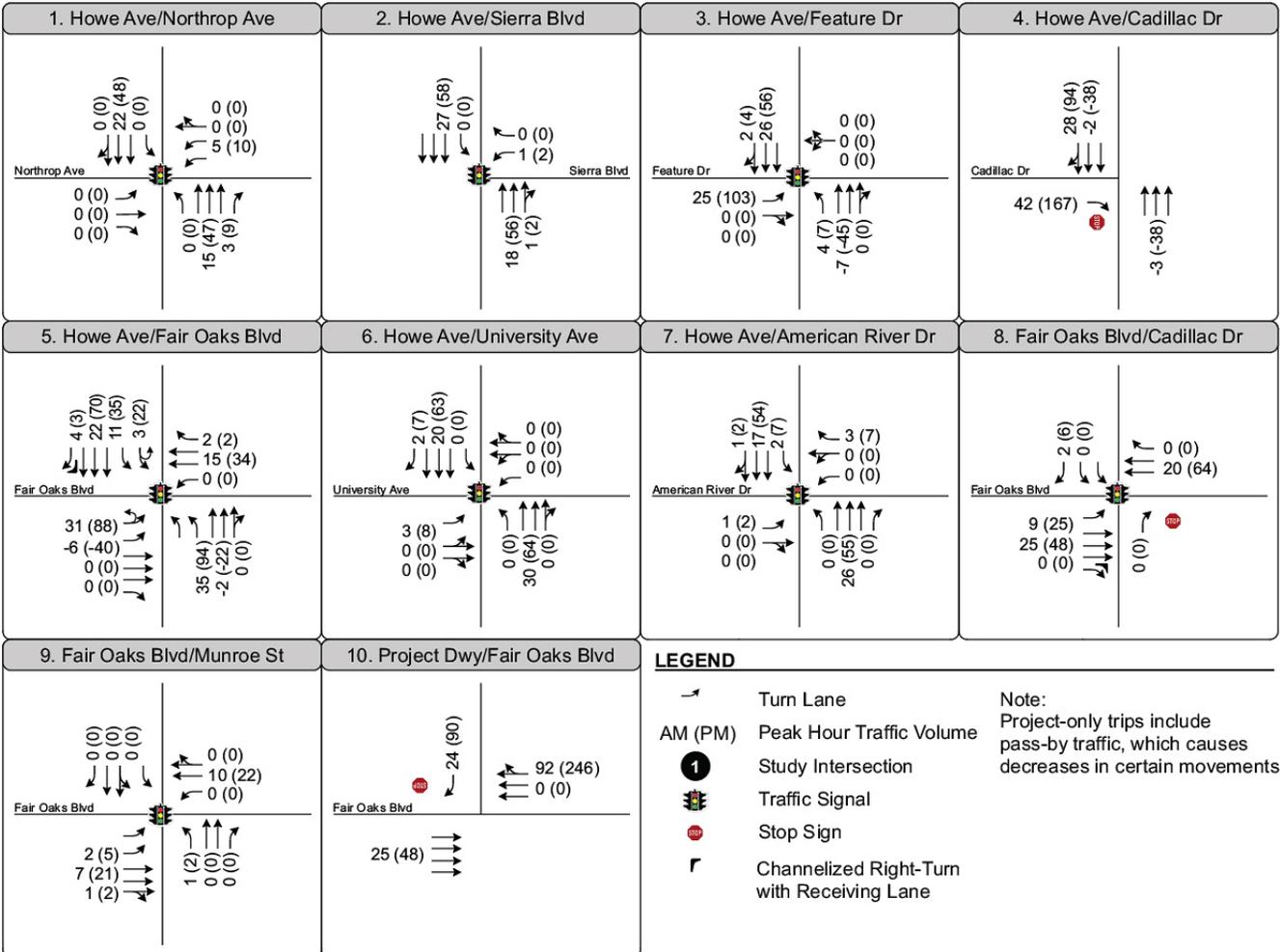
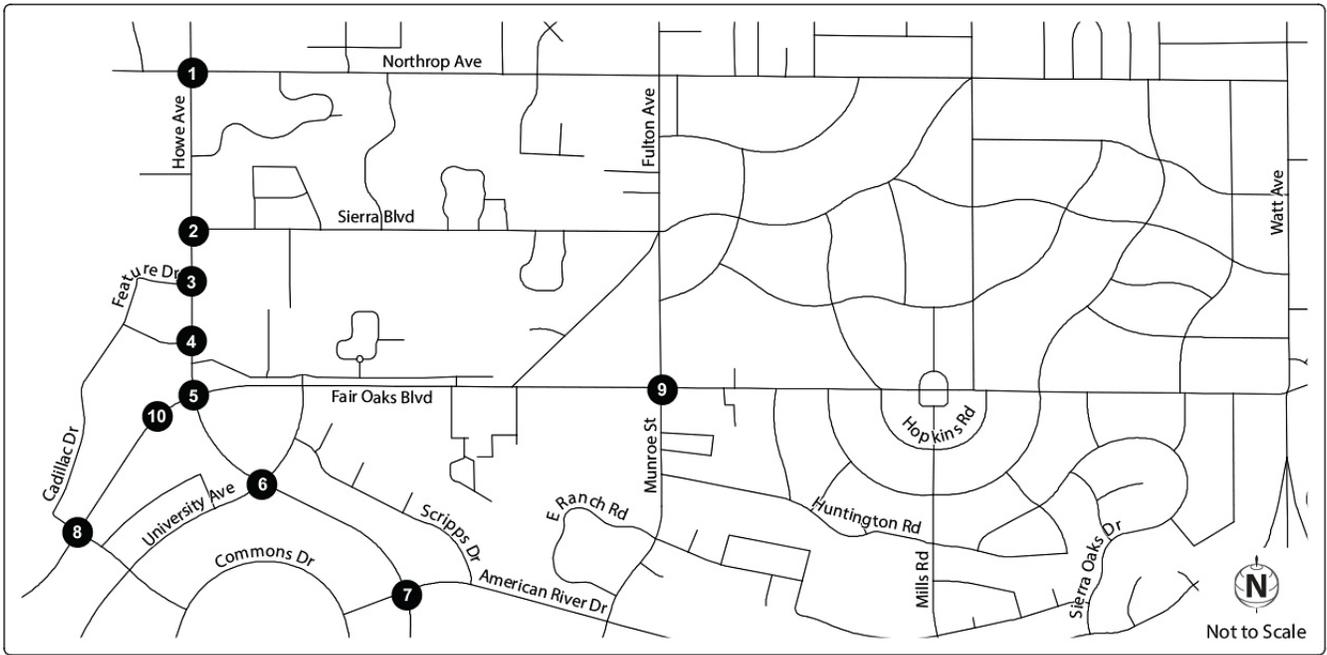
Project-only trips were added to the existing volumes to yield "existing plus project" conditions. Traffic forecasts associated with this scenario is illustrated on Exhibit 5-7. This figure also shows the amount of traffic entering/exiting the project driveway on Fair Oaks Boulevard.



Source: Fehr & Peers 2013

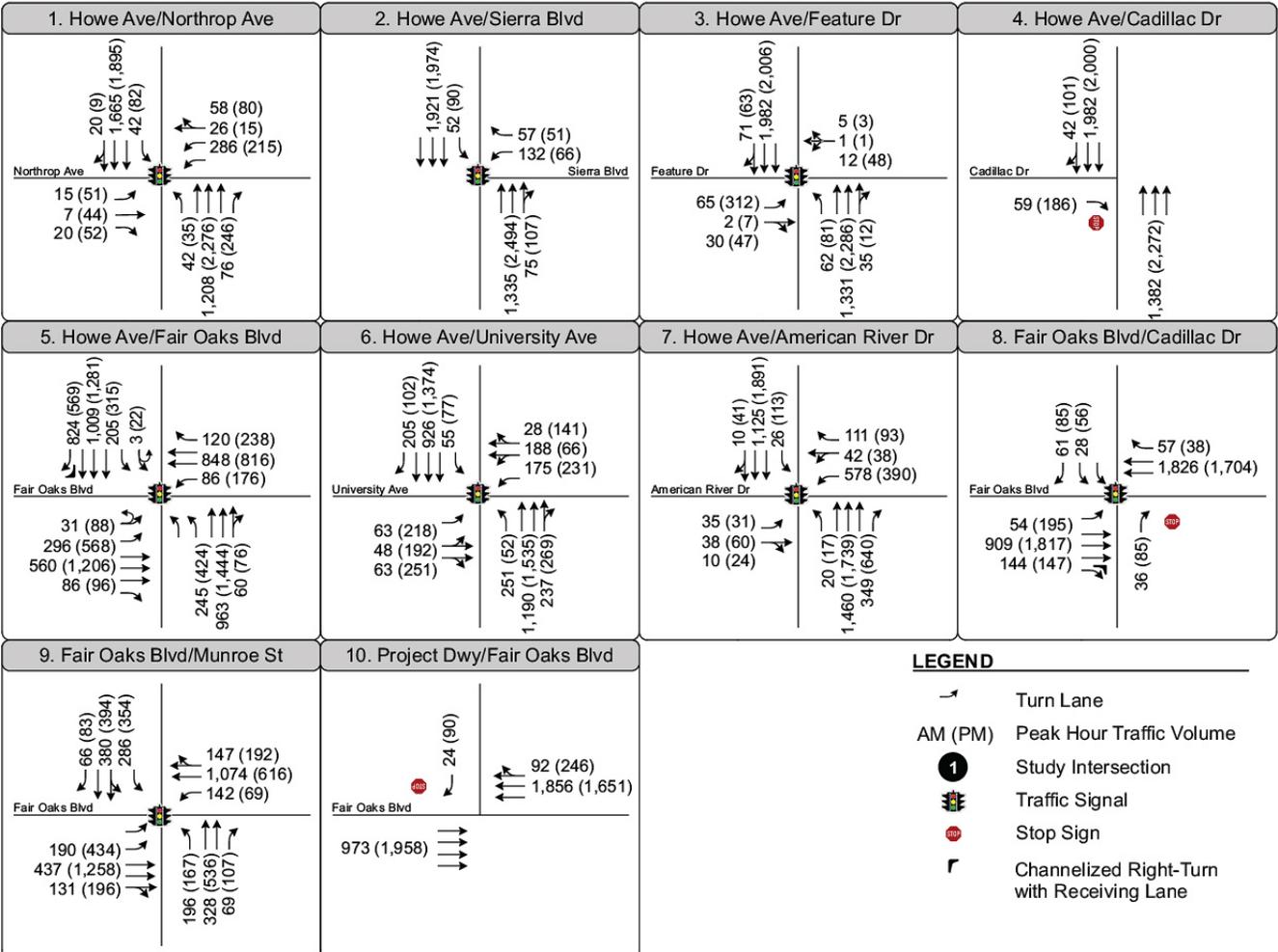
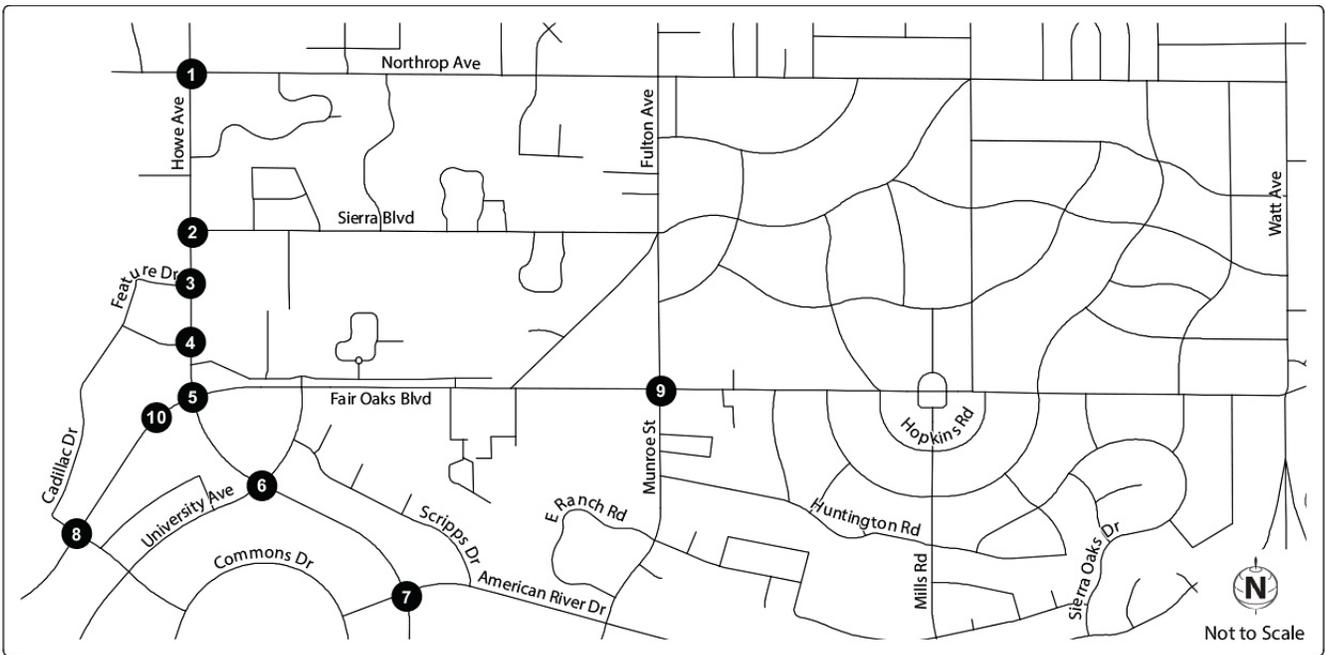
Exhibit 5-5

Project Trip Distribution



Source: Fehr & Peers 2013

Exhibit 5-6 Peak-Hour Traffic Volumes and Lane Configurations – Project-Only Trips



Source: Fehr & Peers 2013

Exhibit 5-7 Peak-Hour Traffic Volumes and Lane Configurations – Existing Plus Project Conditions

Table 5-5 summarizes the peak-hour intersection operations at the study intersections under existing plus project conditions. As noted previously, the analysis assumes that the Howe Avenue/Fair Oaks Boulevard intersection is modified to permit eastbound u-turns. No other modifications are made or assumed at any other study intersections. This table also shows operations at the project's right-in/right-out only driveway on Fair Oaks Boulevard.

| Table 5-5 Intersection Operations – Existing Plus Project Conditions | | | | | |
|---|--------------------|-------------------------------|--------------|---|---|
| Intersection | Jurisdiction | Control | Peak-Hour | Level of Service – Average Delay (V/C Ratio) ¹ | |
| | | | | Existing Conditions | Existing Plus Project |
| 1. Howe Avenue / Northrop Avenue | Sacramento County | Traffic Signal | a.m. p.m. | B – 16.5 C – 27.8 | B – 17.4 C – 27.5 |
| 2. Howe Avenue / Sierra Boulevard | Sacramento County | Traffic Signal | a.m. p.m. | C – 20.1 C – 25.5 | C – 29.7 C – 20.1 |
| 3. Howe Avenue / Feature Drive | Sacramento County | Traffic Signal | a.m. p.m. | B – 17.8 D – 41.2 | C – 21.5 E – 70.4 |
| 4. Howe Avenue / Cadillac Drive | City of Sacramento | Side-Street Stop ² | a.m. p.m. | A (F) – 5.9 (59.8) B (F)–13.3 (105.1) | A (F) – 8.3 (68.9) C (F) – 24.3 (>180) |
| 5. Howe Avenue / Fair Oaks Boulevard | City of Sacramento | Traffic Signal | a.m. p.m. | D – 40.6 F – 91.1 | D – 46.8 F – 116.3 |
| 6. Howe Avenue / University Avenue | City of Sacramento | Traffic Signal | a.m. p.m. | D – 35.7 D – 50.3 | D – 35.1 E – 59.4 |
| 7. Howe Avenue / American River Drive | City of Sacramento | Traffic Signal | a.m. p.m. | C – 28.3 C – 26.4 | C – 31.4 C – 27.2 |
| 8. Fair Oaks Boulevard / Cadillac Drive/Campus Commons Road | City of Sacramento | Traffic Signal | a.m. p.m. | B – 10.7 B – 16.9 | B – 10.8 C – 26.1 |
| 9. Fair Oaks Boulevard / Munroe Street ³ | Sacramento County | Traffic Signal | a.m. p.m. | C – 0.76 C – 0.77 | C – 0.76 C – 0.78 |
| 10. Fair Oaks Boulevard / Project Driveway | City of Sacramento | Side-Street Stop ² | a.m. p.m. | Does Not Exist | A (F) – 7.4 (59.9) A (D) – 6.4 (25.6) |
| Notes: V/C = volume-to-capacity | | | | | |
| ¹ For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. | | | | | |
| ² For side-street stop controlled intersections, LOS and average delay for the movement with the most delay are reported in parentheses along with the overall intersection delay. | | | | | |
| ³ Operations analyzed using Circular 212. For this methodology, volume-to-capacity ratio (V/C) is reported instead of average seconds of delay. | | | | | |
| Bold: Impact from the proposed project | | | | | |
| Output shown as "> 180" because volumes exceed model limits, thereby resulting in unreasonable delay estimates. | | | | | |
| Source: Fehr & Peers 2013 | | | | | |

During the a.m. peak-hour, the proposed project would cause the Howe Avenue/Feature Drive intersection to worsen from LOS B to C. However, no other LOS reductions would occur. Average delay at the Howe Avenue/Fair Oaks Boulevard intersection would increase from 41 to 47 seconds per vehicle, maintaining LOS D operations.

During the p.m. peak-hour, the proposed project would cause the following noteworthy degradations in traffic operations. As described later in Project-specific Impacts and Mitigation Measures section, some but not all of these degradations are considered significant impacts based on the significance criteria of the applicable agency:

- ▶ Howe Avenue/Fair Oaks Boulevard – LOS F operations are exacerbated (delay increases from 91 to 116 seconds per vehicle).
- ▶ Howe Avenue/University Drive – operations worsen from LOS D to E (delay increases from 50 to 59 seconds per vehicle).
- ▶ Howe Avenue/Feature Drive – operations worsen from LOS D to E (delay increases from 41 to 70 seconds per vehicle).
- ▶ Howe Avenue/Cadillac Drive – delay on minor street right-turn only movement increases from 105 to over 180 seconds per vehicle.

Table 5-6 displays the 95th percentile queue lengths under existing and existing plus project conditions for key turning movements within the study area. During the p.m. peak-hour, the proposed project causes substantial increases in queuing at the following locations:

- ▶ Eastbound Feature Drive left-turn at Howe Avenue: Queue increases from 300 to 940 feet. This is caused by the proposed project adding 103 p.m. peak-hour left-turns, causing the total volume to increase from 209 to 312 vehicles. The maximum green time for this phase is about 18 seconds, which contributes to the lengthy queuing. A recommendation for addressing this queuing issue is discussed later in this chapter in “Project Specific Impacts and Mitigation Measures” section.
- ▶ Eastbound Cadillac Drive right-turn at Howe Avenue: Queue increases from 50 to 390 feet. This is caused by the proposed project adding 167 p.m. peak-hour right-turns. This movement incurs substantial delays and queuing due to the lack of gaps in southbound Howe Avenue through traffic. Queued vehicles would spill back to the project driveway on Cadillac. A site access recommendation for this condition is discussed later in this chapter in “Site Access Evaluation and Internal Circulation” section.
- ▶ Eastbound Fair Oaks Boulevard through movement at Cadillac Drive: Queue increases from 350 to 1,000 feet. This is caused by the proposed project adding a combined 73 p.m. peak-hour vehicles to the inside through lane. The increase in queuing is due in part to this added traffic, but also slight reductions in eastbound left-turn capacity at the Howe Avenue/Fair Oaks Boulevard intersection due to the introduction of u-turns.
- ▶ Southbound Howe Avenue/Sierra Boulevard: The proposed project would cause an increase in southbound queuing at the Howe Avenue/Sierra Boulevard intersection during the a.m. peak-hour. This is due to project traffic being added to the heavily used outside travel lane (occupied by motorists in advance of turning right onto westbound Fair Oaks Boulevard).

**Table 5-6
95th Percentile Queue Lengths – Existing Plus Project Conditions**

| Intersection | Movement | Storage Length (ft.) | Peak-Hour | Existing Conditions (ft.) | Existing Plus Project (ft.) |
|--------------------------------------|--------------------|----------------------|--------------|--------------------------------------|--------------------------------------|
| Howe Avenue / Fair Oaks Boulevard | Northbound Left | 280 per lane | a.m. p.m. | 160 610 ⁵ | 170 660 ⁵ |
| | Southbound Right | 180 | a.m. p.m. | 510 ⁵ 760 ⁵ | 670 ⁵ 810 ⁵ |
| Howe Avenue / Cadillac Drive | Eastbound Right | 190 ¹ | a.m. p.m. | 40 50 | 110 390 |
| Howe Avenue / Feature Drive | Eastbound Left | 120 ² | a.m. p.m. | 70 300 | 90 940 |
| Howe Avenue / Sierra Boulevard | Southbound Through | 1,330 ³ | a.m. p.m. | 690 760 | 1,040 610 |
| Fair Oaks Boulevard / Cadillac Drive | Southbound Right | 120 per lane | a.m. p.m. | 70 70 | 60 80 |
| | Eastbound Left | 160 | a.m. p.m. | 80 190 | 80 430 ⁵ |
| | Eastbound Through | N/A ⁴ | a.m. p.m. | 120 350 | 100 1,000 |

Notes: ft. = feet

¹ Storage shown is the distance from Howe Avenue to project driveway.

² Storage shown is the distance from Howe Avenue to first on-street driveway.

³ Storage shown is the distance from Sierra Boulevard northerly to Northrop Avenue.

⁴ N/A = Not applicable because through lanes extend back across American River for over 1/2 mile.

⁵ Through vehicles block access to left-turn lane. Reported value is not a continuous queue of left-turning traffic, but a left-turning vehicle waiting in through vehicle traffic to access left-turn pocket.

Results are shown for key turning movements/approaches within the study area based on SimTraffic model run output.

Source: Fehr & Peers 2013

The proposed right-in/right-out only driveway on Fair Oaks Boulevard would accommodate about 90 a.m. peak-hour and 250 p.m. peak-hour inbound right-turning vehicles. These vehicles would be required to merge into the “free” southbound right-turn acceleration lane to then access the project driveway, thereby creating a weave movement. They would need to “weave across” (i.e., conflict with) 820 a.m. peak-hour vehicles and 565 p.m. peak-hour vehicles within a short (250 feet or less) segment of Fair Oaks Boulevard. This weaving movement is undesirable for the following reasons:

1. Academic research shows that collision rates increase as the speed differential between vehicles increases.² The speed differential is amplified by the combination of accelerating right-turning vehicles (from southbound Howe Avenue) and decelerating vehicles that must slow to 10 mph or less to enter the project driveway.

² Pages 5-35 through 5-37 of *Transportation and Land Development, 2nd Edition* (Institute of Transportation Engineers 2002).

2. During the p.m. peak-hour, approximately 250 vehicles would weave across an effective weave length of 200 feet (measured from 50 feet beyond right-turn gore to 25 feet upstream of driveway). This weave distance does not meet guidance from Section 504.7 (Weaving Sections) of the *Highway Design Manual* (Caltrans 2010), which states that “a rough approximation for adequate length of a weaving section is one foot per weaving vehicle per hour”.³

Table 5-7 displays the Sacramento County study roadway operations analysis results under existing plus project conditions. As shown, the proposed project would contribute trips to current LOS F operations on Howe Avenue north of Feature Drive. However, the addition of the proposed project would cause a change of less than 0.05 to the V/C ratio. The proposed project would also add trips to Fair Oaks Boulevard east of Howe Avenue, though operations would remain at LOS B.

| Table 5-7 Sacramento County Roadway Segment Operations – Existing Plus Project Conditions | | | | | | | |
|--|-----------------|---------------------|-----------|-----|-----------------------|-----------|-----|
| Roadway Segment | Number of Lanes | Existing Conditions | | | Existing Plus Project | | |
| | | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS |
| Howe Avenue north of Feature Drive | 6 | 54,600 | 1.01 | F | 56,000 | 1.04 | F |
| Fair Oaks Boulevard east of Howe Avenue | 6 | 34,500 | 0.64 | B | 35,300 | 0.65 | B |

Note: ADT = average daily traffic; LOS = Level of Service; V/C = volume-to-capacity
 Values rounded to the nearest 100 vehicles.
 Source: Fehr & Peers

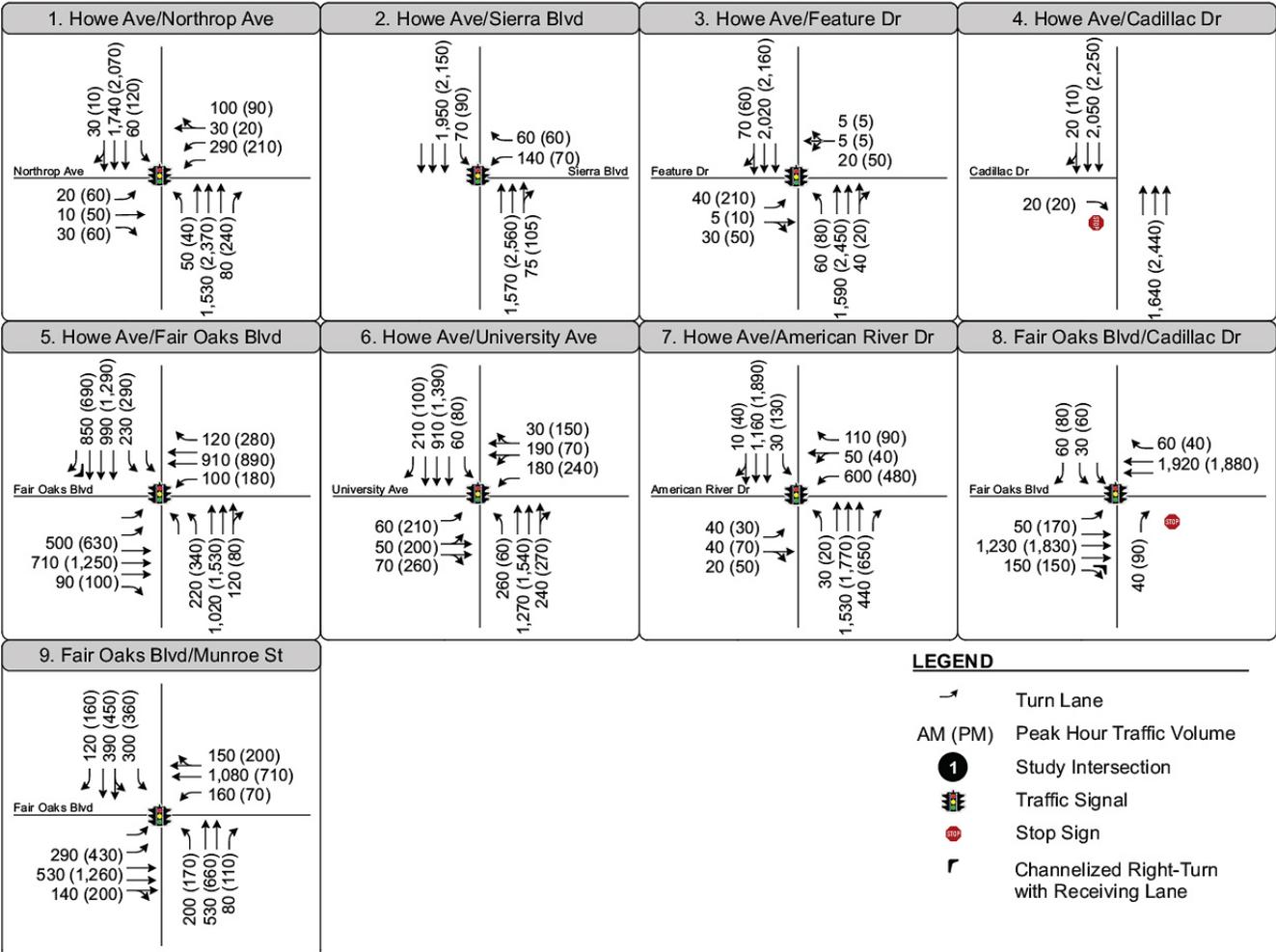
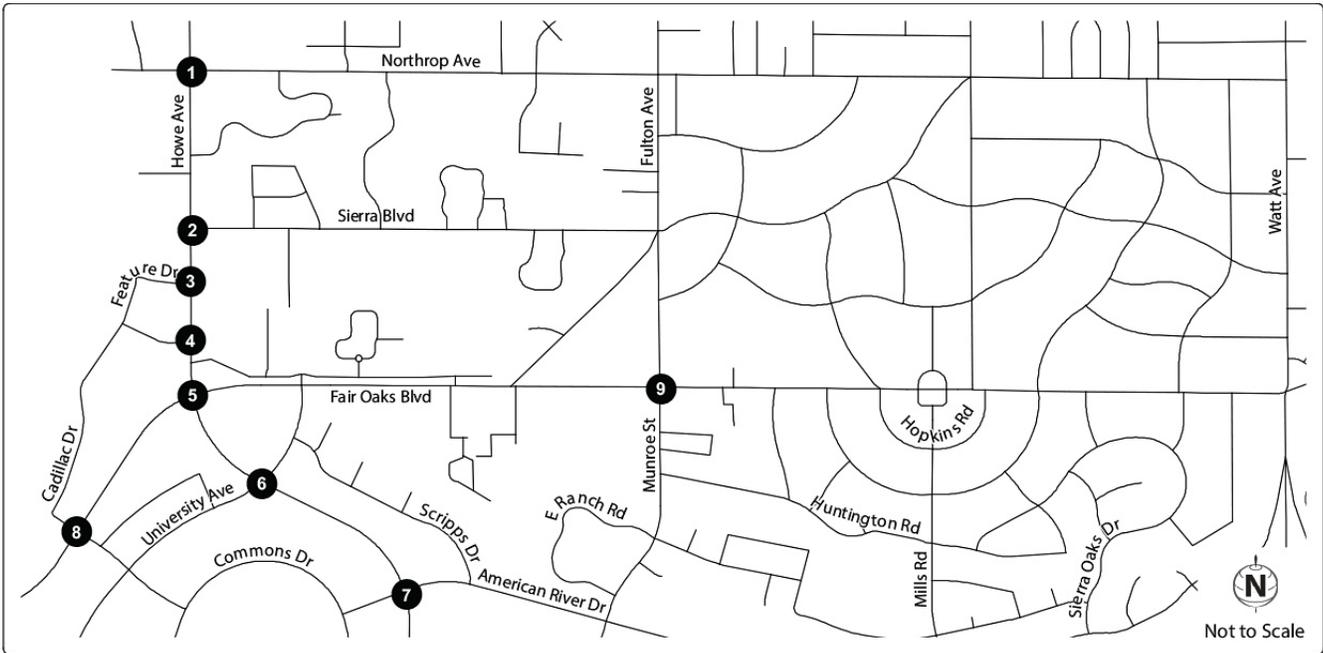
CUMULATIVE CONDITIONS

This section describes anticipated cumulative (2030) operating conditions in the study area for the roadway, transit, and bicycle/pedestrian systems.

Cumulative traffic forecasts were developed from the most recent version of the SACOG travel demand model. This model incorporates all build out projected in the City’s 2030 General Plan. The General Plan assumes full build out, and the area is largely already developed. Thus, the only growth in traffic expected along the Howe Avenue or Fair Oaks Boulevard corridors would be the result of regional growth and/or through traffic increases.

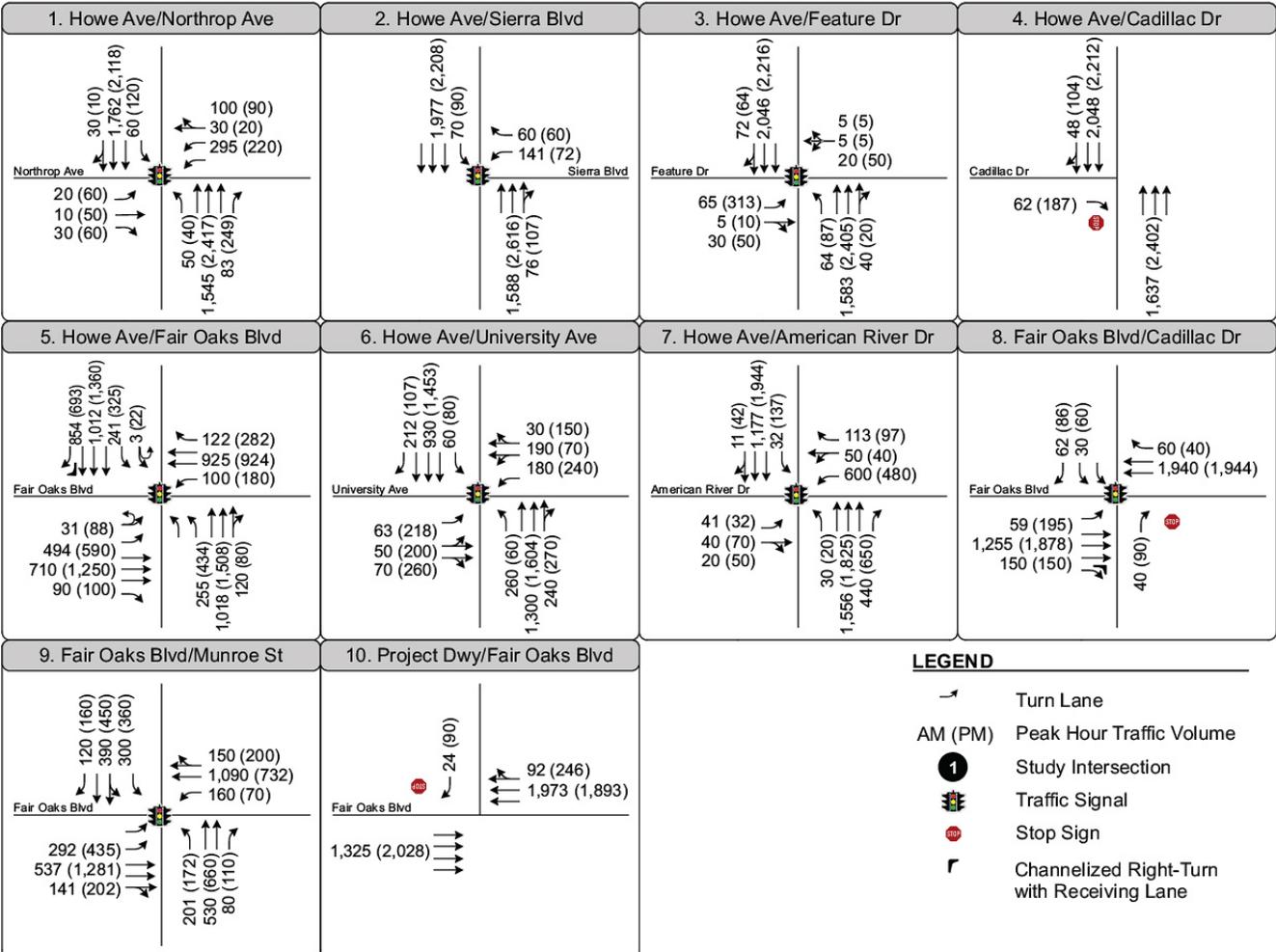
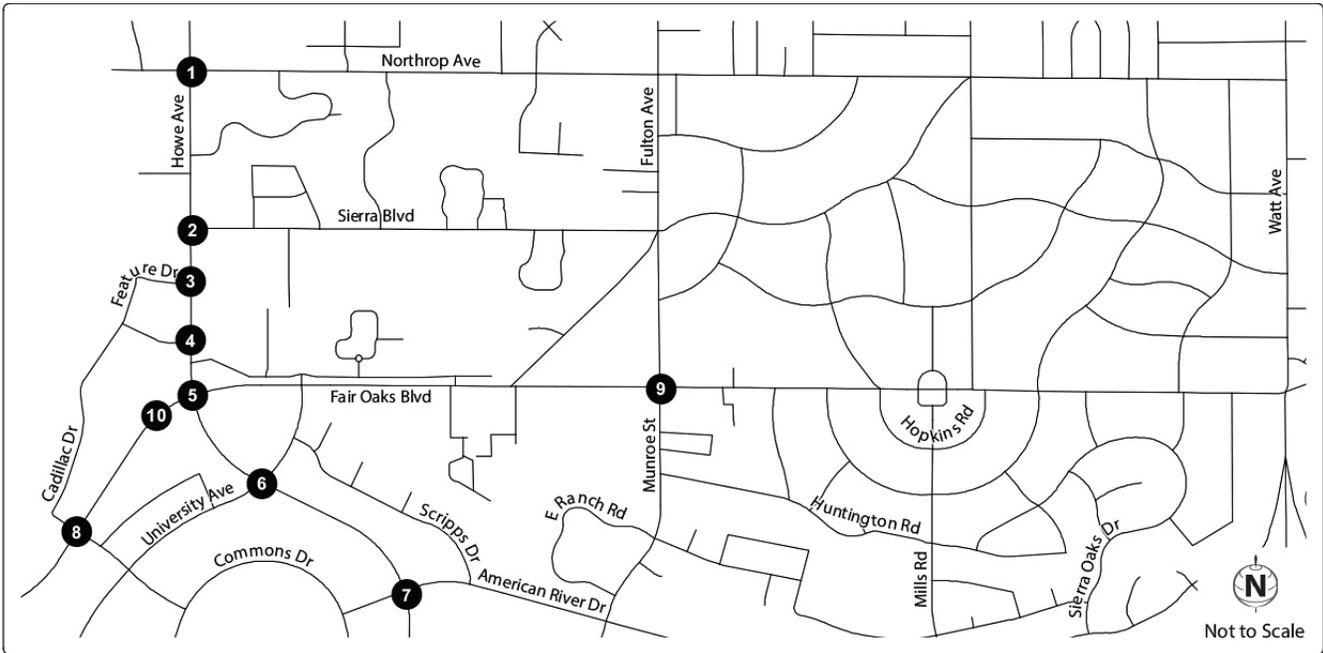
The “cumulative no project” scenario assumes the project site remains undeveloped. Cumulative plus project forecasts were derived by adding project trips (shown in Exhibit 5-6) to the cumulative no project forecasts. Exhibits 5-8 and 5-9 display the cumulative no project and cumulative plus project forecasts, respectively. These Exhibits also show the expected traffic controls and lane configurations at the study intersections, which are unchanged from existing conditions.

³ While it is recognized that this rule-of-thumb was intended for freeway weave sections, the guidance may also be applied to surface streets given the lack of any other known published documents on the topic.



Source: Fehr & Peers 2013

Exhibit 5-8 Peak-Hour Traffic Volumes and Lane Configurations – Cumulative No Project Conditions



Source: Fehr & Peers 2013

Exhibit 5-9 Peak-Hour Traffic Volumes and Lane Configurations – Cumulative Plus Project Conditions

Table 5-8 displays the peak-hour intersection operations at the study intersections under cumulative conditions, without and with the proposed project. This table shows that the proposed project would cause the following degradation in traffic operations during the a.m. peak-hour. As described later, this degradation is considered a significant impact based on the significance criteria:

- ▶ Howe Avenue/Fair Oaks Boulevard – operations worsen from LOS D to E (delay increases from 53 to 57 seconds per vehicle).

| Table 5-8 Intersection Operations – Cumulative Conditions | | | | | | |
|--|--------------------|-------------------------------|--------------|--|--|--|
| Intersection | Jurisdiction | Control | Peak-Hour | Level of Service – Average Delay (V/C Ratio) | | |
| | | | | Cumulative Without Project Conditions | Cumulative Plus Project Conditions | |
| 1. Howe Avenue / Northrop Avenue | Sacramento County | Traffic Signal | a.m. p.m. | C – 20.8 D – 49.2 | C – 29.1 D – 47.2 | |
| 2. Howe Avenue / Sierra Boulevard | Sacramento County | Traffic Signal | a.m. p.m. | C – 29.8 D – 46.4 | D – 43.2 D – 53.7 | |
| 3. Howe Avenue / Feature Drive | Sacramento County | Traffic Signal | a.m. p.m. | C – 20.9 D – 47.4 | C – 23.6 F – 86.5 | |
| 4. Howe Avenue / Cadillac Drive | City of Sacramento | Side-Street Stop ² | a.m. p.m. | A (F) – 7.0 (61.6) B (F) – 14.5 (98.8) | A (F) – 9.7 (102.2) F (F) – 64.0 (>180) | |
| 5. Howe Avenue / Fair Oaks Boulevard | City of Sacramento | Traffic Signal | a.m. p.m. | D – 52.9 F – 105.9 | E – 57.4 F – 129.1 | |
| 6. Howe Avenue / University Avenue | City of Sacramento | Traffic Signal | a.m. p.m. | C – 32.6 F – 88.9 | C – 33.2. F – 88.1 | |
| 7. Howe Avenue / American River Drive | City of Sacramento | Traffic Signal | a.m. p.m. | C – 32.0 D – 38.6 | D – 35.9 D – 37.5 | |
| 8. Fair Oaks Boulevard / Cadillac Drive/Campus Commons Road | City of Sacramento | Traffic Signal | a.m. p.m. | B – 11.6 B – 19.4 | B – 12.1 D – 35.4 | |
| 9. Fair Oaks Boulevard / Munroe Street ³ | Sacramento County | Traffic Signal | a.m. p.m. | D – 0.85 D – 0.87 | D – 0.86 D – 0.88 | |
| 10. Fair Oaks Boulevard / Project Driveway | City of Sacramento | Side-Street Stop ² | a.m. p.m. | Does Not Exist | A (F) – 8.2 (73.2) A (D) – 7.0 (34.4) | |

Notes: V/C = volume-to-capacity

¹ For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches.

² For side-street stop controlled intersections, LOS and average delay for the movement with the most delay are reported in parentheses along with the overall intersection delay.

³ Operations analyzed using Circular 212. For this methodology, volume-to-capacity ratio (V/C) is reported instead of average seconds of delay.

Bold: Impact from the proposed project

Output shown as “> 180” because volumes exceed model limits, thereby resulting in unreasonable delay estimates.

Source: Fehr & Peers 2013

This table shows that the proposed project would cause the following degradations in traffic operations during the p.m. peak-hour. As described later, some but not all of these degradations are considered significant impacts based on the significance criteria of the applicable agency:

- ▶ Howe Avenue/Feature Drive – operations worsen from LOS D to F (delay increases from 47 to 87 seconds per vehicle).
- ▶ Howe Avenue/Cadillac Drive – overall operations worsen from LOS B to F (delay increases from 15 to 64 seconds per vehicle).
- ▶ Howe Avenue/Fair Oaks Boulevard – LOS F operations are exacerbated (delay increases from 106 to 129 seconds per vehicle).

Table 5-9 displays the 95th percentile queue lengths under cumulative without project and cumulative plus project conditions for key turning movements within the study area. This table shows similar queuing results as for existing plus project conditions. Namely, project traffic causes moderate to substantial increases in queues at the following locations:

- ▶ Eastbound Feature Drive left-turn at Howe Avenue
- ▶ Eastbound Cadillac Drive right-turn at Howe Avenue
- ▶ Eastbound Fair Oaks Boulevard through movement at Cadillac Drive
- ▶ Southbound Howe Avenue through movement at Sierra Boulevard

Table 5-10 displays the County study roadway operations analysis results under cumulative plus project conditions. As shown, the proposed project would contribute trips to LOS F operations on Howe Avenue north of Feature Drive but would not exceed the County's threshold of 0.05 V/C ratio.

The proposed project would also add trips to Fair Oaks Boulevard east of Howe Avenue, though operations would remain at LOS B.

5.5.2 PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

This section describes the project-specific transportation impacts of the proposed project.

IMPACT 5-1 *The proposed project could cause potentially significant impacts to study intersections. The proposed project would cause significant impacts under existing plus project conditions at the study intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. As a result, the impact would be considered **significant**.*

According to the significance criteria and results in Table 5-5, the proposed project would cause the following two significant intersection impacts under existing plus project conditions. This is considered a **significant** impact.

- ▶ Howe Avenue/Fair Oaks Boulevard (LOS F worsened during p.m. Peak-Hour) – The proposed project causes the average delay per vehicle to increase by 25 seconds.
- ▶ Howe Avenue/University Avenue (LOS D to E during p.m. Peak-Hour) – The proposed project causes the average delay to increase by 9 seconds, causing an LOS E condition.

**Table 5-9
95th Percentile Queue Lengths – Cumulative Plus Project Conditions**

| Intersection | Movement | Storage Length (ft.) | Peak-Hour | Cumulative Without Project | Cumulative Plus Project |
|--------------------------------------|--------------------|----------------------|--------------|--------------------------------------|--------------------------------------|
| | | | | (ft.) | (ft.) |
| Howe Avenue / Fair Oaks Boulevard | Northbound Left | 280 per lane | a.m. p.m. | 200 650 ⁵ | 210 670 ⁵ |
| | Southbound Right | 180 | a.m. p.m. | 600 ⁵ 810 ⁵ | 780 ⁵ 810 ⁵ |
| Howe Avenue / Cadillac Drive | Eastbound Right | 190 ¹ | a.m. p.m. | 50 40 | 120 390 |
| Howe Avenue / Feature Drive | Eastbound Left | 120 ² | a.m. p.m. | 80 400 | 110 960 |
| Howe Avenue / Sierra Boulevard | Southbound Through | 1,330 ³ | a.m. p.m. | 1,120 1,360 | 1,460 1,470 |
| | Southbound Right | 120 per lane | a.m. p.m. | 60 80 | 70 70 |
| Fair Oaks Boulevard / Cadillac Drive | Eastbound Left | 160 | a.m. p.m. | 90 210 | 100 660 ⁵ |
| | Eastbound Through | N/A ⁴ | a.m. p.m. | 140 440 | 160 1,210 |

Notes: ft. = feet

¹ Storage shown is the distance from Howe Avenue to project driveway.

² Storage shown is the distance from Howe Avenue to first on-street driveway.

³ Storage shown is the distance from Sierra Boulevard northerly to Northrop Avenue.

⁴ N/A = Not applicable because through lanes extend back across American River for over 1/2 mile.

⁵ Through vehicles block access to left-turn lane. Reported value is not a continuous queue of left or right-turning traffic, but a vehicle waiting in through vehicle traffic to access the turn pocket.

Results are shown for key turning movements/approaches within the study area based on SimTraffic model run output.

Source: Fehr & Peers 2013

**Table 5-10
Sacramento County Roadway Segment Operations – Cumulative Conditions**

| Roadway Segment | Number of Lanes | Cumulative Without Project Conditions | | | Cumulative Plus Project Conditions | | |
|--|-----------------|---------------------------------------|-----------|-----|------------------------------------|-----------|-----|
| | | ADT | V/C Ratio | LOS | ADT | V/C Ratio | LOS |
| 1. Howe Avenue north of Feature Drive | 6 | 61,900 | 1.15 | F | 63,300 | 1.17 | F |
| 2. Fair Oaks Boulevard east of Howe Avenue | 6 | 36,200 | 0.67 | B | 37,000 | 0.69 | B |

Note: ADT = average daily traffic; LOS = Level of Service; V/C = volume-to-capacity
Values rounded to the nearest 100 vehicles.

Mitigation Measure 5-1(a): Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue.

The project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements:

- A. Replace southbound “free” right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system.
- B. Extend the City’s signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection.

The southbound channelized right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection shall be designed with a tight radius to reduce the speed of right-turning traffic. A raised, channelized island would remain to accommodate pedestrian movements and signal equipment. The right-turn lane will feed into the existing acceleration lane onto westbound Fair Oaks Boulevard. A crosswalk will be placed across the right-turn lane.

The southbound right-turn lane is recommended to operate with red, yellow, and green right-turn arrows, which are permissible under the *California Manual of Uniform Traffic Control Devices – CA MUTCD* (2012). Refer to Figure 4D-19 of the CA MUTCD for typical signal face positioning. The following describes the signal phases of the right-turn lane:

- ▶ *Steady Green Arrow* – during the southbound through green phase,
- ▶ *Flashing Yellow Arrow* – during the northbound left-turn and eastbound left/u-turn green phases. Page 858 of the CA MUTCD specifies that “vehicular traffic is permitted to cautiously enter the intersection... Such traffic shall yield the right-of-way to pedestrians and other vehicles lawfully within the intersection”.
- ▶ *Steady Red Arrow* – during the westbound through green phase. Page 858 of the CA MUTCD specifies that “turning on a steady red arrow is not permitted in California.” Therefore, signs will be placed on the right-turn approach indicated that right-turn-on-red is prohibited.

The combination of the recommended geometric modification of the right-turn lane and the traffic signal phasing plan offers a number of advantages over the current configuration including:

Reduction in lane changing/weaving conflicts – The southbound right-turn has a red arrow (no right-turn-on-red) during the westbound through phase, which can feature high approaching vehicle speeds. Prohibiting the southbound right-turn lane during this phase eliminates any merging within the acceleration/deceleration lane of vehicles traveling at considerable differences in speed. The southbound right-turn lane has a flashing yellow arrow (proceed with caution) during the slower speed northbound left-turn and eastbound left/u-turn phases. So, although some weaving will occur, those movements will occur at slower speeds. The southbound right-turn lane has a green arrow during the southbound through phase, which means no conflicting movements will occur in the acceleration/deceleration lane during this phase. One possible effect of the combined short weave area and high speed differential could be a conflict between bicyclists and vehicles. However, implementation of Mitigation Measure 5-1(a) would result in a signal-controlled weave and slower weave speeds, reducing the possibility of rear-end and sideswipe collisions between bicyclists and vehicles.

1. Right-turn lane capacity – As described below, SimTraffic model results show that this configuration offers considerable increases in right-turn lane capacity when compared to a traditional signal controlled right-turn lane. Although delays and queuing do not return to “no project” levels, project access (i.e., right-turn only driveway and eastbound u-turn) is accommodated without causing a major weaving conflict.
2. Pedestrian crossing is reduced in length and signal controlled – Currently, pedestrians must use a 25-foot long sidewalk that is not controlled by a traffic signal to cross the southbound free right-turn lane. The modified design would provide a shorter crossing controlled by a signalized crosswalk.

Detailed design of these improvements would occur at a later date including length of southbound right-turn lane, curve radius, placement of limit lines, crosswalks, lane widths, etc. However, the effectiveness of the improvement was analyzed in this section based on the assumption of about 200 feet of right-turn lane storage and an assumed right-turn curve radius that corresponds to a maximum free-flow speed of 15 mph.

These improvements will either occur within the existing right-of-way, along the project’s property/frontage, or within City-owned property. Therefore, they are considered feasible. Table 5-11 shows how these mitigation measures would affect traffic operations in the study area during the a.m. and p.m. peak-hours.

This table shows that the proposed Mitigation Measure 5-1(a) would cause reductions in delay (compared with existing plus project without mitigation) at most intersections. Most notably, p.m. peak-hour delay at the Howe Avenue/Fair Oaks Boulevard intersection would be reduced from 116 to 106 seconds per vehicle.

Since p.m. peak-hour operations would not be restored to within five seconds of “no project” conditions, the impact at the Howe Avenue/Fair Oaks Boulevard intersection would remain significant and unavoidable. Mitigation Measure 5-1(a) would also reduce the extent of southbound queuing on Howe Avenue. During the a.m. peak-hour, the 95th percentile queue on southbound Howe Avenue at Sierra Avenue would increase from 690 feet under existing conditions to 1,040 feet under existing plus project conditions. Mitigation Measure 5-1(a) would reduce this queue to 710 feet, which is similar to existing conditions. A comparable result is achieved during the p.m. peak-hour.

As shown in Table 5-11, Mitigation Measure 5-1(a) would cause an indirect impact to the Howe Avenue/Feature Drive intersection. By virtue of the modification of the right-turn lane, additional queuing occurs, which causes added delays and LOS F conditions at this intersection during the p.m. peak-hour. The following mitigation is recommended for this indirect impact:

Mitigation Measure 5-1(b): Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane.

This modification would result in dual left-turn lanes and a shared through/right lane on the eastbound Feature Drive approach. This modification would restore intersection operations to LOS D (47 seconds per vehicle) during the p.m. peak-hour. Thus, this mitigation measure would reduce the indirect impact to the Howe Avenue/Feature Drive intersection to **less than significant**.

**Table 5-11
Intersection Operations – Existing Plus Project with Mitigation Conditions**

| Intersection | Control | Peak-Hour | Level of Service – Average Delay | | |
|--|------------------|--------------|--|---|--|
| | | | Existing Conditions | Existing Plus Project | Existing Plus Project with Mitigation Measure 5-1(a) |
| Howe Avenue / Feature Drive | Traffic Signal | a.m. p.m. | B – 17.8 D – 41.2 | C – 21.5 E – 70.4 | B – 18.3 F – 84.2 |
| Howe Avenue / Cadillac Drive | Side-Street Stop | a.m. p.m. | A (F) – 5.9 (59.8) B (F) – 13.3 (105.1) | A (F) – 8.3 (68.9) C (F) – 24.3 (>180) | C (F) – 19.6 (>180) D (F) – 26.9 (>180) |
| Howe Avenue / Fair Oaks Boulevard | Traffic Signal | a.m. p.m. | D – 40.6 F – 91.1 | D – 46.8 F – 116.3 | D – 44.7 F – 106.4 |
| Howe Avenue / University Avenue | Traffic Signal | a.m. p.m. | D – 35.7 D – 50.3 | D – 35.1 E – 59.4 | D – 37.5 D – 40.0 |
| Howe Avenue / American River Drive | Traffic Signal | a.m. p.m. | C – 28.3 C – 26.4 | C – 31.4 C – 27.2 | C – 27.9 C – 25.9 |
| Fair Oaks Boulevard / Cadillac Drive | Traffic Signal | a.m. p.m. | B – 10.7 B – 16.9 | B – 10.8 C – 26.1 | B – 11.5 C – 21.8 |
| Fair Oaks Boulevard / Project Driveway | Side-Street Stop | a.m. p.m. | Does Not Exist | A (F) – 7.4 (59.9) A (D) – 6.4 (25.6) | A (F) – 5.5 (68.7) A (D) – 5.5 (26.3) |
| Notes: Refer to previous page for description of mitigation measures. Bold: Impact from the proposed project Source: Fehr & Peers 2013 | | | | | |

Due to the potential for modifications at the Howe Avenue/Fair Oaks Boulevard intersection to adversely affect County intersections, City of Sacramento and Sacramento County staff discussed, Mitigation Measures 5-1(a) and 5-1(b). The City and County are supporting the concept of modifying the eastbound Feature Drive approach, not only because it reduced queuing and improved LOS (it would reduce the length of eastbound vehicle queues from 970 to 390 feet), but also because it would enable more green time to be allocated to the Howe Avenue through phases.

Residual Significance

After mitigation, impacts to Howe Avenue/University Avenue and Howe Avenue/Feature Drive intersections would be **less than significant**. The impact to the Howe Avenue/Fair Oaks Boulevard intersection remains **significant and unavoidable**.

IMPACT 5-2 *The proposed project would not cause degradation to the LOS or increase the V/C ratio by 0.05 on any Sacramento County study roadways. Therefore, the impact would be considered **less than significant**.*

According to the significance criteria and results in Table 5-7, the proposed project would not cause any significant impacts at Sacramento County study roadways. Although the project would exacerbate LOS F conditions on Howe Avenue north of Feature Drive, the V/C ratio increase is 0.03, which is less than the 0.05 significance threshold. Therefore, this is considered a **less-than-significant** impact.

Mitigation Measure: None required.

IMPACT 5-3 *The proposed project would not adversely affect Sacramento Regional Transit bus operations or fail to adequately provide access to public transit. Therefore, the impact would be considered **less than significant**.*

The proposed project would not make any improvements or alterations to the existing bus stop on southbound Howe Avenue, along the project site frontage. The project applicant coordinated with RT regarding the proposed project's site plan and the bus stop's relationship to the project site. RT reviewed the proposed site plan and provided their approval as long as the proposed project does not make physical changes to the bus stop (Solomon, pers. comm., 2014).

In addition to evaluating whether the proposed project would physically alter the existing bus stop, changes to bus service operations were evaluated. Increases in southbound Howe Avenue right-turn queuing during the a.m. peak-hour would cause slight increases in delay for buses to enter the bus turnout. However, traffic modeling shows that the southbound right-turn queue quickly dissipates. Implementation of Mitigation Measure 5-1(a) would convert the southbound Howe Avenue free right-turn to a signal-controlled turn lane. Creation of the signal-controlled turn lane would cause southbound traffic to slow at the signal and would cause additional queuing on southbound Howe Avenue. Therefore, as part of the environmental review process, the project applicant coordinated with RT.

RT reviewed the site plan and the traffic modeling results, including conditions after implementation of Mitigation Measure 5-1(a), and determined there would not be substantial delays for buses entering or exiting the existing bus turnout along southbound Howe Avenue (Solomon, pers. comm., 2014).

Although significant delays would not occur to RT buses entering or exiting the bus turnout, the City of Sacramento Public Works Department would condition project approval upon further coordination with RT for any other changes along the Howe Avenue frontage that could affect RT operations. Therefore, project impacts to transit are considered **less than significant**.

Mitigation Measure: None required.

IMPACT 5-4 *Implementation of the proposed project would not remove any existing bicycle facilities or preclude construction of any bicycle facilities planned in the City of Sacramento Bikeway Master Plan. Therefore, impacts to bicycle facilities would be considered **less than significant**.*

Implementation of the proposed project would not remove any existing bicycle facility or preclude construction of a facility that is planned in the City of Sacramento Bikeway Master Plan. Furthermore, Mitigation Measure 5-1(a) would reduce conflicts between bicyclists and motor vehicles on westbound Fair Oaks Boulevard along the project frontage, as required by City General Plan Policy M 5.1.4. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.

IMPACT 5-5 *The proposed project would provide pedestrian access to the interior of the project site, and would enhance pedestrian connectivity around the project site. Therefore, the impact would be less than significant.*

Pedestrian connections would be provided along the Howe Avenue frontage as well as along Cadillac Drive to encourage customers to walk to the CVS/pharmacy project site from neighboring residential developments or from other businesses located in the area. Additionally, the site plan shows new pedestrian crosswalks would be installed at Cadillac Drive and Feature Drive intersection. The proposed project would repair/reconstruct any deteriorated portions of the existing sidewalk frontage along Howe Avenue from Cadillac Drive to the corner of Howe Avenue and Fair Oaks Boulevard to ensure ADA compliance. A new, six-foot-wide paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. These connections provide direct access between the project site, the existing public sidewalk network, and the RT bus stop along Howe Avenue. This impact is considered **less than significant**.

Mitigation Measure: None required.

IMPACT 5-6 *Project construction may temporarily disrupt the transportation network near the project site. Therefore the impact would be considered significant.*

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, and sidewalk closures. Pedestrian, bicycle, and transit access may be disrupted. Heavy vehicles will access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions. Therefore, the temporary and short-term impacts are considered **significant**.

Mitigation Measure 5-6: Prepare a construction traffic and parking management plan.

Prior to the beginning of construction, the project applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.

- Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Implementation of this mitigation would reduce this impact to **less than significant**.

Residual Significance

After implementation of mitigation, the circulation impacts of construction-related activities would be **less than significant**.

5.5.3 CUMULATIVE IMPACTS AND MITIGATION MEASURES

This section describes the cumulative transportation impacts of the proposed project.

IMPACT 5-7 *The proposed project would have a cumulatively considerable contribution to cumulative impacts related to the study intersections of Howe Avenue/Feature Drive, Howe Avenue/Cadillac Drive and Howe Avenue/Fair Oaks Boulevard under cumulative conditions. Therefore the impact would be considered **significant**.*

According to the significance criteria and results in Table 5-8, the proposed project would cause the following three significant intersection impacts under cumulative plus project conditions. This is considered a **significant** impact.

- ▶ Howe Avenue/Feature Drive (LOS D to F during p.m. Peak-Hour) – The proposed project causes the average delay to increase from 47 to 87 seconds, causing an LOS F condition.
- ▶ Howe Avenue/Cadillac Drive (LOS B to F during p.m. Peak-Hour) – The proposed project causes the overall delay at this side-street stop-controlled intersection to increase from 15 to 64 seconds per vehicle.
- ▶ Howe Avenue/Fair Oaks Boulevard (LOS D to E during a.m. Peak-Hour and LOS F worsened during p.m. Peak-Hour) – During the a.m. peak-hour, the proposed project causes the average delay per vehicle to increase from 53 to 57 seconds, causing an LOS E condition. During the p.m. peak-hour, the proposed project causes the average delay per vehicle to increase from 106 to 129 seconds, worsening an LOS F condition.

Mitigation Measure 5-7: Implement Mitigation Measure 5-1(a) and (b).

These improvements would either occur within the existing right-of-way, along the project’s property/frontage, or on City-owned land. Therefore, they are considered feasible.

Table 5-12 shows how the Mitigation Measure 5-1(a) would affect traffic operations in the study area during the a.m. and p.m. peak hours.

**Table 5-12
Intersection Operations – Cumulative Plus Project with Mitigation Conditions**

| Intersection | Control | Peak-Hour | Level of Service – Average Delay | | |
|--|------------------|--------------|---|--|--|
| | | | Cumulative No Project | Cumulative Plus Project | |
| | | | | No Mitigation | With Mitigation Measure 5-1(a) |
| Howe Avenue / Feature Drive | Traffic Signal | a.m. p.m. | C – 20.9 D – 47.4 | C – 23.6 F – 86.5 | C – 23.3 F – 100.2¹ |
| Howe Avenue / Cadillac Drive | Side-Street Stop | a.m. p.m. | A (F) – 7.0 (61.6) B (F) – 14.5 (98.8) | A (F) – 9.7 (102.2) F (F) – 64.0 (>180) | C (F) – 16.8 (>180) F (F) – 50.2 (>180) |
| Howe Avenue / Fair Oaks Boulevard | Traffic Signal | a.m. p.m. | D – 52.9 F – 105.9 | E – 57.4 F – 129.1 | E – 69.0 F – 118.0 |
| Howe Avenue / University Avenue | Traffic Signal | a.m. p.m. | C – 32.6 F – 88.9 | C – 33.2 F – 88.1 | D – 42.2 D – 49.4 |
| Howe Avenue / American River Drive | Traffic Signal | a.m. p.m. | C – 32.0 D – 38.6 | D – 35.9 D – 37.5 | D – 36.2 C – 33.2 |
| Fair Oaks Boulevard / Cadillac Drive/Campus Commons Road | Traffic Signal | a.m. p.m. | B – 11.6 B – 19.4 | B – 12.1 D – 35.4 | B – 10.8 C – 22.6 |
| Fair Oaks Boulevard / Project Driveway | Side-Street Stop | a.m. p.m. | Does Not Exist | A (F) – 8.2 (73.2) A (D) – 7.0 (34.4) | A (F) – 4.9 (66.8) A (D) – 6.3 (32.9) |
| Notes: Refer to previous pages for description of Mitigation Measure 5-1. Bold: Impact from the proposed project Source: Fehr & Peers 2013 | | | | | |

Implementation of Mitigation Measure 5-1(a) would affect the study intersections as follows under cumulative plus project conditions:

- ▶ Howe Avenue/Feature Drive (p.m. peak-hour) – Operations remain at LOS F.
- ▶ Howe Avenue/Cadillac Drive (p.m. peak-hour) – No change in operations.
- ▶ Howe Avenue/Fair Oaks Boulevard (a.m. and p.m. peak hours) – operations worsen during the a.m. peak-hour with delays increasing from 57 seconds (without mitigation) to 69 seconds (with mitigation). Operations improve during the p.m. peak-hour with delays decreasing from 129 seconds (without mitigation) to 118 seconds (with mitigation).
- ▶ Howe Avenue/University Avenue (p.m. peak-hour) – Operations improve from LOS F (without mitigation) to LOS D (with mitigation).
- ▶ Howe Avenue/American River Drive (p.m. peak-hour) – Operations improve from LOS D (without mitigation) to LOS C (with mitigation).

Table 5-13 shows how Mitigation Measure 5-1(b) would affect operations at the Howe Avenue/Feature Drive intersection during the p.m. peak-hour.

| Table 5-13 Howe Avenue/Feature Drive Intersection Operations – Cumulative Plus Project with Mitigation Conditions | | | | | |
|--|----------------|-----------|--|-------------------------|--------------------------------|
| Intersection | Control | Peak-Hour | Level of Service – Average Delay During p.m. Peak Hour | | |
| | | | Cumulative No Project | Cumulative Plus Project | |
| | | | | No Mitigation | With Mitigation Measure 5-1(b) |
| Howe Avenue / Feature Drive | Traffic Signal | p.m. | D – 47.4 | F – 86.5 | E – 61.9 |
| Notes: Refer to previous pages for description of Mitigation Measure 5-1(b). Bold: Impact from the proposed project. Source: Fehr & Peers 2013 | | | | | |

Table 5-14 shows how Mitigation Measures 5-1(a) and 5-1(b) would affect vehicular queuing in the southbound direction of Howe Avenue. Whereas queuing reductions were achieved under existing plus project conditions, this mitigation measure does not materially reduce queues under cumulative conditions. This is due to background traffic growth increases, which result in greater overall queuing and reduced opportunities to access the southbound right-turn lane.

| Table 5-14 95 th Percentile Vehicle Queues – Cumulative Conditions with Mitigations | | | |
|---|---|-------------------------|------------------------------------|
| Movement | 95 th percentile queue during a.m. (p.m.) Peak Hours | | |
| | Cumulative No Project Conditions | Cumulative Plus Project | |
| | | No Mitigation | Mitigation Measure 5-1 (a) and (b) |
| SB Right-Turn at Howe Avenue/Fair Oaks Boulevard | 600 (810) | 780 (810) | 670 (680) |
| SB Through at Howe Avenue/Sierra Boulevard | 1,120 (1,360) | 1,460 (1,470) | 1,480 (1,460) |
| Notes: Queue lengths expressed in feet and rounded to the nearest 10. Source: Fehr & Peers 2013 | | | |

Residual Significance

Mitigation Measures 5-1(a) and 5-1(b) would cause the cumulative impact at the Howe Avenue/Feature Drive intersection to be **less than significant**.

Impacts to the Howe Avenue/Fair Oaks Boulevard intersection would remain **significant and unavoidable**.

Impacts to the Howe Avenue/Cadillac Drive intersection are **significant and unavoidable** due to the lack of any effective mitigation strategies (i.e., installation of a signal is not feasible given intersection spacing and no further driveway movement restrictions are possible).

IMPACT 5-8 *The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to LOS and V/C ratio on Sacramento County roadways under cumulative conditions. Therefore, the impact would be considered less than significant.*

According to the significance criteria and results in Table 5-10, the proposed project would not cause any significant impacts at Sacramento County study roadways under cumulative conditions. Although the proposed project would exacerbate LOS F conditions on Howe Avenue north of Feature Drive, the v/c ratio increase is 0.02, which is less than the 0.05 significance threshold. Therefore, this is considered a **less-than-significant** impact.

Mitigation Measure: None required.

IMPACT 5-9 *The proposed project would not have a cumulatively considerable contribution to cumulative impacts related to Sacramento Regional Transit bus operations and route times under cumulative conditions. Therefore, the impact would be considered less than significant.*

The proposed project would not make any improvements or alterations to the existing bus stop on southbound Howe Avenue, along the project site frontage. The project applicant coordinated with RT regarding the proposed project's site plan and the bus stop's relationship to the project site. RT reviewed the proposed site plan and provided their approval as long as the proposed project does not make physical changes to the bus stop (Solomon, pers. comm., 2014).

As discussed under Impact 5-3, in addition to evaluating whether the proposed project would physically alter the existing bus stop, changes to bus service operations were evaluated. Increases in southbound Howe Avenue right-turn queuing during the a.m. peak-hour would cause slight increases in delay for buses to enter the bus turnout. However, traffic modeling shows that the southbound right-turn queue quickly dissipates. Implementation of Mitigation Measure 5-1(a) would convert the southbound Howe Avenue free right-turn to a signal-controlled turn lane. Creation of the signal-controlled turn lane would cause southbound traffic to slow at the signal and would cause additional queuing on southbound Howe Avenue. Therefore, as part of the environmental review process, the project applicant coordinated with RT.

RT reviewed the site plan and the traffic modeling results, including conditions after implementation of Mitigation Measure 5-1(a), and determined there would not be substantial delays for buses entering or exiting the existing bus turnout along southbound Howe Avenue (Solomon, pers. comm., 2014).

Although significant delays under the cumulative plus project condition would not occur to RT buses entering or exiting the bus turnout, the City of Sacramento Public Works Department would condition project approval upon further coordination with RT for any other changes along the Howe Avenue frontage that could affect RT operations, or determining signal timing. Therefore, cumulative project impacts to transit are considered **less than significant**.

Mitigation Measure: None required.

IMPACT 5-10 *The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to existing bicycle facilities or construction of a facility that is planned in the City of Sacramento Bikeway Master Plan under cumulative conditions. Therefore, the impact would be considered **less than significant**.*

Implementation of the proposed project would not remove any existing bicycle facility or preclude construction of a facility that is planned in the City of Sacramento Bikeway Master Plan. Furthermore, Mitigation Measure 5-1(a) would reduce conflicts between bicyclists and motor vehicles on westbound Fair Oaks Boulevard along the project frontage, as required by City General Plan Policy M 5.1.4. Therefore, this impact would be **less than significant**.

Mitigation Measure: None required.

IMPACT 5-11 *The proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to pedestrian access to the site under cumulative conditions. Therefore the impact would be considered **less than significant**.*

Pedestrian connections would be provided along the Howe Avenue frontage as well as along Cadillac Drive to encourage customers to walk to the CVS/pharmacy project site from neighboring residential developments or from other businesses located in the area. New pedestrian crosswalks would be introduced at Cadillac Drive and Feature Drive intersection.

The proposed project would repair/reconstruct any deteriorated portions of the existing sidewalk frontage along Howe Avenue from Cadillac Drive to the corner of Howe Avenue and Fair Oaks Boulevard to ensure ADA compliance. A new, six-foot-wide paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. These connections provide direct access between the project site, the existing public sidewalk network, and the RT bus stop along Howe Avenue. This impact is considered **less than significant**.

Mitigation Measure: None required.

5.5.4 SITE ACCESS EVALUATION AND INTERNAL CIRCULATION

After the preparation of the study the applicant provided a revised site plan (see Exhibit 2-4). This section evaluates project access and internal circulation.

SITE ACCESS

The following recommendations are offered regarding site access:

Vehicular Access

- ▶ It is recommended to restripe Cadillac Drive to include one through lane in each direction separated by a two-way left turn lane to improve the access to project driveways.

Pedestrian Access

- ▶ Installation of pedestrian crosswalks at Cadillac Drive and Feature Drive intersection would provide better pedestrian connectivity to the west and north side of the project site and encourage customers to walk to the CVS/pharmacy site from neighboring residential developments or from other businesses located in the area.

EVALUATION OF PROJECT DRIVEWAYS

The following recommendations (shown in italics) are offered for project driveways:

Fair Oaks Boulevard Driveway

- ▶ Provide signage indicating that this driveway is not to be used by delivery trucks.

Northwesterly Cadillac Drive Driveway

- ▶ Install “Do Not Enter” sign at the driveway indicating that this driveway is to be used by delivery trucks only.

EVALUATION OF INTERNAL CIRCULATION

The following recommendations are offered regarding internal circulation:

Pedestrian Circulation

- ▶ Ensure that dedicated, highly-visible pedestrian walkways are provided from the southeasterly edge of the project’s parking lot to the Regional Transit bus stop and Howe Avenue/Fair Oaks Boulevard intersection. Extend walkways within the parking area to the main entrances to the pharmacy and grocery store. Consider innovative pedestrian treatments (e.g., stamped concrete) near the grocery store main entrance.

Vehicular Circulation

- ▶ Add lane striping to advise motorists of travel lanes/routes along the segment of north-south drive aisle located between the grocery store and pharmacy.
- ▶ Install traffic calming devices on the most southern drive isle to discourage increased speeds.

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6 OTHER CEQA CONSIDERATIONS

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2 requires that all aspects of a project must be considered when evaluating its impact on the environment in an environmental impact report (EIR), including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify the following: (1) significant environmental effects of the proposed project, (2) significant environmental effects that cannot be avoided if the proposed project is implemented, (3) significant irreversible environmental changes that would result from implementation of the proposed project, and (4) growth-inducing impacts of the proposed project. Although growth inducement itself is not necessarily considered an adverse environmental effect, the extent to which growth inducement could potentially lead to foreseeable adverse physical environmental effects, are discussed under “Growth Inducing Impacts” below.

6.2 SIGNIFICANT ENVIRONMENTAL EFFECTS

Chapter 3, “Summary of Environmental Effects,” Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation,” of this EIR address the environmental effects that may be caused by the proposed project which were not otherwise disclosed in the 2030 General Plan Master EIR (2009a). The 2030 General Plan Master EIR evaluated the cumulative effects, growth-inducing impacts, and irreversible significant effects on the environment that could occur with anticipated buildout under the new general plan. The project-specific environmental effects of constructing and operating the proposed project are identified in these chapters.

In addition, the Initial Study prepared for the proposed project (Appendix A; AECOM 2013) reviewed the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the proposed project (see State CEQA Guidelines Section 15178[b], [c]) and identifies any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. Issues discussed in the Initial Study address technical areas identified in State CEQA Guidelines Appendix G.

6.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

State CEQA Guidelines Section 15126.2(b) requires an EIR to describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in Chapters 4 and 5 of this EIR. As discussed in Chapter 5, “Transportation and Circulation,” the proposed project would result in project-specific effects that could not be reduced to a less-than-significant level related to the average p.m. peak-hour delay per vehicle at the Howe Avenue/Fair Oaks Boulevard intersection.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- ▶ the primary and secondary impacts would generally commit future generations to similar uses;
- ▶ the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- ▶ the project would involve a large commitment of nonrenewable resources; or
- ▶ the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The City of Sacramento 2030 General Plan Master EIR addressed significant irreversible environmental effects that could occur with anticipated subsequent development assumed under buildout of the General Plan. The proposed project is one of those anticipated subsequent projects.

Development of the proposed project would result in the continued commitment of the project site to commercial uses, thereby precluding any other uses within the project site for the lifespan of the proposed project. Restoration of the site to a less developed condition would not be feasible, or practical, given the degree of disturbance, the urbanization of the area, location, and the level of capital investment. The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the proposed project. Because the project site would be committed to commercial uses, hazardous materials used would be generally confined to materials such as cleaners, solvents, and pesticides. While the proposed project would result in the use, transport, storage, and disposal of relatively small amounts of hazardous materials that are normal activities for retail and pharmacy businesses, all future activities would be required to comply with applicable federal and state laws related to the use, storage, and disposal of hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

The most notable irreversible impacts are increased generation of emissions and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water resources during both construction activities and project operation. As discussed in Chapter 4, the proposed project would not conflict with the City's Climate Action Plan and would have a less-than-cumulatively considerable contribution to cumulative greenhouse gas emissions. Development of the project site for commercial uses was anticipated under the 2030 General Plan (2009b) and water demand projected for future development was evaluated in the Master EIR (see Item 12, Utilities and Service Systems, in Appendix A, Initial Study). The proposed project would not result in changes to projected water demands for the project site.

Resources that would be permanently and continually consumed once the proposed project is completed include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources

would not result in the unnecessary, inefficient, or wasteful use of resources. Compliance with applicable building codes, mitigation measures identified for the proposed project, planning policies contained in the 2030 General Plan and Climate Action Plan, standards from the California Green Building Code (2010), and standard conservation features would ensure that natural resources are used efficiently. It is also possible that new technologies or systems will emerge in the future, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. Nonetheless, construction activities and project operation would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas (heating), and gasoline/diesel for automobiles and construction equipment.

6.4.1 GROWTH-INDUCING IMPACTS

As required by CEQA Guidelines Section 15126.2(d), an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the proposed project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. Although growth inducement itself is not considered an environmental effect, it could potentially lead to adverse environmental effects.

In general, a project may foster spatial, economic, or population growth in a geographic area if the proposed project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, or a change in zoning or general plan amendment approval); or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.). These circumstances are further described below:

Elimination of Obstacles to Growth: This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

Economic Effects: This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include effects such as the “multiplier effect.” A “multiplier” is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

ELIMINATION OF OBSTACLES TO GROWTH

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations. The

proposed project would not involve the elimination of any obstacles to growth beyond those required to accommodate the proposed project and would not induce additional growth through increased infrastructure capacity.

The proposed project would be developed on an infill site that previously contained established land uses and currently provides supporting infrastructure (roads, water distribution, wastewater and drainage collection, energy distribution, and communication lines). The City's 2030 General Plan designates this site for development, at densities which could intensify the uses relative to those now existing on the site. Construction of the proposed project would tie into existing infrastructure, however, the proposed project would require reconstruction of some or all of the underground infrastructure to accommodate the proposed project uses and to meet current building code requirements. These upgrades to existing infrastructure would be limited to the project site and would not provide additional capacity to accommodate growth beyond that anticipated under the 2030 General Plan.

An established transportation network exists in the project area that offers local and regional access to the project site. Three driveways along Cadillac Drive currently provide access to the project site. As described in Chapter 2, "Project Description," the two north-south driveways and the east-west driveway on Cadillac Drive would be shifted for better site circulation. In addition, to provide access to the site from the south, the proposed project would add a two-lane, right-in/right-out ingress/egress access from Fair Oaks Boulevard. On-site circulation would be facilitated by construction of internal streets. Chapter 5, "Transportation and Circulation," provides an analysis of potential impacts of the proposed project on the surrounding transportation system. The proposed project would not directly or indirectly induce population growth through street improvements.

Water service to the project site is currently provided by 8-inch mains in Cadillac Drive. A 12-inch sewer main and 12-inch and 15-inch storm drains are also located in Cadillac Drive. The on-site utility infrastructure for the proposed project would connect to existing utility infrastructure in Cadillac Drive which is adequately sized to serve the proposed project's needs.

Electricity and natural gas transmission infrastructure presently exists on and in the vicinity of the project site. Development of the proposed project would necessitate the improvement of an on-site distribution system to convey this energy to uses on the site.

ECONOMIC EFFECTS

In addition to the employment generated by the proposed project, additional local employment can be generated through the "multiplier effect," which refers to the secondary economic activity that is generated as a result of other new economic activity. Two different types of additional employment are tracked through the multiplier effect. "Indirect employment" includes those additional jobs that are generated through the expenditure patterns of direct employees associated with the project. "Induced employment" follows the economic effect of employment beyond the expenditures of the employees within the proposed project area to include jobs created by the stream of goods and services necessary to support businesses within the proposed project.

Increased future employment generated by spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that would determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too

speculative to predict or evaluate, since they can be spread throughout the Sacramento metropolitan region and beyond. The indirect and induced employment from commercial space within the proposed project would not be substantial in the context of the local economy and the indirect economic effects of the proposed project would not generate any growth that is not already accounted for in the City General Plan and Master EIR.

IMPACTS OF INDUCED GROWTH

The proposed project would not directly or indirectly induce population growth within the city and, thus, adverse physical environmental effects from induced growth - such as traffic congestion; air quality deterioration; loss of habitat and wildlife; impacts on utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for housing - would not occur.

6.4.2 CUMULATIVE IMPACTS

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with project implementation. This assessment involves examining project-related effects on the environment in the context of similar effects that have been caused by past or existing projects, and the anticipated effects of future projects. Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed (State CEQA Guidelines Section 15130[a]). An EIR must discuss the “cumulative impacts” of a project when its incremental effect will be cumulatively considerable. This means that the incremental effects of an individual project would be considerable when viewed in combination with the effects of past projects, the effects of other current projects, and the effects of probable future projects (State CEQA Guidelines Section 15065[c]).

State CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” This section states further that “individual effects may be changes resulting from a single project or a number of separate projects.” “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”

State CEQA Guidelines Section 15130(a)(3) states that an EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

State CEQA Guidelines Section 15130(b) indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, that it should reflect the severity of the impacts and their likelihood of occurrence, and that it should be focused, practical, and reasonable.

For the purpose of this EIR analysis, the cumulative impacts analysis relies on the cumulative analysis provided in the Master EIR because the project is consistent with the land use assumptions included in the 2030 General Plan land use diagram. See Chapter 1, “Introduction,” for a discussion of the analysis of “Subsequent Projects Within the Scope of the Master EIR.” As discussed in Appendix A, Initial Study, it was determined that the proposed

project may have additional significant environmental effects not previously examined in the Master EIR related to greenhouse gas emissions and transportation/circulation. As such, EIR Chapter 4, “Greenhouse Gas Emissions,” and Chapter 5, “Transportation and Circulation,” include cumulative impact analyses for these issue areas. As discussed in Appendix A, Initial Study, the proposed project was determined to be consistent with growth assumptions and land use assumptions outlined in the City General Plan and analyzed in the Master EIR. Therefore, the Master EIR already considered the impacts of the proposed project as part of the cumulative analysis because the cumulative discussion in the Master EIR takes into account all development that would occur within the City. Cumulative effects related to provision of public services and utilities, impacts to biological and cultural resources, and the addition of light and glare, for example, were adequately discussed in the Master EIR.

7 ALTERNATIVES

7.1 INTRODUCTION TO ALTERNATIVES

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) requires that an environmental impact report (EIR) describe “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects, and evaluate the comparative merits of the alternatives.” The purpose of the alternatives analysis is to describe the comparative effects of a reasonable range of alternatives that would reduce or eliminate one or more significant project impacts, within the basic framework of the project objectives (State CEQA Guidelines Section 15126.6[b]).

Alternatives considered in an EIR should be potentially feasible and should attain most of the basic project objectives, and should support informed decision making and public participation (State CEQA Guidelines Section 15126.6[a]). The final determination of the feasibility of the alternatives will be made by the City of Sacramento City Council.

As noted above, the range of alternatives considered in the EIR “should attain most of the basic project objectives.” As presented in Chapter 2, “Project Description,” of this EIR, the specific objectives of the proposed project are to:

- ▶ provide neighborhood serving commercial uses, such as a pharmacy and other retailers, at a location convenient to the community in new, modern energy-efficient buildings;
- ▶ provide convenient and appropriate parking facilities to serve both commercial uses on the project site;
- ▶ provide convenient ingress and egress into the project site along Cadillac Drive and Fair Oaks Boulevard;
- ▶ provide pedestrian connections along Howe Avenue and Cadillac Drive to create a safe pedestrian environment and encourage the public to walk to the project site;
- ▶ create a development consistent with the City's General Plan land use designation;
- ▶ revitalize a previously developed commercial site in an urbanized area into an economically productive commercial project;
- ▶ create a project that will contribute to the area's economic base through increased tax revenues; and
- ▶ create high-quality temporary construction jobs and long-term operational jobs for members of the community.

7.2 RANGE OF ALTERNATIVES CONSIDERED

The range of alternatives considered in an EIR is governed by the “rule of reason,” requiring evaluation of only those alternatives “necessary to permit a reasoned choice” (State CEQA Guidelines Section 15126.6[f]). Further, an EIR “need not consider an alternative whose effect cannot be reasonably ascertained and whose

implementation is remote and speculative” (State CEQA Guidelines Section 15126.6[f][3]). “An EIR is not required to consider alternatives which are infeasible” (State CEQA Guidelines Section 15126.6[a]). The analysis should focus on alternatives that are feasible (i.e., that may be accomplished in a successful manner within a reasonable period of time) and that take economic, environmental, social, and technological factors into account. Furthermore, the alternatives analyzed for a project should focus on reducing or avoiding significant environmental impacts associated with the project as proposed (State CEQA Guidelines Section 15126.6[b]).

CEQA requires that, among other alternatives, a “no project” alternative be evaluated in relation to the project. Moreover, the “no project” analysis must “discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services” (State CEQA Guidelines Section 15126.6[e]). Accordingly, two No Project Alternatives are analyzed in this EIR to allow for a meaningful evaluation, analysis, and comparison with the proposed project.

An overall comparison of the environmental impacts of each alternative to the proposed project is provided in italics at the conclusion of the discussion under each topic area.

Three alternatives are analyzed. They are:

- ▶ No Project/No Development Alternative,
- ▶ No Project/Existing Zoning Alternative, and
- ▶ Limited Site Access Alternative.

7.2.1 ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER STUDY

Section 15126.6(f) of the State CEQA Guidelines states that “[t]he EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination.” Under CEQA, feasibility is based on a number of potential factors, including “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (State CEQA Guidelines Section 15126.6[f][1]). For this EIR, the City considered a number of alternatives to the proposed project, but certain alternatives were rejected from further evaluation. The following alternatives were considered but eliminated from the reasonable range of alternatives evaluated in the EIR for the reasons discussed below.

- ▶ **Off-Site Alternative.** State CEQA Guidelines Section 15126.6(a) states that “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” An off-site alternative was rejected from further consideration because the project applicant does not control any off-site properties that could accommodate the proposed project. The existing CVS/pharmacy located across the street from the project site is less than half the size of the proposed CVS/pharmacy retail store (5,706 square feet as opposed to 16,900 square feet with the proposed project) and does not have a drive-through facility. Relocating the store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail areas, and add

drive-through facilities. Further, the proposed site is one that is planned and zoned for the types of uses that are being proposed in the project, and such uses were considered when the City adopted its 2030 General Plan.

- ▶ **Reduced Intensity Alternative.** The 2030 General Plan land use designation on the project site is Employment Center Mid Rise, which allows a minimum floor area ratio (FAR) of 0.35:1 and a maximum FAR of 2.00:1. The FAR on the project site would be 0.35:1, consistent with the minimum FAR requirements for Employment Center Mid Rise. Reducing the building intensity on the project site would result in an FAR inconsistent with the 2030 General Plan standards. A reduction in density below the 0.35 FAR minimum density, though it could result in a reduction of impacts compared to the proposed project, would not be consistent with the vision for the site expressed in the 2030 General Plan and would be inconsistent with the City's efforts to encourage infill development. Thus, this alternative would fail to meet the following basic objectives of the proposed project: provide neighborhood serving commercial uses, such as a pharmacy and a grocer, at a location convenient to the community; create a development consistent with the City's General Plan land use designation; and create a project that will contribute to the area's economic base through increased tax revenues.

7.3 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

7.3.1 DESCRIPTION

With the No Project/No Development Alternative, the proposed CVS/pharmacy and commercial buildings, as well as other site and access improvements, would not be constructed. The existing CVS/pharmacy would not relocate from its existing location at 400 Howe Avenue. The project site would remain vacant and no site improvements would occur.

7.3.2 ENVIRONMENTAL IMPACTS

GREENHOUSE GAS EMISSIONS

The No Project/No Development Alternative would not include any construction activities; thus, this alternative would not generate annual emissions from construction that would exceed the level of greenhouse gas (GHG) emissions expected under the City's Climate Action Plan (CAP). The project site would continue to be vacant and the existing CVS/pharmacy would continue to operate at 400 Howe Avenue. Therefore, operational emissions would stay the same as existing levels. There would be **no impact** related to GHG emissions. [*Lesser*]

TRANSPORTATION AND CIRCULATION

The No Project/No Development Alternative would not result in the construction of a new CVS/pharmacy and commercial uses. Since no new uses would be introduced to the project site, there would not be any operational activities on the project site; thus, this alternative would avoid potentially significant impacts of the proposed project related to a reduction of level of service standards for designated roads or highways in the project area and a decrease in the performance or safety of public transit, bicycle, or pedestrian facilities. Compared to the proposed project, there would be fewer trips traveling to the site through the Howe Avenue/Fair Oaks Boulevard intersection; however, vehicles would still be on the local roadway network accessing the existing CVS/pharmacy

at 400 Howe Avenue. There would be **no impact** related to a reduction in roadway level of service standards or public safety. [Lesser]

7.3.3 RELATIONSHIP TO PROJECT OBJECTIVES

The No Project/No Development Alternative would not meet any of the project objectives because it would not revitalize a previously developed commercial site in an urbanized area or develop neighborhood commercial uses. This alternative would not provide new or enhance existing pedestrian facilities in the area. The No Project/No Development Alternative also would not create temporary construction jobs. If the project site remained vacant as described with the No Project/No Development Alternative, the site would not promote long-term operational jobs within the community, and uses at the site would not contribute to the area's economic base through increased tax revenues.

7.4 NO PROJECT/EXISTING ZONING ALTERNATIVE

7.4.1 DESCRIPTION

Under the No Project/Existing Zoning Alternative, the project site would be developed with commercial uses and in accordance with current development standards for an Employment Center Mid Rise land use designation and C-2 General Commercial zoning designation. Employment Center Mid Rise generally accommodates buildings 3-12 stories in height, and a FAR between 0.35 and 2.00. The project site could accommodate between 98,000 and 560,000 square feet of uses. Residential uses are permitted at a density of 18 units per acre to 60 units per acre. The project site could accommodate 116 to 388 residential units. The C-2 zoning provides for the sale of commodities, or performance of services. Good examples are a small neighborhood hardware store or a corner market. Other uses permitted under the C-2 zoning designation include repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. It is assumed that vehicle and pedestrian site access provided under this alternative would be similar to the proposed project.

7.4.2 ENVIRONMENTAL IMPACTS

This alternative would not fall within the CEQA definition (as defined in State CEQA Guidelines Section 15126.6) of a reasonable range of alternatives because it fails to reduce or avoid any of the significant impacts of the proposed project. However, it is presented here to provide information to the reader.

GREENHOUSE GAS EMISSIONS

Under the No Project/Existing Zoning Alternative, the FAR may be increased to 2.00 and buildings may have as many as 12 floors. This greater intensity of use compared to the proposed project would likely result in greater emissions of GHGs due to an increase in traffic to and from the site; however, the project site would still be located in an area likely to meet the 35% reduction standard based on its geographic location. The No Project/Existing Zoning Alternative would comply with the City's Pedestrian Master Plan by providing site access on and around the site to allow customers and employees to use non-motor vehicle modes of transportation. This alternative would also be required to meet the short-term and long-term bicycle parking requirements set forth in the City's Zoning Code and CALGreen. Although it is possible that the No Project/Existing Zoning Alternative may not be able to meet the CAP Consistency Review Checklist item for the provision of onsite renewable energy

systems due to market conditions or site layout, this alternative could be constructed to achieve an additional 15% energy efficiency in place of the on-site energy demand requirement through the implementation of Tier 1 energy efficiency measures and with appropriate documentation submitted to the City to demonstrate the project's energy efficiency. The No Project/Existing Zoning Alternative could be designed in compliance with the 2013 Title 24 Building Energy Efficiency Standards, effective January 1, 2014. This would be equivalent to current Tier 1 standards and represent a 15% reduction in the commercial buildings' combined space heating, space cooling, and water heating energy compared to the 2008 Title 24 Standards. Therefore, similar to the proposed project, the No Project/Existing Zoning Alternative would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions with appropriate documentation submitted to the City to demonstrate the project's energy efficiency, and the impact would be **less than cumulatively considerable** with the appropriate documentation submitted to the City. *[Similar]*

TRANSPORTATION AND CIRCULATION

A variety of uses for the project site would be possible under the No Project/Existing Zoning Alternative which could result in a substantially different traffic pattern relative to what would occur under the proposed project. For example, the operations of offices on the project site would result in an increase in a.m. and p.m. peak-hour traffic along both Howe Avenue and Fair Oaks Boulevard. Given the maximum of 12 floors and an FAR of 2.00 permitted under the Employment Center Mid Rise zoning designation, peak hour traffic in the a.m. and p.m. would likely be greater compared to the proposed project. Additional intersections along Howe Avenue could be affected as vehicles accessing the site from U.S. Highway 50 to the south would travel northbound along Howe Avenue. Vehicles traveling to the site from the north could increase intersection volumes and delays in Sacramento County. The Howe Avenue/Fair Oaks Boulevard intersection would likely experience an increase in volume and delay, necessitating improvements to the intersection. Such improvements could include modifications to lane geometry or improved signalization timing. Due to the increase in trips accessing the project site, it is likely the southbound Howe Avenue to westbound Fair Oaks Boulevard right turn lane would need modification to allow for free right turns. Because it is not known if the lane geometry at southbound Howe Avenue and westbound Fair Oaks Boulevard could be modified sufficiently to accommodate the increased peak-hour traffic, this impact would be **potentially significant**. *[Greater]*

7.4.3 RELATIONSHIP TO PROJECT OBJECTIVES

The No Project/Existing Zoning Alternative would meet most of the project objectives because it would revitalize a previously developed commercial site in an urbanized area and develop neighborhood commercial uses. This alternative would also provide new, or enhance existing pedestrian facilities in the area. The No Project/Existing Alternative also would create temporary construction jobs and long-term operational jobs within the community, and would contribute to the area's economic base through increased tax revenues. However, this alternative may not meet the first objective: provide neighborhood serving commercial uses, such as a pharmacy and other retailers, at a location convenient to the community in new, modern energy-efficient buildings. Due to the increased intensity of the site under this alternative, it is likely the uses on the site would be more intense than neighborhood serving commercial uses.

7.5 LIMITED SITE ACCESS ALTERNATIVE

7.5.1 DESCRIPTION

Under the Limited Site Access Alternative, the proposed site access driveway from Fair Oaks Boulevard would not be constructed. Site access would occur via the three proposed driveways on Cadillac Drive in locations similar to the proposed project. This alternative would not include reconfiguration of the Howe Avenue/Fair Oaks Boulevard intersection; lane geometry would not be reconfigured to eliminate the free right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard. Under this alternative, the land uses would be identical to those described for the proposed project.

7.5.2 ENVIRONMENTAL IMPACTS

GREENHOUSE GAS EMISSIONS

The Limited Site Access Alternative would generate the same number of operational trips to and from the site as presented for the proposed project, and would involve slightly less on-site construction. Construction of the access point from Fair Oaks Boulevard would not be constructed, but all other improvements to the site would be the same as under the proposed project. As described specifically under Transportation and Circulation below, vehicles accessing the site from westbound Fair Oaks Boulevard or northbound Howe Avenue would be diverted to other site access points along Cadillac Drive, resulting in slightly more vehicle miles traveled.

However, the project site would still be located in an area likely to meet the 35% reduction standard based on its geographic location. The Limited Site Access Alternative would comply with the City's Pedestrian Master Plan by providing site access on and around the site to allow customers and employees to use non-motor vehicle modes of transportation. This alternative would also be required to meet the short-term and long-term bicycle parking requirements set forth in the City's Zoning Code and CALGreen. Although it is possible that the Limited Site Access Alternative may not be able to meet the CAP Consistency Review Checklist item for the provision of onsite renewable energy systems due to market conditions or site layout, this alternative could be constructed to achieve an additional 15% energy efficiency in place of the on-site energy demand requirement through the implementation of Tier 1 energy efficiency measures and with appropriate documentation submitted to the City to demonstrate the project's energy efficiency. The Limited Site Access Alternative could be designed in compliance with the 2013 Title 24 Building Energy Efficiency Standards, effective January 1, 2014. This would be equivalent to current Tier 1 standards and represent a 15% reduction in the commercial buildings' combined space heating, space cooling, and water heating energy compared to the 2008 Title 24 Standards. Therefore, similar to the proposed project, the Limited Site Access Alternative would have a less-than-cumulatively considerable contribution to cumulative impacts related to GHG emissions with appropriate documentation submitted to the City to demonstrate the project's energy efficiency, and the impact would be **less than cumulatively considerable** with the appropriate documentation submitted to the City [*Similar*]

TRANSPORTATION AND CIRCULATION

Under the Limited Site Access Alternative, no access to the site would be constructed along Fair Oaks Boulevard. This alternative would divert a substantial amount of inbound project traffic to the Howe Avenue/Feature Drive intersection, thereby likely requiring additional improvements to that intersection. In addition, the proposed

project would add traffic to the eastbound left-turn lane at the Fair Oaks Boulevard/Cadillac Drive intersection, thereby requiring the lengthening of this turn lane. The proposed project would also still cause an impact to the Howe Avenue/Fair Oaks Boulevard intersection, likely requiring some type of physical mitigation such as signal timing or lane reconfiguration. Therefore, the net result of this scenario would be greater off-site mitigation requirements and inferior project access. This impact would be **potentially significant**. *[Greater]*

7.5.3 RELATIONSHIP TO PROJECT OBJECTIVES

The Limited Site Access Alternative would revitalize a previously developed commercial site in an urbanized area and develop neighborhood commercial uses. It would also provide new, or enhance existing pedestrian facilities in the area; create temporary construction jobs and long-term operational jobs within the community; and contribute to the area's economic base through increased tax revenues. However, the Limited Site Access Alternative would not provide convenient ingress and egress into the project site along Fair Oaks Boulevard, potentially resulting in potential customers shopping at different, more convenient and easier to access stores. As a result, the Limited Site Access Alternative may not contribute as much as the proposed project to the area's economic base through increased tax revenues because shoppers may choose to patronize another location.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The State CEQA Guidelines require identification of an environmentally superior alternative (see Section 15126.6[e][2]). If the No Project Alternative is environmentally superior alternative, CEQA requires identification of the “environmentally superior alternative other than the no project alternative” from among the alternatives evaluated.

Table 7-1 identifies whether each of the alternatives evaluated in this EIR would have “greater,” “lesser,” or “similar” impacts as compared to the proposed project for each of the environmental topic areas evaluated in this EIR. As shown in Table 7-1, the No Project/No Construction Alternative would be the environmentally superior alternative under CEQA; however, it would not meet any of the project objectives. Further, pursuant to State CEQA Guidelines Section 15126.6 (e)(2), “[i]f the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” As is presented in Table 7-1, the No Project/Existing Zoning Alternative and the Limited Site Access Alternative would have impacts that would be greater than those caused by the proposed project. Therefore, the proposed project would be the environmentally superior alternative.

**Table 7-1
Comparison of Impacts of the Proposed Project to Those of the Alternatives¹**

| Environmental Topic Areas | Alternatives | | |
|--------------------------------|---------------------------|----------------------------|---------------------|
| | No Project/No Development | No Project/Existing Zoning | Limited Site Access |
| Greenhouse Gas Emissions | Lesser | Similar | Similar |
| Transportation and Circulation | Lesser | Greater | Greater |

Note:

¹ For each environmental topic, the alternative is compared to the proposed project based on the overall level of severity of impacts (i.e., greater, similar, lesser).

Source: AECOM 2013

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8 REFERENCES

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Chapter 7, “Alternatives”

No references in this chapter.

Chapter 9, “Report Preparation”

No references in this chapter.

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9 REPORT PREPARATION

City of Sacramento (Lead Agency and Transportation and Circulation Chapter)

Dana Allen.....Environmental Planner
Evan Compton..... Project Planner
Aelita Milatzo..... Assistant Transportation Engineer
Samar Hajeer Senior Transportation Engineer

AECOM (EIR Preparation)

Francine Dunn Project Director
Jennifer Aranda Project Manager
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Kristine Olsen..... Document Specialist
Brian Perry Graphics
Eryn Pimentel GIS

Fehr & Peers (Traffic Impact Study)

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SECTION 2

Record of Decision, Mitigation Monitoring and Reporting Program,
and Notice of Determination

**CITY OF SACRAMENTO PLANNING AND DESIGN COMMISSION
RECORD OF DECISION**

300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811

| | | |
|-------------------|---|-----------------------|
| Project Name: | CVS Pharmacy at Fair Oaks and Howe Avenue | |
| Project Number: | P12-032 | |
| Project Location: | 1 Cadillac Drive; 295-0020-004 & 295-0010-001; Council District 6 | |
| Action Status: | Approved Project | Action Date: 11/20/14 |

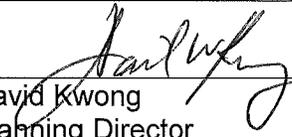
**REQUESTED
ENTITLEMENT(S):**

A request to subdivide 7.35± acres into three parcels and construct a 16,900 square foot pharmacy with an accessory drive-through on the property located at 1 Cadillac Drive in the General Commercial Review (C-2R PUD) zone and located in the Campus Commons Planned Unit Development.

- A. Environmental Determination: Environmental Impact Report;
- B. Mitigation Monitoring Plan;
- C. PUD Schematic Plan and Text Amendments in the Campus Commons Planned Unit Development to allow a new driveway on Fair Oaks Boulevard and modify signage requirements;
- D. Tentative Map to subdivide 7.35± acres into three parcels in the General Commercial (C-2R PUD) zone;
- E. Site Plan and Design Review with deviations for the construction of a 16,900 square foot pharmacy with accessory drive-through; and
- F. Variance to waive the masonry wall requirement along a portion of the southern property line abutting a residential use.

ACTIONS TAKEN: On 11/20/2014, the Planning and Design Commission took the following actions: Approved the project based on findings of fact and subject to conditions of approval.

Action certified by:


David Kwong
Planning Director

By:


Staff Signature

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90 days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

CONDITIONAL USE PERMIT: A use for which a Conditional Use Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Conditional Use Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

SITE PLAN AND DESIGN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, conditional use permits and variances.

APPEALS

Appeals of the Planning and Design Commission decision of this item to the City Council must be filed at 300 Richards Boulevard, 3rd Floor, within 10 calendar days of this meeting. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Original to Applicant
Copy to File

Findings Of Fact

A&B. Environmental Impact Report and Mitigation Monitoring Program:

1. The Planning and Design Commission finds that the Environmental Impact Report for CVS/Pharmacy Development (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
2. The Planning and Design Commission certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
3. The Planning and Design Commission certifies that the EIR has been presented to it, and that the Planning and Design Commission has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the Planning and Design Commission's independent judgment and analysis.
4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the Planning and Design Commission adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in Exhibit A of this Record of Decision.
5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the Planning and Design Commission adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program included as Exhibit B of this Record of Decision.
6. Upon approval of the Project, the City Manager shall file a Notice of Determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.
7. Pursuant to Guidelines section 15091(e), the administrative record of these proceedings is located, and may be obtained from, the City of Sacramento Community Development Department, Environmental Planning Services, 300

Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Community Development Department, Environmental Planning Services.

(See Exhibit A – Mitigation Monitoring Program)

C. The **PUD Amendment** to the Campus Commons Planned Unit Development to allow a driveway on Fair Oaks Boulevard and modify allowed signage is **approved** subject to the following Findings of Fact:

1. The PUD amendment is consistent with the applicable general plan land use designation and policies, commercial uses, and development standards which encourage convenient and attractive vehicular and pedestrian connections from the surrounding neighborhood;
2. The PUD amendments meet the purposes and criteria stated in the Planning and Development Code in that the PUD facilitates a mix of uses designed to assure that the new development promotes the public health, safety, convenience, and welfare of the city; and
3. The zoning classification of the subject parcels is consistent with the amendment to the planned unit development schematic plan and development guidelines which allows for commercial uses and appropriate signage to allow for viable businesses.

D. The **Tentative Map** to subdivide the existing two parcels into three parcels in the General Commercial (C-2R PUD) is **approved** subject to the following Findings of Fact:

- a. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:
 - a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
 - b. The site is physically suitable for the type of development proposed and suited for the proposed density;
 - c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
 - d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

- e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.
- b. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5).
- c. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6).
- d. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).
- e. The Planning & Design Commission has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

E. The **Site Plan and Design Review** with deviations request to construct a 16,900 square foot pharmacy with accessory drive through is **approved** based on the following findings of fact:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan which allows for support retail uses in the Employment Center Mid Rise designation; and
2. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards or, if deviations from design guidelines or development standards are approved, the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards in that the pharmacy is sited at the corner with enhanced landscaping; and

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards; and
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that brick veneer and landscaping complements adjacent structures along the corridor; and
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged; and
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that appropriate lighting, landscaping, and fenestration have been incorporated into the building site design to allow natural surveillance and eyes on the street.

F. The **Variance** request to waive the masonry wall requirement along the southern property line is **approved** based on the following findings of fact:

1. The parcel has physical characteristics, including its location, shape, size, topography, and surroundings, that generally do not exist in other properties in the vicinity with the same zoning classification in that an easement running along the south of the parcel for transmission lines prohibit the construction of a masonry wall;
2. Due to these physical characteristics, strict compliance with this title would deprive the subject parcel of development opportunities enjoyed by comparable parcels in the vicinity with the same zoning classification;
3. Approval of the requested variance will directly address the development impediments created by strict application of this title due to the physical characteristics of the subject parcel, but will not result in development advantages for the subject parcel inconsistent with the limitations imposed by this title on comparable parcels in the vicinity with the same zoning classification in that the easement also limits the building area of the parcel;

4. Approval of the requested variance will not be detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that landscape planters will be constructed to provide an attractive buffer between the commercial and existing residential uses;
5. Approval of the requested variance will not allow a use or activity on the subject parcel that is not otherwise expressly authorized by this title in that commercial uses are allowed in the General Commercial (C-2R PUD) zone; and
6. Approval of the requested variance authorizes development that is consistent with the general plan which encourages redevelopment of unoccupied, blighted buildings and the accommodation of new businesses, and creating new jobs.

Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations for the CVS/Pharmacy Development

Description of the Project

The proposed Project analyzed in the Draft EIR includes demolition and removal of all the existing structures at the Project site, and the construction and operation of new buildings that would house a retail pharmacy and other commercial uses. The Project site is on approximately 7.34-acres located on the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive), in Sacramento, California. The Project site is bounded by Fair Oaks Boulevard and residential development to the south, Howe Avenue to the east, and Cadillac Drive to the north and west. CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the Project site and relocate the CVS/pharmacy to the Project site. The proposed Project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store with a drive-through facility on the Project site. In addition to the new CVS/pharmacy, the proposed Project would also include construction and operation of approximately 49,270 square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870-square-foot grocer, approximately 19,900 square feet of retail use in two building pads on the Project site, and an approximately 1,500-square-foot fast food restaurant with a drive-through window. Site improvements include landscaping, enhanced pedestrian access, new parking lot and driveways, and security lighting.

Findings Required Under CEQA

1. Procedural Findings

The Planning and Design Commission of the City of Sacramento finds as follows:

Based on the initial study conducted for CVS/Pharmacy Development Project, SCH # 2013022014, (hereinafter the "Project"), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; that the Project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the Project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project will have additional significant environmental effects not previously examined in the Master EIR. Therefore, staff prepared a focused environmental impact report ("EIR") on the Project which incorporates by reference the Master EIR and analyzes only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR have been applied to the Project as appropriate. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency February 5, 2013 and was circulated for public comments from February 5, 2013 through March 8, 2013.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on August 22, 2014 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on August 22, 2014 and ended on October 6, 2014.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on August 22, 2014. The NOA stated that the City of Sacramento had completed the Draft

EIR and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft EIR would end on October 6, 2014.

e. A public notice was placed in the Sacramento Bulletin on August 22, 2014, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on August 22, 2104.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference;

b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

e. Zoning Ordinance of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. Campus Commons Planned Unit Development Guidelines

h. The Mitigation Monitoring and Reporting Program for the Project.

i. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or

prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); see also, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding

Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

As set forth below, the Planning and Design Commission adopts and incorporates all of the mitigation measures set forth in the Final EIR and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. The Planning and Design Commission intends to adopt each of the mitigation measures proposed in the Final EIR to reduce or eliminate significant impacts resulting from the Project. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

In support of its approval of the Project, the Planning and Design Commission makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the Planning and Design Commission, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

4. Greenhouse Gas Emissions

Impact 4-1 The proposed Project would conflict with the City's Climate Action Plan without appropriate documentation to demonstrate the Project's energy efficiency. With appropriate documentation submitted to the City, the proposed Project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions. Impact would be cumulatively considerable without appropriate documentation submitted to the City to demonstrate the Project's energy efficiency.

Mitigation Measure - The following mitigation measure has been adopted to address this impact:

Mitigation Measure 4-1: Submit documentation to the City of Sacramento to demonstrate the Project's energy efficiency.

The Project applicant shall submit the following to the City: (a) building plans which demonstrate that the Project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards.

Findings: Exceeding 2013 Building Energy Efficiency Standards by 5% or meeting CALGreen Title 1 for energy efficiency incorporated into the Project designs would reduce the Project's impact to Greenhouse Gas. For these reasons, the impact is determined to be less than significant.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

5. Transportation and Circulation

Impact 5-1: The proposed Project could cause potentially significant impacts to study intersections. The proposed Project would cause significant impacts under Existing Plus Project conditions at the study intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue.

Mitigation Measure - The following mitigation measure has been adopted to address this impact:

Mitigation Measure 5-1(a) Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. Those improvements would cause an indirect impact to the Howe Avenue/Feature Drive intersection. By virtue of the modification of the right-turn lane, additional queuing

occurs, which causes added delays and LOS F conditions at this intersection during the p.m. peak-hour.

Mitigation Measure 5-1(b): Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane.

Findings: This modification would result in dual left-turn lanes and a shared through/right lane on the eastbound Feature Drive approach. This modification would restore intersection operations to LOS D (47 seconds per vehicle) during the p.m. peak-hour.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 5-6: Project construction may temporarily disrupt the transportation network near the project site.

Mitigation Measure - The following mitigation measure has been adopted to address this impact:

Mitigation Measure 5-6: Prepare construction traffic and parking management plan.

Prior to the beginning of construction, the Project applicant shall prepare construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:

- ▶ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- ▶ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- ▶ Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- ▶ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Findings: A construction traffic and parking management plan would reduce the likelihood of a temporary disruption to the transportation network. For these reasons, the impact is determined to be less than significant.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

B. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the Planning and Design Commission elects to approve the Project due to overriding considerations as set forth below in Section G, the Statement of Overriding Considerations.

5. Transportation and Circulation

Impact 5-1: The proposed Project could cause potentially significant impacts to study intersections. The proposed Project would cause significant impacts under Existing Plus Project conditions at the study intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. In the Cumulative Condition Plus Project, the proposed Project also would cause significant impacts to the Howe Avenue/Fair Oaks Boulevard and Howe Avenue/Cadillac Drive intersections.

The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

Mitigation Measure 5-1(a): Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue.

The Project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements:

- A. Replace southbound "free" right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system.
- B. Extend the City's signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection.

There were no feasible mitigation measures proposed in the EIR to reduce impacts at the Howe Avenue/Cadillac Drive intersection.

Finding: Table 5-11 in the draft EIR shows that the proposed Mitigation Measure 5-1(a) would cause reductions in delay (compared with Existing Plus Project without mitigation) at most intersections. Most notably, p.m. peak-hour delay at the Howe Avenue/Fair Oaks Boulevard intersection would be reduced from 116 to 106 seconds per vehicle. However, since p.m. peak-hour operations would not be restored to within five seconds of "No Project" conditions with the mitigation at that intersection, the impact at the Howe Avenue/Fair Oaks Boulevard would remain significant and unavoidable. In the Cumulative Plus Project condition, the a.m. peak hour delay at the Howe Avenue/Fair Oaks intersection would increase from 57 to 69 seconds per vehicle even

with mitigation, thereby remaining significant and unavoidable. In the p.m. peak hour the vehicle delay would improve from 129 to 118 seconds, but still remain at LOS F with the mitigation. At the Howe Avenue/Cadillac Drive intersection the p.m. peak hour delay would increase from 15 to 64 seconds per vehicle and be LOS F. There are no mitigation measures for reducing delay at the Howe Avenue/Cadillac Drive intersection because installation of a traffic signal is not feasible given intersection spacing requirements, so this impact also is significant and unavoidable.

For these reasons, the impact remains *significant and unavoidable*.

F. Project Alternatives.

The Planning and Design Commission has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The Planning and Design Commission finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible or would not reduce the significant effects of the proposed Project on traffic to a less than significant level. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternatives Considered and Dismissed from Further Consideration

Off-Site Alternative. State CEQA Guidelines Section 15126.6(a) states that “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” An off-site alternative was rejected from further consideration because the Project applicant does not control any off-site properties that could accommodate the proposed Project. The existing CVS/pharmacy located across the street from the Project site is less than half the size of the proposed CVS/pharmacy retail store (5,706 square feet as opposed to 16,900 square feet with the proposed Project) and does not have a drive-through facility. Relocating the store to the Project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail areas, and add drive-through facilities. Further, the proposed site is one that is planned and zoned for the types of uses that are being proposed in the Project, and such uses were considered when the City adopted its 2030 General Plan.

Reduced Intensity Alternative. The 2030 General Plan land use designation on the Project site is Employment Center Mid Rise, which allows a minimum floor area ratio (FAR) of 0.35:1 and a maximum FAR of 2.00:1. The FAR on the Project site would be 0.35:1, consistent with the minimum FAR requirements for Employment Center Mid Rise. Reducing the building intensity on the Project site would result in an FAR

inconsistent with the 2030 General Plan standards. A reduction in density below the 0.35 FAR minimum density, though it could result in a reduction of impacts compared to the proposed Project, would not be consistent with the vision for the site expressed in the 2030 General Plan and would be inconsistent with the City's efforts to encourage infill development. Thus, this alternative would fail to meet the following basic objectives of the proposed Project: provide neighborhood serving commercial uses, such as a pharmacy and a grocer, at a location convenient to the community; create a development consistent with the City's General Plan land use designation; and create a Project that will contribute to the area's economic base through increased tax revenues.

Summary of Alternatives Considered

The EIR analyzed the following alternatives to the proposed Project:

No Project/No Development Alternative. This alternative assumes that the proposed Project would not be built and there would be no new development of the site. This alternative assumes the existing buildings and uses on the site would remain.

No Project/Existing Zoning Alternative. This alternative assumes that the proposed Project would not be built and the Project site would be developed with commercial uses in accordance with current development standards for an Employment Center Mid Rise land use designation and C-2 General Commercial zoning designation.

Limited Site Access Alternative. This alternative assumes that the proposed Project would be built and the land uses would be identical to those described for the proposed Project, but the site access driveway from Fair Oaks Boulevard would not be constructed. Site access would occur via the three proposed driveways on Cadillac Drive in locations similar to the proposed Project. This alternative also would not include reconfiguration of the Howe Avenue/Fair Oaks Boulevard intersection to eliminate the free right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard.

Facts in Support of Finding of Infeasibility

The No Project/No Development Alternative would not meet any of the Project objectives because it would not revitalize a previously developed commercial site in an urbanized area or develop neighborhood commercial uses. This alternative would not provide new or enhance existing pedestrian facilities in the area. The No Project/No Development Alternative also would not create temporary construction jobs. If the Project site remained vacant as described with the No Project/No Development Alternative, the site would not promote long-term operational jobs within the community, and uses at the site would not contribute to the area's economic base through increased tax revenues.

The No Project/Existing Zoning Alternative would meet most of the Project objectives because it would revitalize a previously developed commercial site in an urbanized area and develop neighborhood commercial uses. This alternative would also provide new, or enhance existing pedestrian facilities in the area. The No Project/Existing Zoning Alternative also would create temporary construction jobs and long-term operational jobs within the community, and would contribute to the area's economic base through increased tax revenues. However, this alternative may not meet the first objective: provide neighborhood serving commercial uses, such as a pharmacy and other retailers, at a location convenient to the community in new, modern energy-efficient buildings. In addition, due to the increased intensity of the site under this alternative, it is likely the uses on the site would be more intense than neighborhood serving commercial uses and result in greater traffic impacts.

The Limited Site Access Alternative would revitalize a previously developed commercial site in an urbanized area and develop neighborhood commercial uses. It would also provide new, or enhance existing pedestrian facilities in the area; create temporary construction jobs and long-term operational jobs within the community; and contribute to the area's economic base through increased tax revenues. However, the Limited Site Access Alternative would not provide convenient ingress and egress into the Project site along Fair Oaks Boulevard, potentially resulting in potential customers shopping at different, more convenient and easier to access stores. As a result, the Limited Site Access Alternative may not contribute as much as the proposed Project to the area's economic base through increased tax revenues because shoppers may choose to patronize another location.

Environmentally Superior Alternative

The State CEQA Guidelines require identification of an environmentally superior alternative (see Section 15126.6[e][2]). If the No Project Alternative is the environmentally superior alternative, CEQA requires identification of the "environmentally superior alternative other than the no project alternative" from among the alternatives evaluated.

Table 7-1 identifies whether each of the alternatives evaluated in the EIR would have "greater," "lesser," or "similar" impacts as compared to the proposed Project for each of the environmental topic areas evaluated in the EIR. As shown in Table 7-1, the No Project/No Construction Alternative would be the environmentally superior alternative under CEQA; however, it would not meet any of the Project objectives. Further, pursuant to State CEQA Guidelines Section 15126.6 (e)(2), "[i]f the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." As is presented in Table 7-1, the No Project/Existing Zoning Alternative and the Limited Site Access Alternative would have impacts that would be greater than those caused by the proposed Project. Therefore, the proposed Project would be the environmentally superior alternative.

**Table 7-1
Comparison of Impacts of the Proposed Project to Those of the Alternatives¹**

| 9 | Environmental Topic Areas | 10 Alternatives | | | | | |
|----|--|-----------------|---------------------------|----|----------------------------|----|---------------------|
| | | 11 | No Project/No Development | 12 | No Project/Existing Zoning | 13 | Limited Site Access |
| 14 | Greenhouse Gas Emissions | 15 | Lesser | 16 | Similar | 17 | Similar |
| 18 | Transportation and Circulation | 19 | Lesser | 20 | Greater | 21 | Greater |
| 22 | Note: | | | | | | |
| 23 | ¹ For each environmental topic, the alternative is compared to the proposed project based on the overall level of severity of impacts (i.e., greater, similar, lesser). | | | | | | |
| 24 | Source: AECOM 2013 | | | | | | |

G. Statement of Overriding Considerations:

Pursuant to CEQA Guidelines Section 15092, the Planning and Design Commission finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections 5.0 through 5.6 of the draft EIR. The Planning and Design Commission further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The Planning and Design Commission makes this statement of overriding considerations in accordance with Section 15093 of the CEQA Guidelines in support of approval of the Project.

The Planning and Design Commission recognizes that approval of the Project will result in significant adverse environmental impacts on traffic and circulation that cannot be avoided or reduced to a less-than-significant level even with the adoption of all feasible mitigation measures. In the Planning and Design Commission's judgment and acting pursuant to Section 15093 of the CEQA Guidelines, the Planning and Design Commission finds that the Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the Planning and Design Commission's judgment, the benefits of the Project as approved outweigh its unavoidable significant effects and remaining residual impacts. The EIR described certain impacts which, although substantially mitigated or lessened, are potentially not mitigated to a point of being less than significant.

This Statement of Overriding Considerations applies specifically to those impacts found to be significant and unavoidable, as well as to any residual impacts. Such significant impacts include, but are not limited to:

- Traffic impacts to the Howe Avenue/Fair Oaks Boulevard intersection in the a.m. peak hour and p.m. peak hour would remain at LOS F even with the proposed mitigation in the EIR.
- Traffic Impacts to the Howe Avenue/Cadillac Drive intersection would be LOS F in the p.m. peak hour because there are no feasible mitigation measures available.

In addition to the above impacts, this Statement of Overriding Considerations applies to any residual impacts that have been substantially lessened or avoided, but not necessarily to a level of less than significant. The Planning and Design Commission believes that many of the unavoidable environmental effects which have not been mitigated to a less than significant level will be substantially reduced by the mitigation measures for the Project. The Planning and Design Commission recognizes that the implementation of the Project will result in certain potentially irreversible environmental effects.

In reaching the Planning and Design Commission's decision to approve the Project and all related documentation, it has carefully considered each of the unavoidable impacts, each of the impacts that have not been substantially mitigated to a less than significant level, as well as each of the residual impacts over which there may be a dispute concerning the impact's significance after mitigation. Notwithstanding the identification and analysis of impacts which are identified as significant and unavoidable, the Planning and Design Commission, acting consistent with Section 15093 of the CEQA Guidelines, hereby determines that the benefits of the Project outweigh the unavoidable adverse impacts and remaining residual impacts, and that the Project should be approved.

The following statement identifies the reasons why, in the Planning and Design Commission's judgment, the benefits of the Project as approved outweigh its significant and unavoidable effects. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Planning and Design Commission would stand by its determination that each individual reason alone is sufficient. The substantial evidence supporting the various benefits can be found in the preceding CEQA Findings and in the documents found in the Record of Proceedings.

A. Specific Findings.

1. The Project's Benefits Outweigh Unavoidable Impacts. The remaining unavoidable and irreversible impacts of the Project are acceptable in light of the economic, social, environmental, land use, and other considerations set forth herein because the Planning and Design Commission finds that the benefits of the Project outweigh any significant and unavoidable or irreversible adverse environmental impacts of the Project, as well as outweighing any residual impacts over which a controversy exists concerning the impacts' significance following mitigation. The specific benefits of the Project include:

- Providing neighborhood serving commercial uses, such as a pharmacy, a grocery store, and other retailers, at an underutilized location convenient to the surrounding community in new, modern energy-efficient buildings.
- Providing convenient and appropriate parking facilities to serve the commercial uses on the Project site.
- Providing convenient ingress and egress into the Project site along Cadillac Drive and Fair Oaks Boulevard.
- Providing improved pedestrian connections along Howe Avenue and Cadillac Drive to create a safe pedestrian environment and encourage the public to walk to the Project site.
- Developing the Project site consistent with the City's General Plan land use designation.
- Revitalizing an unused commercial site in an urbanized area into an economically productive commercial project and promoting infill development.
- Implementing a Project that will contribute to the area's economic base through increased tax revenues.
- Creating high-quality temporary construction jobs and long-term operational jobs for members of the community.

2. Rejected or Deleted Mitigation Measures. There are no mitigation measures that were suggested in the EIR that have not been incorporated into the Project.

The Planning and Design Commission believes that many of the unavoidable and irreversible environmental effects, as well as many of the environmental effects which have not been mitigated to a less than significant level, will be substantially reduced by the mitigation measures for the Project. The Planning and Design Commission recognizes that the implementation of the Project will result in certain potentially irreversible environmental effects.

B. Other Related Overriding Considerations.

In addition to the economic, social, environmental, and land use considerations identified above, the Planning and Design Commission has considered various factors in arriving at its decision to approve the Project. Although economic, social, environmental, and land use benefits to be derived by the City are the primary reasons for the decision to approve the Project, other factors have been considered in the planning process and add to the benefits of the Project when weighed against any unavoidable environmental impacts identified in the EIR. Among these factors include the prospect of creating a development plan for an under-utilized commercial site that will serve as a model for future environmentally sensitive infill development.

CONCLUSION

The Planning and Design Commission finds that it is imperative to balance competing goals in approving the Project and the remaining environmental impacts resulting from the Project. Not every policy or environmental concern has been fully satisfied because of the need to satisfy competing concerns to a certain extent. Accordingly, in some instances the Planning and Design Commission has chosen to accept certain environmental impacts because to eliminate them would unduly compromise some other important economic, social, environmental, land use or other goal. The Planning and Design Commission finds and determines that the Project and the supporting environmental documentation provide for a positive balance of the competing goals and that the economic, social, environmental, land use and other benefits of the Project outweigh any environmental and related potential detriments from the Project.

Any remaining significant effects on the environment attributable to the Project that are unavoidable, irreversible or not substantially mitigated to a less-than-significant level are acceptable due to the overriding considerations set forth above. The Planning and Design Commission has concluded that with all the environmental trade-offs of the Project taken into account, the Project's implementation will represent a net positive impact on the City, and based upon such considerations after a comprehensive analysis of all the underlying planning and environmental documentation, it has approved the Project.

The Planning and Design Commission hereby approves and adopts the foregoing CEQA Findings of Fact and Statement of Overriding Considerations for the Project.

Conditions Of Approval

- D. The **Tentative Map** to subdivide the existing two parcels into three parcels in the General Commercial (C-2R PUD) is **approved** subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P12-032). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Parcel Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL: All Projects

1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
2. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be conveyed to and reserved from Parcels 1, 2 and 3, at no cost, at the time of sale or other conveyance of either parcel.;
3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P12-032);
4. Meet all conditions of the existing PUD (P12-032) unless the condition is superseded by a Tentative Map condition;

5. Show all continuing and proposed/required easements on the Parcel Map;
6. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Public Works.

Department of Public Works: Streets (Anis Ghobril, Department of Public Works, 808-5367)

7. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Cadillac Drive, Fair Oaks Boulevard and Howe Avenue per City standards and to the satisfaction of the Department of Public Works;
8. The applicant shall dedicate and construct separated sidewalks along the project's frontage on Fair Oaks Boulevard per City standards and to the satisfaction of the Department of Public Works. The construction of the sidewalk shall be from the intersection of Howe Ave and Fair Oaks Boulevard to the proposed driveway along Fair Oaks Boulevard.
9. The applicant shall restripe Cadillac Drive to provide one travel lane in each direction and a two way left turn lane consistent with the recommendations of the traffic study. The restriping of Cadillac drive shall be to the satisfaction of the Department of Public Works.
10. The applicant shall modify and re-construct the existing signal at Fair Oaks Boulevard and Howe Avenue consistent with the recommendations of the Traffic Analysis done for this project. Some of the modifications include the reconstruction of the south bound right turn lane, new striping, markings and signage for a crosswalk, modifications to the existing Pedestrian Island, additional equipment for a pedestrian signal head, etc. to the satisfaction of the Department of Public Works.
11. The applicant shall construct a new driveway along Fair Oaks Boulevard per City standards. The applicant shall dedicate additional right of way and construct a deceleration lane for the new driveway to the satisfaction of the Department of Public Works.

12. The applicant shall construct a new cross walk (3-legs) at the intersection of Cadillac Drive and Feature Drive to the satisfaction of the Department of Public Works.
13. The applicant shall submit a signal design concept report (SCDR) per section 15.18 of the Cities Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SCDR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process.
14. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
15. Construct A.D.A. compliant ramps at the south-west corner of the intersection of Cadillac Drive and Howe Avenue. Construct A.D.A. compliant ramps the south-east and north-east corner of the intersection of Cadillac Drive and Feature Drive to the satisfaction of the Department of Public Works;
16. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works;

PUBLIC/PRIVATE UTILITIES (Monica Adamee, SMUD, 732-6075)
(Amandeep Singh, SASD, 876-6296)

17. Dedicate a 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street rights of ways;
18. Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10 feet adjacent thereto) as a public Utility easement for overhead and underground facilities and appurtenances.
19. Connection to the District's sewer system shall be required to the satisfaction of the District. District Design Standards apply to any on and off-site sewer construction. (SASD)
20. Each parcel with a sewage source shall have a separate connection to the

District public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or the District public sewer line.(SASD)

21. In order to obtain sewer service, construction of District sewer infrastructure will be required.(SASD)
22. Sewer easements will be required. All sewer easements shall be dedicated to the District, in a form approved by the District Engineer. All District sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. The District will provide maintenance only in public right-of-ways and in easements dedicated to the District.(SASD)
23. The District requires their sewers to be located a minimum of 10 feet (measured horizontally from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7 feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by the District on a case by case basis.(SASD)
24. Developing this property will require the payment of sewer impact fees (connection fees). Impact fees shall be paid prior to issuance of Building Permits. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.(SASD)

CITY UTILITIES (Inthira Mendoza, Utilities Department, 808-1473)

25. All existing easements and all existing right-of-ways shall be shown on the Final Map.
26. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."
27. Per City Code, the project may not be developed in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that enters the property. The project shall construct the required infrastructure to handle off-site runoff to the satisfaction of the DOU and dedicate any required

private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

28. If the City owned lot (APN: 295-0010-001) located at the northwest corner of the intersection of Fair Oaks Blvd. and Howe Ave. is purchased and included as part of this project, then the following shall apply:

Field verify and plot (on both the map and construction drawings) the exact location of the City owned 8" water main and 54" water transmission main that run through the property. Dedicate easements to the City, located over these mains and their appurtenances to the satisfaction of the DOU.

3. Only DOU approved landscaping may be installed within the existing detention basin area.

4.

If the existing detention basin located on the property is not modified, dedicate easements as required by the DOU, to allow:

- City drainage to continue to collect in the basin.
- City crews to access the area, to service and maintain the basin and any connecting City owned pipes.

If the existing detention basin is eliminated or modified such that its storage volume and performance will be affected:

- Dedicate easements as required by the DOU (for the reasons stated above).
- Modify the existing Basin 95 & 109 Sacramento Stormwater Management Model (SSWMM) Storm Drainage Masterplan to include the drainage basin as an existing condition in the pre-project model.
- Prepare a post-project SSWMM by making the appropriate changes to the drainage basin from the pre-project model.
- The analyst shall then compare pre- and post-project depth of flooding at the flood risk centers in Basin 95. If there's no increase in flood depth, then no mitigation plan is necessary.
- However, if the elimination or modification of the drainage basin causes flood depth to increase, then a mitigation plan is required and must be implemented with the project construction drawings. To show that the mitigation plan will work, the post-project SSWMM shall be modified to show the mitigation measures.

FIRE: (King Tunson, Fire Department, 808-1358)

5. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4
6. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. CFC 503.2.1.
7. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3.
8. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
9. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided. *This shall be required due to the looped service for fire hydrants and fire services for buildings.*

MISCELLANEOUS

10. The applicant shall submit CC&R's to be approved by the City and recorded assuring maintenance of all common driveways, parking areas and any common amenities.
- E.** The **Site Plan and Design Review** with deviations for the construction of a 16,900 square foot pharmacy with accessory drive-through is **approved** subject to the following conditions of approval:

Planning

- D1. The project shall conform to the attached plans. Any changes to the project shall require additional planning and design review approval.
- D2. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
- D3. A minimum of two long term and nine short term bicycle facilities shall be provided. Bicycle facilities shall be located in visible areas to provide natural surveillance.
- D4. A pedestrian connection shall be provided between the main entrance of the proposed pharmacy and the public sidewalk on Howe Avenue, in the area to the north of the bicycle racks and lockers.

- D5. The applicant shall obtain a "no objection" letter from Pacific Gas and Electric (PG&E) prior to any construction activities commencing around the high voltage facilities.

Design Review

Site Design

- D6. Auto access and site layouts shall be as indicated in the exhibits.
- D7. The pharmacy building shall be sited as indicated in the report and exhibits. The building entries shall be oriented as shown in the exhibits.
- D8. As shown on the site plan, all crosswalks shall be striped or finished with alternative paving to emphasize areas shared by vehicles, pedestrians, and bicyclists.
- D9. All parking spaces and maneuvering areas shall meet the minimum 50% minimum tree shading requirements.
- D10. The applicant shall provide landscaping and irrigation as shown on the approved plans. Automatic irrigation shall be provided for all plantings and landscaping.
- D11. All detached signs shall be monuments with a base design incorporating the brick veneer of the main structure.
- D12. The 7.35 acre development site shall have no more than three multitenant monument signs for the commercial center, each oriented to a different public street as shown on the attached site plan.
- D13. All signage shall comply with the city code regarding setbacks and visibility requirements.
- D14. A sign permit shall be submitted and obtained before fabrication and installation of signage.
- D15. The trash enclosures shall be finished with the same building materials and color schemes as the proposed pharmacy structure. The trash enclosure shall meet all code regulations regarding CMU walls, solid metal gates, concrete apron, and perimeter landscaping.
- D16. All site lighting shall be designed to avoid glare on adjacent properties.

Building Design

- D17. The elevations shall have a consistency of detail and quality as indicated on the plans.
- D18. Final heights and massing shall be as indicated on the attached exhibits.
- D19. All cement plaster shall have a smooth finish.

- D20. The brick veneer shall be applied to the building as shown on the attached plans. There shall be a planar change between the brick veneer panels and the plaster areas to provide visual interest as shown on the attached plans.
- D21. The design of the pharmacy shall be as indicated on the final color and material board.
- D22. All trellis/awning/pergola elements and ornate recess boxes shall be provided as indicated on the attached plans.
- D23. All windows on the elevations facing Fair Oaks Boulevard and Howe Avenue shall be provided as shown on the attached plans. Glazing shall be as clear as possible.
- D24. All roof-mounted equipment shall be completely screened from view from adjacent streets and public areas and concealed behind parapets or architecturally integrated screens. Ground mounted equipment shall be screened by fences, walls, or landscaping.
- D25. All exterior lighting shall complement the building design. Wall packs and shoebox fixtures shall be avoided.
- D26. All cornices shall have a return for a more finished appearance.
- D27. All final details affecting the exterior building design that are not determined at the time of the Planning and Design Commission final review shall be reviewed and approved by Design Review staff prior to building permit submittal.
- D28. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.

Police

- D29. Closed-circuit color video cameras shall be installed to monitor the cash registers, the entrances, and all four exterior sides of the building. The recording device shall be a digital video recorder capable of storing a minimum of 30 days worth of activity.
- D30. Lighting shall meet IESNA minimum standards.

Fire

- D31. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- D32. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

- D33. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- D34. Provide appropriate Knox access for site. CFC Section 506
- D35. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- D36. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a)
- D37. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- D38. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1

Public Works

- D39. Construct standard improvements as noted in these conditions pursuant to Title 18 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Cadillac Drive, Fair Oaks Boulevard and Howe Avenue per City standards and to the satisfaction of the Department of Public Works
- D40. Design and install street lighting adjacent to the subject property (if needed) per Section 14 of the City's Design and Procedure Manual to the satisfaction of the Department of Public Works.
- D41. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P12-032).
- D42. The applicant shall dedicate and construct separated sidewalks along the project's frontage on Fair Oaks Boulevard per City standards and to the

satisfaction of the Department of Public Works. The construction of the sidewalk shall be from the intersection of Howe Ave and Fair Oaks Boulevard to the proposed driveway along Fair Oaks Boulevard.

- D43. The applicant shall restripe Cadillac Drive to provide one travel lane in each direction and a two way left turn lane consistent with the recommendations of the traffic study. The restriping of Cadillac drive shall be to the satisfaction of the Department of Public Works.
- D44. The applicant shall modify and re-construct the existing signal at Fair Oaks Boulevard and Howe Avenue consistent with the recommendations of the Traffic Analysis done for this project. Some of the modifications include the reconstruction of the south bound right turn lane, new striping, markings and signage for a crosswalk, modifications to the existing Pedestrian Island, additional equipment for a pedestrian signal head, etc. to the satisfaction of the Department of Public Works.
- D45. The applicant shall submit a signal design concept report (SCDR) per section 15.18 of the Cities Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SCDR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process.
- D46. The applicant shall construct a new driveway along Fair Oaks Boulevard per City standards. The applicant shall dedicate additional right of way and construct a deceleration lane for the new driveway to the satisfaction of the Department of Public Works.
- D47. Construct A.D.A. compliant ramps at the south-west corner of the intersection of Cadillac Drive and Howe Avenue. Construct A.D.A. compliant ramps the south-east and north-east corner of the intersection of Cadillac Drive and Feature Drive to the satisfaction of the Department of Public Works.
- D48. The applicant shall construct a new cross walk (3-legs) at the intersection of Cadillac Drive and Feature Drive to the satisfaction of the Department of Public Works.
- D49. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- D50. The site plan shall conform to the parking requirements set forth in City Code 17.608.040 (Development standards for off-street parking facilities, Zoning Ordinance).

D51. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

Utilities

D52. All existing easements and all existing right-of-ways shall be shown on the construction drawings.

D53. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Excess services shall be abandoned to the satisfaction of the DOU. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.

D54. Water service taps can be taken from the 8" City water main in Cadillac Drive. No taps may be made to the 54" City water transmission main that runs near the project's east property line.

D55. Prior to design the applicant shall field verify the exact location of the 54" City owned water transmission main located near the project's east property line and properly plot the location of the main on both the map and construction drawings. The applicant is responsible for the protection and repair of City owned mains during the construction of the proposed development. Contact Underground Service Alert at 1-800-642-2444, 48 hours before work is to begin.

D56. Any proposed improvements, other than basic landscaping (no trees) and asphalt, within utility easements for all public water, sanitary sewer or storm drain pipelines require approval from the DOU and per City Code 13.04.230 require the execution of a hold harmless agreement.

D57. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.

D58. Any impact to the City's drainage system caused by the development of this project must be mitigated, such that the "Do No Harm" criteria per section 11

(Storm Drainage Design Standards) of the City's Design and Procedures Manual is met. If the pre-project drainage flows are greater than the post-project drainage flows (including the new access road to Fair Oaks Blvd.), no mitigation is required. However, if mitigation is required, 5000 cubic feet of detention must be provided per each additional acre of impervious area; or the existing Basin 95 & 109 Sacramento Stormwater Management Model (SSWMM) can be modified to include this projects pre and post conditions to determine the actual required detention volume.

- D59. If the City owned lot (APN: 295-0010-001) located at the northwest corner of the intersection of Fair Oaks Blvd. and Howe Ave. is purchased and included as part of this project, then the following shall apply:

Field verify and plot (on both the map and construction drawings) the exact location of the City owned 8" water main and 54" water transmission main that run through the property. Dedicate easements to the City, located over these mains and their appurtenances to the satisfaction of the DOU.

Only DOU approved landscaping may be installed within the existing detention basin area.

If the existing detention basin located on the property is not modified, dedicate easements as required by the DOU, to allow:

- City drainage to continue to collect in the basin.
- City crews to access the area, to service and maintain the basin and any connecting City owned pipes.

If the existing detention basin is eliminated or modified such that its storage volume and performance will be affected:

- Dedicate easements as required by the DOU (for the reasons stated above).
- Modify the existing Basin 95 & 109 Sacramento Stormwater Management Model (SSWMM) Storm Drainage Masterplan to include the drainage basin as an existing condition in the pre-project model.
- Prepare a post-project SSWMM by making the appropriate changes to the drainage basin from the pre-project model.
- The analyst shall then compare pre- and post-project depth of flooding at the flood risk centers in Basin 95. If there's no increase in flood depth, then no mitigation plan is necessary.
- However, if the elimination or modification of the drainage basin causes flood depth to increase, then a mitigation plan is required and must be implemented with the project construction drawings. To show that the

mitigation plan will work, the post-project SSWMM shall be modified to show the mitigation measures.

- D60. An on-site surface drainage system is required and shall be connected to the City drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per the latest edition of: Frontage and On-Site Improvement Procedures Manual, which may be obtained from the City's Community Development Department at 300 Richards Blvd., 3rd floor).
- D61. Per City Code, the project may not be developed in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that enters the property. The project shall construct the required infrastructure to handle off-site runoff to the satisfaction of the DOU and dedicate any required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.
- D62. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher or as approved by the Department of Utilities (DOU). Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release, or as approved by the DOU.
- D63. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- D64. This project will disturbed more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit" (Order 2009-0009 DWQ or most current). To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's **Storm Water Multiple Application and Report Tracking System** (SMARTS), located online at <http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp>
A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
- D65. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures (e.g., stormwater planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), multi-functional drainage corridors,

vegetated filter strips and/or swales, and proprietary devices) are required. A maintenance agreement is required for all on-site treatment control measures. Contact DOU for a list of accepted proprietary devices if considered for treatment control. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, (6) waste management areas and (7) Storm drain inlet (markings). Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" for appropriate source control measures. Runoff reduction measures (e.g. porous pavement) are optional control measures. Refer to the Runoff Reduction Credit Worksheet in the above Manual for porous pavement design.

Regional Transit

- D66. Contact Robert Hendrix, RT Facilities at 916-869-8606 to determine if the existing bus shelter requires any upgrades. If determined appropriate by Regional Transit, provide upgrades as needed.
- D67. The project construction shall not disrupt transit service or pedestrian access to transit stops.
- D68. Transit information shall be displayed in prominent locations within the business for both patrons and employees. Please use the Request Form available on www.sacrt.com to order transit information materials. Employers should offer employees subsidized transit passes at 50% or greater discount.

Urban Forest

- D69. Any proposed pruning, removal or encroachment within the dripline of street trees or heritage trees shall require a permit from Urban Forest Services. (Note: The Valley Oak tree identified as tree 3398 in the arborist report prepared by Foothill Associates dated October 31, 2014, meets the definition of a heritage tree.)
- D70. Tree protection fencing, consisting of a minimum 4 foot tall high-visibility fence (orange plastic snow fence or similar), shall be placed around heritage trees remaining on the site at a distance from the trunk that is equal to or greater than the drip-line radius, to delineate the tree protection zone (TPZ). This fence shall be erected before any construction activities take place on site and shall not be removed before the end of the project without authorization from a City Arborist.
- D71. No parking, storage, or dumping of any construction materials is allowed within the TPZ.

D72. No grading, trenching, or excavation is allowed within the TPZ unless authorized by a City Arborist.

F. The **Variance** to waive the masonry wall along a portion of the south property line is **approved** subject to the following conditions of approval:

F1. Maintain a landscaped planter along the southern property line as permitted by the easement restrictions.

Advisory Notes Only

ADV1. The Site Plan and Design Review approval is for the 16,900 square foot pharmacy building only.

ADV2. The other future buildings will require additional planning and design review entitlements before building permits may be issued.

ADV3. The City Arborist will review the future development on Parcel 2 for protection of the Valley Oak tree identified as tree 3398. Specialized construction techniques or modifications to the size of the tree planter and paving area as shown on the attached site plan may be necessary to protect the root zone.

ADV4. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.

ADV5. The proposed project is located in the Flood zone designated as a Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the Shaded X zone, there are no requirements to elevate or flood proof.

ADV6. The applicant is encouraged to consider Low Impact Development (LID) strategy for the site design and utilize LID practices (i.e. stormwater planters) for stormwater treatment. The applicant can obtain LID runoff reduction credits following the guidance in the Stormwater Quality Design Manual. LID runoff reduction will reduce the required treatment volume which could potentially reduce the surface area requirements for the stormwater treatment measures. Contact City of Sacramento Utilities Department Stormwater Program (808-1449) if you have additional questions.

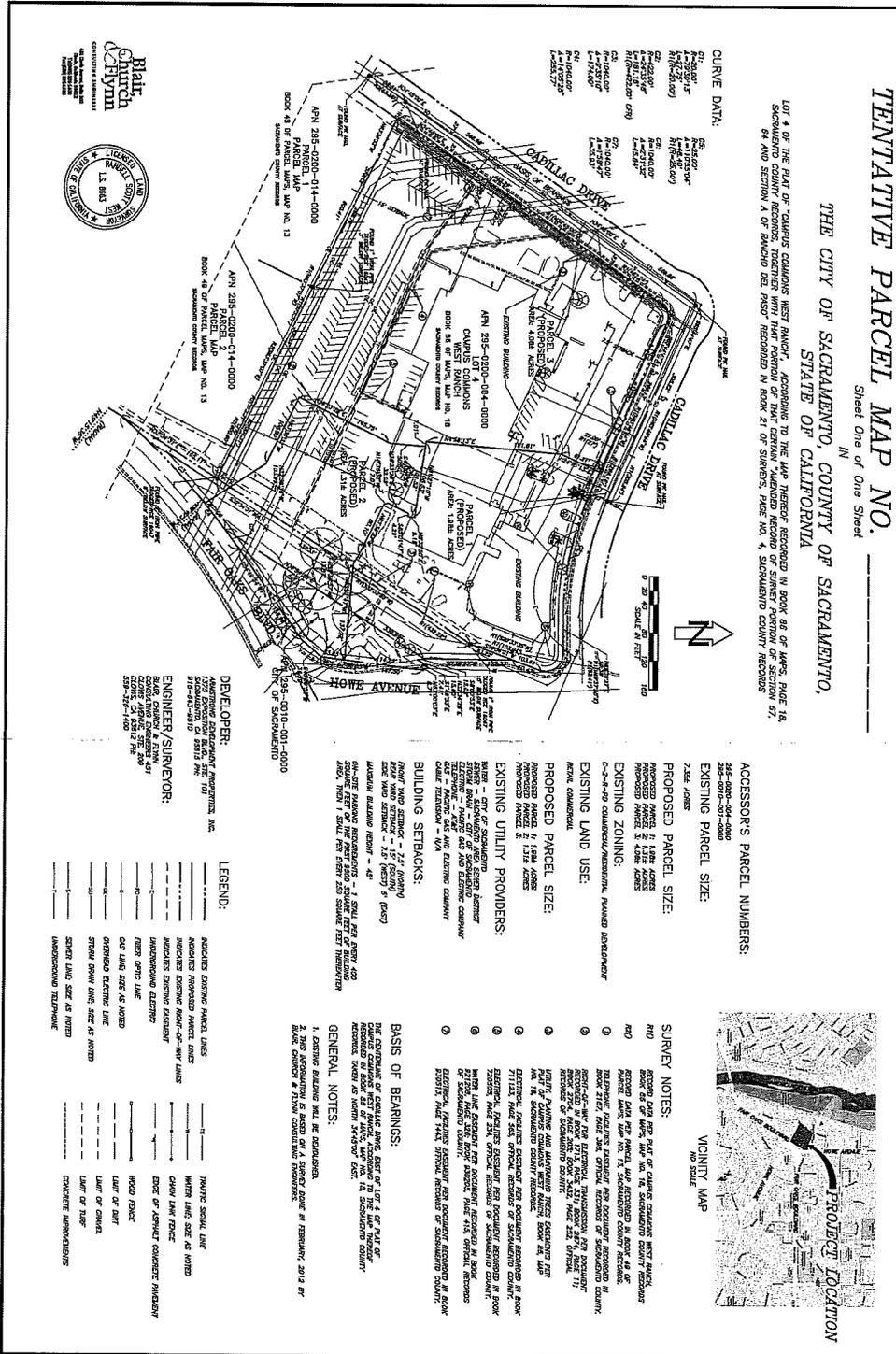
ADV7. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements.

- ADV8. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private landowners for the construction of this project.
- ADV9. Any use of District sewer easements, which is not compatible or interferes with the construction, reconstruction, operation, maintenance, or repair of the District's sanitary sewer(s), shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to the use of the easement by the Grantor. This includes landscaping. (SASD)
- ADV10. The applicant will be responsible to meet his/her obligation as outlined in Chapter 18.44 of City Code pertaining to the Park Development Impact Fee (PIF), due at the time of issuance of building permit. The Park Development Impact Fee due for the pharmacy project is estimated at \$6,929. This is based on a 16,900 square foot pharmacy at the standard commercial retail rate of \$0.39 per square foot. The estimated fee for a 49,270 square foot grocery/retail/restaurant is \$20,201 using the same fee rate. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for a building permit.
- ADV11. Maintain existing underground 12KV cables and pad mount equipment located on proposed Parcel 1 and proposed Parcel 3.(SMUD)
- ADV12. The applicant has agreed to plant vines on the boxed trellises along the sides of the building.
- ADV13. The applicant has agreed to use local brick veneer to have a color and look that is consistent with surrounding buildings.

TENTATIVE PARCEL MAP NO. _____
 IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO,
 STATE OF CALIFORNIA

Sheet One of One Sheet

LOT 4 OF THE PLAT OF "CAMPUS COMMONS WEST PARK", ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 82 OF MAPS, PAGE 18, SACRAMENTO COUNTY RECORDS, TOGETHER WITH THAT PORTION OF THAT CENTRAL "AMENDED RECORD OF SURVEY" PORTION OF SECTION 67, 68 AND SECTION 4 OF RANGE 32E, T14N, R12E, AS SHOWN IN BOOK 21 OF SURVEYS, PAGE 104, 4, SACRAMENTO COUNTY RECORDS



CURVE DATA:
 P=Radius of Curvature
 L=Length of Curve
 T=Tangent Distance
 M=Middle Ordinate
 E=External Distance
 P=Radius of Curvature
 L=Length of Curve
 T=Tangent Distance
 M=Middle Ordinate
 E=External Distance



ACCESSOR'S PARCEL NUMBERS:
 252-000-001-000
 252-000-002-000

EXISTING PARCEL SIZE:
 7.26 ACRES

PROPOSED PARCEL SIZE:
 APPROXIMATELY 2.14 ACRES

EXISTING ZONING:
 C-2-1-10 COMMERCIAL/RESIDENTIAL PLANNED DEVELOPMENT

EXISTING LAND USE:
 VACANT

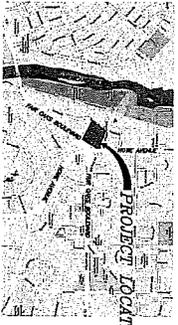
PROPOSED PARCEL USE:
 PROPOSED PARCEL 1: 1.14 ACRES
 PROPOSED PARCEL 2: 1.00 ACRES

EXISTING UTILITY PROVIDERS:
 WATER - CITY OF SACRAMENTO
 SEWER - CITY OF SACRAMENTO
 GAS - WEST BAYVIEW GAS COMPANY
 ELECTRIC - WEST BAYVIEW ELECTRIC COMPANY
 CABLE - WEST BAYVIEW CABLE COMPANY

BUILDING SETBACKS:
 FRONT YARD SETBACK - 27.0 FEET (MINIMUM)
 SIDE YARD SETBACK - 10.0 FEET (MINIMUM)
 REAR YARD SETBACK - 10.0 FEET (MINIMUM)
 MINIMUM BUILDING HEIGHT - 4' (MINIMUM)
 MAXIMUM BUILDING HEIGHT - 12' (MAXIMUM)
 MAXIMUM BUILDING FOOTPRINT - 3,000 SQ. FT. (MAXIMUM)
 MAXIMUM BUILDING AREA - 12,000 SQ. FT. (MAXIMUM)
 MAXIMUM BUILDING VOLUME - 120,000 CU. FT. (MAXIMUM)
 MAXIMUM BUILDING FLOOR AREA - 12,000 SQ. FT. (MAXIMUM)
 MAXIMUM BUILDING FLOOR AREA PER ACRE - 12,000 SQ. FT. (MAXIMUM)
 MAXIMUM BUILDING FLOOR AREA PER 100 SQ. FT. OF LOT AREA - 12,000 SQ. FT. (MAXIMUM)
 MAXIMUM BUILDING FLOOR AREA PER 100 SQ. FT. OF LOT AREA - 12,000 SQ. FT. (MAXIMUM)

DEVELOPER:
 BLDG. CHURCH & THYM
 1725 BROADWAY, SUITE 101
 SACRAMENTO, CA 95811
 916-443-2810

ENGINEER/SURVEYOR:
 BLDG. CHURCH & THYM
 1725 BROADWAY, SUITE 101
 SACRAMENTO, CA 95811
 916-443-2810



VICINITY MAP
 AS SHOWN ON SCALE

SURVEY NOTES:

1. RECORD OF SURVEY FOR LOT 4 OF CAMPUS COMMONS WEST PARK, BOOK 82 OF MAPS, PAGE 18, SACRAMENTO COUNTY RECORDS, IS THE BASIS FOR THIS TENTATIVE PARCEL MAP.
2. THE PROPERTY LINES SHOWN ON THIS TENTATIVE PARCEL MAP WERE OBTAINED FROM THE RECORD OF SURVEY FOR LOT 4 OF CAMPUS COMMONS WEST PARK, BOOK 82 OF MAPS, PAGE 18, SACRAMENTO COUNTY RECORDS.
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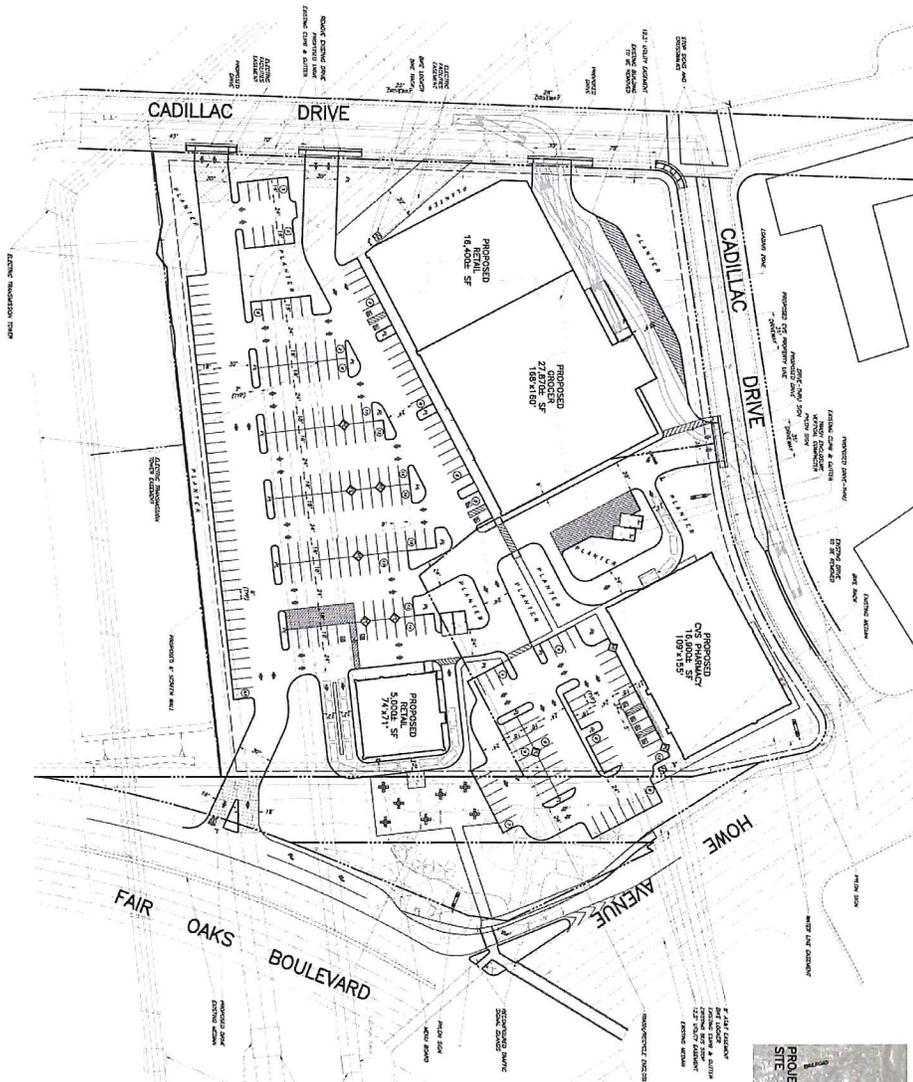
GENERAL NOTES:

1. CONFORMANCE WITH THE CITY OF SACRAMENTO ZONING ORDINANCES, CHAPTER 22A, SECTION 22A.01, IS THE BASIS FOR THIS TENTATIVE PARCEL MAP.
2. THIS TENTATIVE PARCEL MAP IS NOT A SUBSTITUTE FOR A PROFESSIONAL ENGINEER'S DESIGN.
3. THE ENGINEER/SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO OBVIOUS ENCUMBRANCES OR EASEMENTS.
4. THE ENGINEER/SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO OBVIOUS ENCUMBRANCES OR EASEMENTS.
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10. THE ENGINEER/SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO OBVIOUS ENCUMBRANCES OR EASEMENTS.

LEGEND:

| | |
|---|---|
| INDICATES EXISTING PARCEL LINES | INDICATES PROPOSED PARCEL LINES |
| INDICATES EXISTING RIGHT-OF-WAY LINES | INDICATES PROPOSED RIGHT-OF-WAY LINES |
| INDICATES EXISTING EASEMENTS | INDICATES PROPOSED EASEMENTS |
| INDICATES EXISTING ENCUMBRANCES | INDICATES PROPOSED ENCUMBRANCES |
| INDICATES EXISTING UTILITY LINES | INDICATES PROPOSED UTILITY LINES |
| INDICATES EXISTING SETBACKS | INDICATES PROPOSED SETBACKS |
| INDICATES EXISTING BUILDING FOOTPRINTS | INDICATES PROPOSED BUILDING FOOTPRINTS |
| INDICATES EXISTING LAND USES | INDICATES PROPOSED LAND USES |
| INDICATES EXISTING ZONING | INDICATES PROPOSED ZONING |
| INDICATES EXISTING CURVE DATA | INDICATES PROPOSED CURVE DATA |
| INDICATES EXISTING ADJACENT PARCELS | INDICATES PROPOSED ADJACENT PARCELS |
| INDICATES EXISTING ADJACENT STREETS | INDICATES PROPOSED ADJACENT STREETS |
| INDICATES EXISTING ADJACENT UTILITIES | INDICATES PROPOSED ADJACENT UTILITIES |
| INDICATES EXISTING ADJACENT EASEMENTS | INDICATES PROPOSED ADJACENT EASEMENTS |
| INDICATES EXISTING ADJACENT ENCUMBRANCES | INDICATES PROPOSED ADJACENT ENCUMBRANCES |
| INDICATES EXISTING ADJACENT UTILITY LINES | INDICATES PROPOSED ADJACENT UTILITY LINES |
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| INDICATES EXISTING ADJACENT BUILDING FOOTPRINTS | INDICATES PROPOSED ADJACENT BUILDING FOOTPRINTS |
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| INDICATES EXISTING ADJACENT EASEMENTS | INDICATES PROPOSED ADJACENT EASEMENTS |
| INDICATES EXISTING ADJACENT ENCUMBRANCES | INDICATES PROPOSED ADJACENT ENCUMBRANCES |

Exhibit C: Site Plan for Overall Commercial Center



- SITE NOTES:**
1. SEE 205-0005-004
 2. SEE 205-0005-004
 3. SEE 205-0005-004
 4. SEE 205-0005-004
 5. SEE 205-0005-004
 6. SEE 205-0005-004
 7. SEE 205-0005-004
 8. SEE 205-0005-004
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| <p>CVS pharmacy CALIFORNIA 8390 - CENTER CHALFONTE DRIVE 37411 CHALFONTE, CA 94502 TEL: 925-461-1111 WWW.CVS.COM</p> | <p>DEVELOPER ARMSTRONG DEVELOPMENT 10000 BAYVIEW AVENUE, SUITE 100 DUBLIN, CA 94568 TEL: 925-835-2800</p> | <p>CONSULTANT Blair Church Hyatt 1000 BAYVIEW AVENUE, SUITE 100 DUBLIN, CA 94568 TEL: 925-835-2800</p> | <p>SEAL:</p> | <p>REVISIONS:</p> <table border="1"> <tr><td>NO. 1</td><td>DATE</td><td>DESCRIPTION</td></tr> <tr><td>1</td><td>12/21/11</td><td>ISSUE FOR PERMITS</td></tr> <tr><td>2</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>3</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>4</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>5</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>6</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>7</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>8</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>9</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> <tr><td>10</td><td>01/10/12</td><td>REVISED PER COMMENTS</td></tr> </table> | NO. 1 | DATE | DESCRIPTION | 1 | 12/21/11 | ISSUE FOR PERMITS | 2 | 01/10/12 | REVISED PER COMMENTS | 3 | 01/10/12 | REVISED PER COMMENTS | 4 | 01/10/12 | REVISED PER COMMENTS | 5 | 01/10/12 | REVISED PER COMMENTS | 6 | 01/10/12 | REVISED PER COMMENTS | 7 | 01/10/12 | REVISED PER COMMENTS | 8 | 01/10/12 | REVISED PER COMMENTS | 9 | 01/10/12 | REVISED PER COMMENTS | 10 | 01/10/12 | REVISED PER COMMENTS |
| NO. 1 | DATE | DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 12/21/11 | ISSUE FOR PERMITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 01/10/12 | REVISED PER COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CUP SITE PLAN
SHEET NUMBER: 1 OF 1
COMMENTS: NOT RELEASED FOR CONSTRUCTION

Exhibit E: Pharmacy Elevations

NORR
ARCHITECTURAL INTERIORS
2200 S. 1st Street
Sacramento, CA 95818
www.norr.com

SOUTH ELEVATION - FAIR OAKS BOULEVARD
Scale: 1/8" = 1'-0"

WEST ELEVATION
Scale: 1/8" = 1'-0"

EAST ELEVATION - HOWE AVENUE
Scale: 1/8" = 1'-0"

NORTH ELEVATION - CADILLAC DRIVE
Scale: 1/8" = 1'-0"

MATERIALS LEGEND

- ① EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ② EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ③ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ④ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ⑤ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ⑥ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ⑦ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ⑧ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
- ⑨ EPG - 510 - 1/4" x 6" x 12" TERRAZZO
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- ㊿ EPG - 510 - 1/4" x 6" x 12" TERRAZZO

ARMSTRONG DEVELOPMENT PRODUCTS, INC.
1375 Exposition Boulevard, #101
Sacramento, CA 95815

C V S O 9 3 2 2 S A C R A M E N T O C A .

CVS/pharmacy

SEPTEMBER 23, 2014

Exhibit F: Landscape Plan



PLANTING NOTES:

1. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.
2. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.
3. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.
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23. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.
24. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.
25. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING SPECIFICATIONS AND THE ILLINOIS PLANTING SPECIFICATIONS.

PROPOSED LOT BUILDING

| PROPOSED LOT BUILDING | PROPOSED SQUARE FEET | PROPOSED NUMBER OF UNITS | PROPOSED NUMBER OF PARKING SPACES |
|---------------------------------------|----------------------|--------------------------|-----------------------------------|
| PROPOSED METAL 16,800 SF | 16,800 | 1 | 0 |
| PROPOSED PROPOSED 27,000 SF 18,000 SF | 45,000 | 2 | 0 |
| PROPOSED OCS BUILDING 10,911 SF | 10,911 | 1 | 0 |
| PROPOSED 5,200 SF 7,921 SF | 13,121 | 1 | 0 |

PROPOSED PLANTING

| PROPOSED PLANTING | PROPOSED SQUARE FEET | PROPOSED NUMBER OF UNITS | PROPOSED NUMBER OF PARKING SPACES |
|----------------------|----------------------|--------------------------|-----------------------------------|
| PROPOSED PLANTING 1 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 2 | 4,480 | 2 | 0 |
| PROPOSED PLANTING 3 | 7,840 | 4 | 0 |
| PROPOSED PLANTING 4 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 5 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 6 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 7 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 8 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 9 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 10 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 11 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 12 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 13 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 14 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 15 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 16 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 17 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 18 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 19 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 20 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 21 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 22 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 23 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 24 | 1,120 | 1 | 0 |
| PROPOSED PLANTING 25 | 1,120 | 1 | 0 |

REVISIONS:

- 1. DATE: 27 SEPTEMBER, 2013
- 2. BY: [Signature]
- 3. CHECKED BY: [Signature]
- 4. APPROVED BY: [Signature]

DESIGNER:

ARMSTRONG

ARCHITECTS

1111 SOUTH MICHIGAN AVENUE, SUITE 1000

CHICAGO, ILLINOIS 60605

TEL: 312.467.1111

FAX: 312.467.1112

CONSULTANT:

Blair Church Hymn

1111 SOUTH MICHIGAN AVENUE, SUITE 1000

CHICAGO, ILLINOIS 60605

TEL: 312.467.1111

FAX: 312.467.1112

SEAL:

PROJECT INFORMATION:

CLIENT: CUP

PROJECT NAME: PLANTING PLAN

DATE: 27 SEPTEMBER, 2013

NO. SHEETS: 210-042

1 OF 1

NOT RELIABLE FOR CONSTRUCTION.

Exhibit G: Campus Commons PUD Redlined Text

SACRAMENTO CAMPUS COMMONS PUD

Date November 25, 1969

Resolution of Designation

Resolution No. 79

C. TRAFFIC CIRCULATION

4. Except for one private ingress/egress driveway along Fair Oaks Boulevard to serve the commercial uses at 1 Cadillac Drive (the property located at the northwest corner of Fair Oaks Boulevard and Howe Avenue), No private driveway access shall be permitted from abutting properties onto Fair Oaks Boulevard or the section of Howe Avenue north of Fair Oaks Boulevard

PART IV

CAMPUS COMMONS WEST RANCH SIGN REGULATIONS (APPROVED BY CITY PLANNING COMMISSION, AUGUST 8, 1972, ITEM #24)

I. PURPOSE

The purpose of the Sign Regulations is to set forth the criteria to be used by ~~City Staff the Architectural Committee~~ in evaluating proposals for all signing in Campus Commons West Ranch. This criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of Campus Commons West Ranch, safeguard and enhance property values, eliminate potential hazards and to encourage signs which by their good design are integrated with and are harmonious to the buildings and sites which they occupy.

~~These sign regulations are intended to compliment the City of Sacramento Sign Ordinance No. 2868 Fourth Series. In all cases, the most restrictive requirements will apply.~~

~~The Architectural Committee~~ City Staff is to administer and interpret these regulations and is empowered to authorize minimal departures provided such departures do not exceed the aforementioned City of Sacramento Sign Ordinance regulations. However, in all cases, the full intent of these regulations shall apply.

In accordance with the City of Sacramento Sign Ordinance, it is required that the applicant obtain a permit or permits for all signs to be erected, altered or relocated in Campus Commons West Ranch.

II GENERAL REQUIREMENTS

- A. All applications for sign approvals shall be submitted to ~~the City Staff Architectural Committee~~ for approval before fabrication. At least three copies shall be submitted of the detail drawings covering the location, sign layout, design and color of the proposed sign including all lettering and/or graphics.
- B. Applications are to be submitted in duplicate to ~~City Staff the office of the Architectural Committee for Campus Commons West Ranch~~. Approvals, conditional approvals or disapprovals shall be in writing to the applicant, ~~with a copy to the City Planning Commission and signed by City Staff the Architectural Committee and shall include an approved copy of the plans.~~

- C. In no case shall flashing, moving or audible signs be permitted.
- D. ~~In no case shall the wording of signs describe the products sold, prices of, or any type of advertising except as part of the occupant's trade name or insignia.~~
- E. Four types of signs will be permitted within Campus Commons West Ranch.

They shall be:

- 1. Detached signs
- 2. Flat signs (those placed flat against the building)
- 3. Directional or instructional signs
- 4. Signs or name plate's (residential- office building)

1. Detached Signs

- a. ~~Except as noted in part (b) below, One~~ (1) identification sign per street frontage will be permitted for each lot excluding offices and apartments. Said parcels shall be those indicated on the approved schematic plan for Campus Commons West Ranch.
- b. Up to a total of three (3) shared multi-tenant business identification monument signs shall be permitted for the shopping center at 1 Cadillac Drive. Placement shall be oriented to each street frontage, regardless of parcel demarcations among the retail uses).
- bc. Size: Said sign shall not exceed a total aggregate area of one hundred fifty (150) square feet, per face, double faced. Said sign shall not exceed a total aggregate area of one-half (1/2) square foot of sign area for each lineal foot of adjacent street frontage abutting the developed portion of each parcel. A detached sign may consist of more than one sign panel provided all such sign panels are attached to one (1) common integrated sign structure. Where a sign message consists of separate or individual letters, modules or symbols, each portion of said sign message shall not be considered as one sign panel. In such cases, a single continuous perimeter completely surrounding the sign message shall be utilized to determine its sign area.
- ed. Height: The maximum height for detached signs shall be ten (10) feet. The height of a detached sign is the vertical distance measured from the adjacent street grade or upper surface of the nearest curb of a street from which the parcel has right of access.

~~de.~~ Any exception must be approved by the City of Sacramento the Architectural Committee and the appropriate public agencies.

2. Flat Signs

a. Except as noted in part (b) below, ~~Two~~ signs will be permitted for each building, excluding offices and apartments. Said signs shall not exceed a total aggregate area of one and one-half (1-1/2) square feet of sign area for each front foot of building occupancy. Said signs shall be placed flat against a building.

b. Up to three attached identification signs (one per street frontage) shall be permitted for the shopping center at 1 Cadillac Drive. For purposes of this subsection, "street frontage" shall include each side of the building that can be viewed by a public street or primary parking field (regardless of parcel demarcations among the retail uses).

3. Directional or Instructional Signs

a. Signs which provide direction or instruction and are located entirely on the property to which they pertain and do not in any way advertise a business and do not exceed four square feet in area, such as signs identifying rest rooms, public telephones, walkways, or signs providing direction such as parking lot entrance and exit signs and those of similar nature are permitted.

b. The provisions in this section, including the requirements for permits, shall not apply to the area of such signs included in the area of signs permitted for any parcel or use.

4. Signs or Name Plates (Residential - Office Building)

a. Multiple family uses: Signs or name plates are permitted in the multiple family use zones as follows:

1. one (1) identification sign for each developed parcel not exceeding twelve (12) square feet in area.
11. All signs shall be placed flat against a building or designed as part of an architectural feature thereof except that signs may be detached if they do not exceed a height of six (6) feet nor project into any required building setback area.
 - b. Office building uses: One (1) sign or name plate not exceeding sixteen (16) square feet is permitted provided that said sign shall be placed flat against a building, or designed as part of an architectural feature thereof. Signs may also be detached if they do not exceed a height of six (6) feet nor project into any required building setback area.
- F. No signs of any sort shall be permitted on canopies, roofs, or building roofs.
- G. No sign or any portion thereof may project above the building or top of wall upon which it is mounted.
- H. No attached signs perpendicular to the face of the building shall be permitted.

III DESIGN REQUIREMENTS

- A. The location of signs shall be only as approved by City Staff the Architectural Committee and the appropriate public agencies.
- B. Painted lettering will be permitted if properly designed when used on signs specified in Section IV, Paragraph B.
- C. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes. No exposed conduit, tubing or raceways will be permitted. All conductors, transformers and other equipment shall be concealed.
- D. No exposed neon lighting shall be used on signs, symbols or decorative elements.
- E. All signs, fastenings, bolts and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass or bronze and no exposed black iron materials of any type will be permitted.
- F. All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
- G. Location of all openings for conduit and sleeves in sign panels of building wall shall be indicated by the sign contractor on drawings submitted to City Staff the Architectural Committee. Installation shall be in accordance with the approved drawings.

- H. No signmakers labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance.

IV MISCELLANEOUS REQUIREMENTS

- A. Each Occupant will be permitted to place upon each door or window glass of its premises not more than 228 square inches of gold leaf or decal application, lettering, not to exceed two inches in height, indicating only the name and nature of occupancy, hours and days of business, emergency telephone numbers, proprietorship. No other window signs will be allowed.
- B. Each occupany who has a non-consumer door for receiving merchandise may have uniformly applied on said door in a location approved by ~~City Staff the Architectural Committee~~ in two inch (2") high block letters the occupant's name and address. Where more than one occupant uses the same, door, each name and address shall be applied. Color of letters will be approved by ~~City Staff the Architectural Committee~~.
- C. Occupants may install street address numbers as the U.S. Post Office requires in the exact location approved by ~~City Staff the Architectural Committee~~. Size, type and color of the numbers shall be approved by ~~City Staff the Architectural Committee~~.

V. SPECIAL SIGNING

- A. A sign, advertising the sale, lease, or hire of the site shall be permitted in addition to the other signs listed in this section. Said sign shall be in accordance with the City Sign Ordinance.
- B. One (1) sign denoting the architects, engineers, contractors, name of future tenants, responsible agent or realtor, identification of the proposed project, and other related subjects shall be peMITTED upon the commencement of project and shall be permitted until such time as a final inspection of the building designates said structure(s) fit' for occupancy or the tenant is occupying said building(s), whichever occurs first. Said sign shall not exceed thirty-two (32) square feet in area.

~~VI. ARCHITECTURAL COMMITTEE~~

~~The Architectural Committee referred to in these regulations is composed of the following persons:~~

~~H. M. Moss~~

~~Gordon C. Daniels~~

~~Robert J. Lovell~~

~~Inquiries and proposals shall be submitted to the Committee at:~~

~~180 University Avenue, Suite 200
Sacramento, California 95825~~

~~Telephone Number: (916) 927-5535~~

#12073178_v1

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), the City of Sacramento prepared an Initial Study and Draft Environmental Impact Report (Draft EIR) that identify potentially significant impacts related to the construction and operation of the proposed project. The Initial Study and Draft EIR also identify mitigation measures that would be implemented to reduce most impacts to a less-than-significant level.

California Public Resources Code Section 21081.6 and State CEQA Guidelines California Code of Regulations (CCR) Sections 15091(d) and 15097 require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The City of Sacramento is the lead agency that must adopt the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. Adoption of this MMRP would occur along with approval of the proposed project.

PURPOSE OF THE MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project. The MMRP may be modified by the City of Sacramento during project implementation, as necessary, in response to changing conditions or other refinements. Table MMRP-1 has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the person and/or agency responsible for verifying compliance, the performance criteria, and space to confirm implementation of the mitigation measures. To ensure that all of the mitigation measures are located in one place, one table (Table MMRP-1) has been created that combines all of the mitigation measures from the Initial Study and Draft EIR. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Draft EIR.

MITIGATION MONITORING AND REPORTING PROGRAM COMPONENTS

The components of the MMRP (Table MMRP-1) are:

- ▶ **Mitigation Number**—This column lists the mitigation measures according to the number in the Initial Study and Draft EIR.

- ▶ **Mitigation Measure**—This column provides the text of the mitigation measures identified in the Initial Study and Draft EIR.
- ▶ **Mitigation Implementation Timeframe**—This column lists the time frame in which the mitigation will take place.
- ▶ **Monitoring Timeframe**—This column lists the time frame in which mitigation implementation will be monitored.
- ▶ **Responsibility for Verification of Compliance**—This column identifies the entity(ies) responsible for verifying compliance with the requirements of the mitigation measure. The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the California Department of Toxic Substances Control, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.
- ▶ **Performance Criteria**—This column describes what action(s) are needed to verify implementation.
- ▶ **Date Compliance Completed**—The “Date Compliance Completed” column is to be dated and initialed by the project manager or his/her designee, based on the documentation provided by the construction contractors, its agents (qualified individuals), or through personal verification by City of Sacramento.

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|--|--|--------------------------------|---|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| Air Quality | | | | | | |
| AQ-1 | <p>Construction Activities. The project applicant shall implement all Sacramento Metropolitan Air Quality Management District (SMAQMD) Basic Construction Emission Control Practices and requirements of SMAQMD Rule 403 during construction activities, including the following:</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. | Before the start of ground-disturbing activities and during construction | Throughout construction period | City of Sacramento | SMAQMD measures are implemented such that pollutant emissions are minimized | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|---|-------------------------------------|--------------------------------|---|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| Cultural Resources | | | | | | |
| CR-1 | <p>In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p> | During construction | Throughout construction period | City of Sacramento, qualified archeologist, appropriate Native American representatives if the resources are prehistoric or Native American in nature | <p>Finds of undocumented archeological resources are reported and protected until evaluated by an archeologist. Recommendations of treatment plan are implemented.</p> | |
| CR-2 | <p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal 24 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> | During construction | Throughout construction period | City of Sacramento, qualified archeologist, and appropriate Native American representatives | <p>Finds of potential native American sites are reported and protected until evaluated by appropriate individuals that may include evaluation by an archaeologist. Recommendations of treatment plan are implemented.</p> | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|--|--|--------------------------------|--|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| CR-3 | If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. | During construction | Throughout construction period | City of Sacramento, Sacramento County Coroner, Native American Heritage Commission (if applicable) | Finds of potential human remains are reported and protected until evaluated by appropriate individuals. Remains are treated or disposed of in accordance with direction received from the County Coroner and from the Native American Heritage Commission and Native American representatives as appropriate. | |
| Geology and Soils | | | | | | |
| GS-1 | The project shall implement the design and construction recommendations in the Geotechnical reports prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Prior to issuance of a building permit, the City shall confirm that the construction was completed in compliance with the design and construction recommendations in these two reports. | Before the start of ground-disturbing activities and during construction | Throughout construction period | City of Sacramento | Design and construction recommendations are implemented and a building permit is issued | |
| GS-2 | The project shall comply with the 2010 California Building Code (CBC) and the City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) will ensure that the project is consistent with the 2010 CBC. | Before the start of ground-disturbing activities and during construction | Throughout construction period | City of Sacramento | The project is consistent with the 2010 CBC | |
| GS-3 | The project shall comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The project applicant shall prepare an Erosion and Sediment Control | Before the start of ground-disturbing | Throughout construction period | City of Sacramento | City's Grading and Erosion and Sediment Control | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|---|--|--------------------------------|--|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| | Plan. The City shall supervise the project site during the installation of erosion and sediment control measures and during implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods. | activities and during construction | | | Ordinance measures are implemented under supervision of the City | |
| Hazards | | | | | | |
| HAZ-1 | <p>Prepare and Implement a Soil Management Plan. If during site preparation and construction activities evidence of hazardous materials contamination is observed or suspected through either obvious or implied measures (i.e., stained or odorous soil), construction activities shall immediately cease in the area of the find. The project applicant shall contract with a qualified environmental professional registered in the Department of Toxic Substances Control's (DTSC's) Registered Environmental Assessor Program to assess the situation and provide guidance. If necessary, soil samples shall be collected by a qualified environmental professional prior to further work in the area. The samples shall be submitted for laboratory analysis to a State-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional based on the suspected contamination and consideration of historical land uses of the site and any previous analyses completed for soil samples collected in the areas. The environmental professional shall provide recommendations, as applicable, regarding soil management and worker health and safety training.</p> <p>Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies. Site preparation and construction activities shall not proceed until remediation is completed to the satisfaction of the Sacramento County Environmental Management Department.</p> | Before the start of ground-disturbing activities and during construction | Throughout construction period | City of Sacramento, DTSC, Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, or other appropriate Federal, state, or local regulatory agencies. | Soil Management Plan is developed and implemented such that contaminants are remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|--|--|--------------------------------|---|--|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| HAZ-2 | Remove and Dispose of Onsite Asbestos-Containing Materials (ACMs) and Lead-Based Paint Before Demolition of Onsite Buildings. Prior to demolition activities on the project site, the City shall ensure that ACMs and lead-based paint are properly removed by a California Division of Occupational Safety and Health (Cal/OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor in accordance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement). Friable ACM (crushable by hand) shall be disposed of as an asbestos waste at an approved facility. Non-friable ACMs shall be disposed of as a nonhazardous waste at a landfill that accepts such wastes. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. | Before the start of ground-disturbing activities | Throughout construction period | City of Sacramento, Cal/OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/ Assessor | ACMs and lead-based paint are removed and disposed of in compliance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement) | |
| Light and Glare | | | | | | |
| LG-1 | The project applicant shall ensure that buildings do not use reflective glass that exceeds 50 percent of any building surface and on the ground three floors, use mirrored glass, use black glass that exceeds 25 percent of any surface of a building, or use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building. | Before the start of ground-disturbing activities | Throughout construction period | City of Sacramento | Buildings do not feature reflective glass, mirrored glass, black glass, or metal building materials that exceed the percent surface area specified in the mitigation measure | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|--|--|--------------------------------|--|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| Greenhouse Gas Emissions | | | | | | |
| 4-1 | Submit documentation to the City of Sacramento to demonstrate the project’s energy efficiency. The project applicant shall submit the following to the City: (a) building plans which demonstrate that the project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards. | Before the start of ground-disturbing activities | Throughout construction period | City of Sacramento | Specified plans are developed and submitted to the City of Sacramento | |
| Transportation and Circulation | | | | | | |
| 5-1(a) | <p>Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. The project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements:</p> <p>A. Replace southbound “free” right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system.</p> <p>B. Extend the City’s signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection.</p> <p>The southbound channelized right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection would be designed with a tight radius to reduce the speed of right-turning traffic. A raised, channelized island would remain to accommodate pedestrian movements and signal equipment. The right-turn lane would feed into the existing acceleration lane onto westbound Fair Oaks Boulevard. A crosswalk would be placed across the right-turn lane.</p> <p>The southbound right-turn lane is recommended to operate with red, yellow, and green right-turn arrows, which are permissible under the <i>California Manual of Uniform Traffic Control Devices – CA MUTCD</i> (2012). Refer to Figure 4D-19 of the CA MUTCD for typical signal face positioning. The following describes the signal phases of the right-turn lane:</p> <p>► Steady Green Arrow – during the southbound through green phase,</p> | Before the issuing of the first grading permit | Throughout construction period | City of Sacramento, Department of Public Works | Specified roadway improvements are implemented | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|--|--|--|--------------------------------|--|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| | <ul style="list-style-type: none"> ▶ <i>Flashing Yellow Arrow</i> – during the northbound left-turn and eastbound left/u-turn green phases. Page 858 of the CA MUTCD specifies that “vehicular traffic is permitted to cautiously enter the intersection... Such traffic shall yield the right-of-way to pedestrians and other vehicles lawfully within the intersection”. ▶ <i>Steady Red Arrow</i> – during the westbound through green phase. Page 858 of the CA MUTCD specifies that “turning on a steady red arrow is not permitted in California.” Therefore, signs would be placed on the right-turn approach indicated that right-turn-on-red is prohibited. | | | | | |
| 5-1(b) | Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane. | Before the issuance of the first building permit | Throughout construction period | City of Sacramento, Department of Public Works, and County of Sacramento | Specified roadway improvement is implemented | |
| 5-6 | <p>Prepare a construction traffic and parking management plan. Prior to the beginning of construction, the project applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> ▶ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. ▶ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. ▶ Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. ▶ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. | Before the issuance of the first grading permit | Throughout construction period | City of Sacramento, Department of Public Works | Construction traffic and parking management plan is developed and implemented | |

| Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project | | | | | | |
|---|--|---|--------------------------------|--|---|---------------------------|
| Mit. No. | Mitigation Measure | Mitigation Implementation Timeframe | Monitoring Timeframe | Responsibility for Verification of Compliance | Performance Criteria | Date Compliance Completed |
| 5-7 | Implement Mitigation Measure 5-1(a) and (b). | Before issuance of the first grading permit | Throughout construction period | City of Sacramento, Department of Public Works | See performance criteria for 5-1(a) and (b) above | |

NOTICE OF DETERMINATION

To: X Office of Planning and Research
1400 10th Street, Room 222
Sacramento, CA 95814

From: City of Sacramento
Community Development Dept.
300 Richards Boulevard, 3rd Floor
Sacramento CA 95811

X County Clerk
County of Sacramento

Subject: Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code and section 15094 of the CEQA Guidelines

Project Title: CVS/PHARMACY DEVELOPMENT PROJECT

| SCH#: 2013022014 | City of Sacramento | Dana Mahaffey | (916) 808-2762 |
|--------------------------|---------------------------------|----------------|----------------|
| State Clearinghouse # | Lead Agency | Contact Person | Telephone |
| Josh Eisenhut | 1375 Exposition Blvd., Ste. 101 | | (916) 643-9610 |
| Armstrong Development Co | Sacramento, CA 95815 | | |
| Applicant Name | Address | | Telephone |

Project Location (include county): 1 Cadillac Drive, Assessor Parcel Numbers 295-0020-004 and 295-0010-001) in the City of Sacramento, Sacramento County

Project Description: The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store with a drive-through facility on the project site. In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270 square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870-square-foot grocer, an approximately 19,900 square feet of retail use in two building pads on the project site, and an approximately 1,500-square-foot fast food restaurant with a drive-through window. Site improvements include landscaping, enhanced pedestrian access, new parking lot and driveways, and security lighting.

This is to advise that the City of Sacramento, Planning and Design Commission has approved the above described project on November 20, 2014 and has made the following determination regarding the above described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared for the project pursuant to the provisions of CEQA.
3. Mitigation Measures were made a condition of the approval.
4. A Mitigation Monitoring Plan was adopted for this project.
5. A Statement of Overriding Considerations was adopted.
6. Findings were made pursuant to the provisions of CEQA.

ENDORSED
SACRAMENTO COUNTY

NOV 21 2014

This is to certify that the project file materials are available to the general public at:

City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor, Sacramento, California 95811

DAVID VILLANUEVA, CLERK/RECORDER
BY *[Signature]* DEPUTY

[Signature] ASSOCIATE PLANNER 11/21/14
Signature (Lead Agency Contact) Title Date

REC'T # 0008426805

November 21, 2014 1:38:23 PM

Sacramento County Recorder
David Villanueva, Clerk/Recorder

Check Number 9331

READ BY

| | |
|------------|------------|
| State Fees | \$3,029.75 |
| CLERKS | \$26.00 |

| | |
|--------------------|------------|
| Total fee | \$3,055.75 |
| Amount Tendered... | \$3,055.75 |

| | |
|--------------|--------|
| Change | \$0.00 |
|--------------|--------|

MML, 18/1/0

NOTICE OF DETERMINATION

To: X Office of Planning and Research
1400 10th Street, Room 222
Sacramento, CA 95814

From: City of Sacramento
Community Development Dept.
300 Richards Boulevard, 3rd Floor
Sacramento CA 95811

X County Clerk
County of Sacramento

Subject: Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code and section 15094 of the CEQA Guidelines

Project Title: CVS/PHARMACY DEVELOPMENT PROJECT

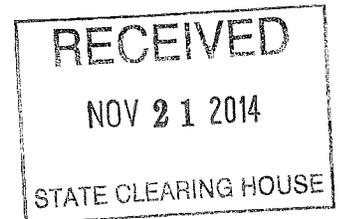
| | | | |
|---|---|-----------------------|------------------|
| SCH#: 2013022014 | City of Sacramento | Dana Mahaffey | (916) 808-2762 |
| State Clearinghouse # | Lead Agency | Contact Person | Telephone |
| Josh Eisenhut Armstrong Development Co | 1375 Exposition Blvd., Ste. 101 Sacramento, CA 95815 | | (916) 643-9610 |
| Applicant Name | Address | | Telephone |

Project Location (include county): 1 Cadillac Drive, Assessor Parcel Numbers 295-0020-004 and 295-0010-001) in the City of Sacramento, Sacramento County

Project Description: The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store with a drive-through facility on the project site. In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270 square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870-square-foot grocer, an approximately 19,900 square feet of retail use in two building pads on the project site, and an approximately 1,500-square-foot fast food restaurant with a drive-through window. Site improvements include landscaping, enhanced pedestrian access, new parking lot and driveways, and security lighting.

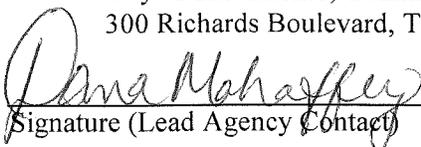
This is to advise that the City of Sacramento, Planning and Design Commission has approved the above described project on November 20, 2014 and has made the following determination regarding the above described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared for the project pursuant to the provisions of CEQA.
3. Mitigation Measures were made a condition of the approval.
4. A Mitigation Monitoring Plan was adopted for this project.
5. A Statement of Overriding Considerations was adopted.
6. Findings were made pursuant to the provisions of CEQA.



This is to certify that the project file materials are available to the general public at:

City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor, Sacramento, California 95811


Signature (Lead Agency Contact)

ASSOCIATE PLANNER
Title

11/21/14
Date

SECTION 3

Revisions to the Draft EIR

3 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This chapter presents minor corrections, additions, and revisions made to the Draft EIR based on comments received on the Draft EIR. New text is indicated in underline and text to be deleted is reflected by ~~striketrough~~. Text changes are presented in the section and page order in which they appear in the Draft EIR.

The changes made to the Draft EIR represent minor clarifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with State CEQA Guidelines CCR Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 CORRECTIONS AND REVISIONS

Section 1.3, “Proposed Project Background”

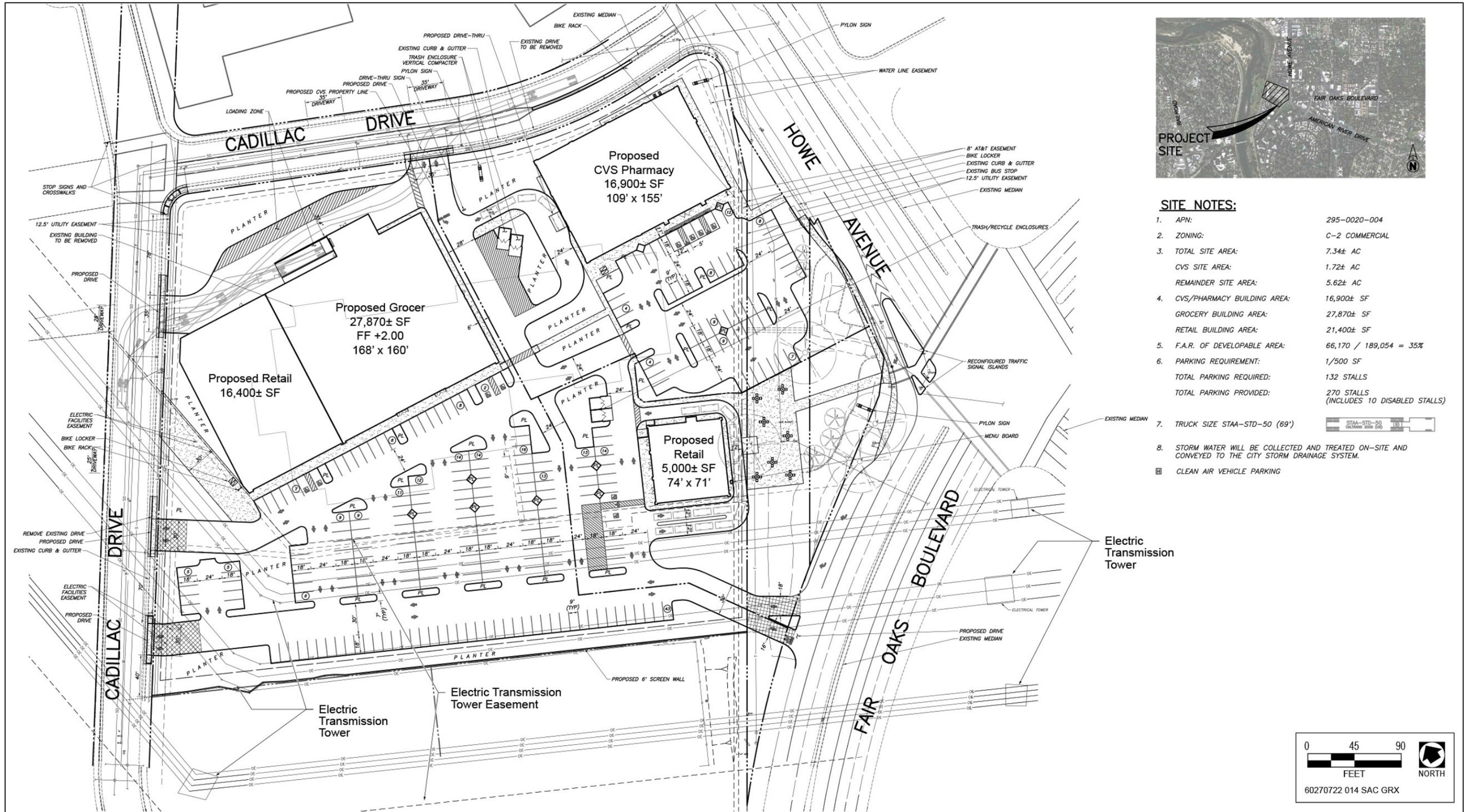
Page 1-4 of the Draft EIR is modified to read:

Revisions to the proposed project have occurred since circulation of the NOP and IS. In general, a formally proposed approximately 50,880 square foot commercial building was reconfigured to accommodate an approximately 27,870 square foot grocer and an approximately 16,400 square foot retail building, and an additional approximately 5,000 square foot retail building, which includes an approximately 1,500 square foot fast food restaurant with a drive-through window. The total project square footage was reduced by approximately 1,210 square feet, from approximately 67,380 square feet as originally proposed to approximately 66,170 square feet.

Section 2.1, “Project Location”

Exhibit 2-4, “Proposed Site Plan” on page 2-5 of the Draft EIR has been updated to show the new pedestrian connection from the project site to the RT bus stop adjacent to the project site. This connection is noted in the text on page 4-12 of the Draft EIR; no edits are required to the text.

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SITE NOTES:

- | | |
|---|---|
| 1. APN: | 295-0020-004 |
| 2. ZONING: | C-2 COMMERCIAL |
| 3. TOTAL SITE AREA: | 7.34± AC |
| CVS SITE AREA: | 1.72± AC |
| REMAINDER SITE AREA: | 5.62± AC |
| 4. CVS/PHARMACY BUILDING AREA: | 16,900± SF |
| GROCERY BUILDING AREA: | 27,870± SF |
| RETAIL BUILDING AREA: | 21,400± SF |
| 5. F.A.R. OF DEVELOPABLE AREA: | 66,170 / 189,054 = 35% |
| 6. PARKING REQUIREMENT: | 1/500 SF |
| TOTAL PARKING REQUIRED: | 132 STALLS |
| TOTAL PARKING PROVIDED: | 270 STALLS (INCLUDES 10 DISABLED STALLS) |
| 7. TRUCK SIZE STAA-STD-50 (69') |  |
| 8. STORM WATER WILL BE COLLECTED AND TREATED ON-SITE AND CONVEYED TO THE CITY STORM DRAINAGE SYSTEM. | |
|  CLEAN AIR VEHICLE PARKING | |

Source: AECOM 2014

Revised Exhibit 2-4

Proposed Site Plan

Section 2.3, “Project Description”

The first paragraph on page 2-7 of the Draft EIR is modified to read:

The proposed project involves the construction and operation of buildings that would house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is approximately 5,706 square feet. The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store on the project site (see Exhibit 2-4, Site Plan). The relocated store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

The fourth paragraph on page 2-7 of the Draft EIR is modified to read:

In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270-square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870 square foot grocer, approximately 19,900 square feet of retail use in two locations on the project site, and an approximately 1,500 square foot fast food restaurant with a drive through window (within the 5,000 square foot retail pad shown in Exhibit 2-4). The specific future users of the commercial buildings have not been determined at this time.

Section 5.1.1, “Project Description”

Page 5-2 of the Draft EIR is modified to read:

Refer to Chapter 2, “Project Description,” for further discussion regarding the details of the proposed project. The information in this chapter focuses on details related to transportation and circulation. The proposed project would demolish an existing (vacant) 43,000-square-foot auto dealership building and construct an approximately 27,870 square-foot grocery store, an approximately 16,900-square-foot CVS/pharmacy with drive-through window, an approximately 1,500-square-foot fast food restaurant with drive-through window, and approximately 19,900 square feet of retail. CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is 5,706 square feet.

Section 5.2.3, “Transit System”

Page 5-6 of the Draft EIR is modified to read:

Sacramento Regional Transit District (RT) provides public transit service in the study area, including ~~two~~ three bus routes: Route 82, and Route 87, ~~and Route 26~~. Bus stops in the study area are marked by a posted sign, with some stops also including a bus shelter or a bench. Exhibit 5-3 illustrates the existing transit stops within the study area. Details of the RT bus routes are described below:

- ▶ ~~Route 26~~ provides service between the University/65th Street Light Rail Station in East Sacramento and the McClellan Business Park in North Highlands. ~~Of the three routes in the project area, Route 26 operates the furthest from the proposed project, with the nearest stops at the American River Drive/Howe Avenue and Munroe Street/Fair Oaks Boulevard intersections. It runs weekdays between 5:30 a.m. and 7 p.m., Saturdays between 8 a.m. and 6:45 p.m., and Sundays and Holidays between 8:30 a.m. and 6:30 p.m. Headways are 30 minutes Monday through Friday, and 1 hour on weekends and holidays.~~
- ▶ **Route 82** provides service between the University/65th Street Light Rail Station, CSUS Sacramento Transit Center, and American River College Transit Center. This route has a stop in the immediate vicinity of the project site (i.e., at Howe Avenue/Fair Oaks Boulevard intersection). It travels along portions of Fair Oaks Boulevard and Howe Avenue and runs on weekdays between 5 a.m. and 10:30 p.m., Saturdays between 6 a.m. and 10 p.m., and Sundays and holidays between 7 a.m. and 10 p.m. Headways are typically 30 minutes Monday through Friday, and 1 hour on weekends and holidays~~the same as Route 26~~.
- ▶ **Route 87** travels almost the same route through the study area as Route 82. Whereas Route 82 proceeds east-west along Northrop Avenue, Route 87 continues north-south on Howe Avenue, connecting to destinations west of those accessed by Route 82. Route 87 has endpoints at the University/65th Street Light Rail Station in East Sacramento and the Marconi/Arcade Light Rail Station in South Natomas. It runs on weekdays between 6 a.m. and 8:30 p.m., Saturdays between 6 a.m. and 9 p.m., and Sundays and holidays between 7:30 a.m. and 7 p.m. Headways are typically the same as Routes 82 ~~and 26~~.

SECTION 4

Comments and Responses

4 COMMENTS AND RESPONSES

This chapter contains the comment letters received in response to the circulation of the Draft Environmental Impact Report (Draft EIR) during the public review period (August 22 to October 6, 2014). Each comment letter is numbered, each comment is bracketed, and responses are provided below each comment letter. The responses amplify or clarify information provided in the Initial Study and Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to significant environmental issues (e.g., opinions on the merits of the project unrelated to its significant environmental impacts) may either be discussed or noted for the record. Where text changes in the Draft EIR are warranted based on comments received, those changes are noted in the response to comment, and are also detailed in Chapter 3 of this Final Environmental Impact Report (Final EIR).

The changes to the analysis contained in the Draft EIR represent only minor clarifications/amplifications and do not constitute significant new information. In accordance with State CEQA Guidelines CCR Section 15088.5, recirculation of the Draft EIR is not required.

A list of all commenters is provided in Table 4-1 below, followed by the comment letters and responses.

| Letter Number | Date of Letter | Author of Comment | Individual/Agency/Organization |
|---------------|--------------------|---|---|
| 1 | August 29, 2014 | David M. Solomon Senior Architect | Sacramento Regional Transit District |
| 2 | September 3, 2014 | Chris Pair Assistant Planner | Sacramento Regional Transit District |
| 3 | September 7, 2014 | Melvin Bisgay | Individual |
| 4 | September 25, 2014 | Trevor Cleak Environmental Scientist | Central Valley Regional Water Quality Control Board |
| 5 | October 6, 2014 | Rob Ferrera Environmental Specialist | Sacramento Municipal Utility District |

From: [David Solomon](#)
To: [Dana Allen](#)
Cc: [Lane Bader \(lbader@bcf-engr.com\)](#); [Tom Buford](#); [Chris Pair](#); [Robert Hendrix](#); [Traci Canfield](#)
Subject: Re: CVS/Pharmacy Development Project Draft EIR
Date: Friday, August 29, 2014 12:01:48 PM
Attachments: [Re CVS Sacramento Fair Oaks Howe.msg](#)

Letter 1

Dana -

I would like to make a comment that the site plan included in the EIR (page 34 of 130) does not include the walkway from the Proposed CVS Pharmacy to the bus stop that Lane Bader of BCF Engineers had proposed to me in our 6/25/14 e-mail exchange (attached). That sidewalk is necessary to close a gap in the pedestrian circulation connecting to the existing bus stop. Please add a condition to the City's approval of the EIR to furnish this additional sidewalk.

1-1

Please let me know if you have any other questions or need any additional information. Thanks!

- David

David M. Solomon, AIA, CASp
Senior Architect
Sacramento Regional Transit District
P.O. Box 2110, Sacramento, CA 95812-2110
Tel (916) 557-4682, Fax (916) 454-6016
dsolomon@sacrt.com

Alan's Law of Research: The theory is supported as long as the funds are.

>>> On 8/22/2014 at 10:58 AM, Dana Allen <DAllen@cityofsacramento.org> wrote:

The City of Sacramento, Community Development Department has completed the Draft Environmental Impact Report for the CVS/Pharmacy Development Project (P12-032). The document is now available for public review and comment. You may obtain a copy of the document at the Community Development Department at 300 Richards Blvd., 3rd floor between 9:00 am and 4:00 (except holidays). The document is also available on the City's website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

Attached is the Notice of Availability for further information on how to review and comment on the Draft EIR.

Thank you for your interest.

Dana L. Allen, Associate Planner

Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Phone: (916) 808-2762

**Letter 1
Response**

**David M. Solomon, Senior Architect, Sacramento Regional Transit District
August 29, 2014**

1-1

The commenter states that Exhibit 2-4 “Proposed Site Plan” included in the Draft EIR does not include the walkway from the project site to the Sacramento Regional Transit District (RT) bus stop, as the project engineer proposed.

As noted on page 4-12 of the EIR under Item 4, the proposed project includes a new pedestrian connection to the RT bus stop adjacent to the project site. Exhibit 2-4 on page 2-5 of the EIR has been updated to show the walkway from the project site to the bus stop on Howe Avenue (see Section 3.2, “Corrections and Revisions,” of this Final EIR). This revision corrects the exhibit depicting the proposed site plan and does not result in a change to the conclusions of the Draft EIR.

Letter 2

From: [Chris Pair](#)
To: [Dana Allen](#)
Cc: [David Solomon](#); [Jeffrey Damon](#); [Traci Canfield](#)
Subject: Re: CVS/Pharmacy Development Project Draft EIR
Date: Wednesday, September 03, 2014 11:38:57 AM

Hi Dana,

Thank you for the information regarding the project over the phone. In addition to the comment you received from David Solomon (RT Engineering) about sidewalk access to the existing bus stop, this email is to follow-up with two additional RT comments.

1. With regard to right-hand turn movements from southbound Howe Ave. to Fair Oaks Blvd. -- RT wants to make sure the new *"channelized turn lane (with a tighter radius) that operates as part of the traffic signal system"* will provide lane widths and radii to accommodate RT's buses and turning movements.
2. With regard to the bus routes described in the EIR -- RT's Route 26 no longer stops at the bus stop at Howe and Fair Oaks and text describing that route should be taken out the EIR.

2-1

2-2

Thank you,

Chris Pair
Assistant Planner
Sacramento Regional Transit
Planning Dept
Phone (916) 556-0514
Fax (916) 456-1752 >>> Dana Allen <DAllen@cityofsacramento.org> 8/22/2014 10:58 AM >>>

The City of Sacramento, Community Development Department has completed the Draft Environmental Impact Report for the CVS/Pharmacy Development Project (P12-032). The document is now available for public review and comment. You may obtain a copy of the document at the Community Development Department at 300 Richards Blvd., 3rd floor between 9:00 am and 4:00 (except holidays). The document is also available on the City's website at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

Attached is the Notice of Availability for further information on how to review and comment on the Draft EIR.

Thank you for your interest.

Dana L. Allen, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
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Phone: (916) 808-2762

**Letter 2
Response**

**Chris Pair, Assistant Planner, Sacramento Regional Transit
District
September 3, 2014**

2-1 In addition to the comment provided by David M. Solomon (Letter 1) about access to the RT bus stop from the project site, the commenter requests confirmation that the new channelized turn lane for right-hand turn movements from southbound Howe Avenue to Fair Oaks Boulevard would provide lane widths and radii to accommodate RT's buses and turning movements.

Response 1-1 above provides information about the new walkway to the RT bus stop. Mitigation Measure 5-1(a) in Section 5.5.2, "Project-Specific Impacts and Mitigation Measures," in the EIR discusses the improvements to the southbound right-turn and notes that detailed design of the improvements, including lane widths and radii, would occur at a later date. The effectiveness of the proposed improvements analyzed in the EIR assumed about 200 feet of right-turn lane storage and an assumed right-turn curve radius that corresponds to a maximum free-flow speed of 15 miles per hour. Accommodation of RT's buses and turning movements will be taken into account in the design of the improvements. Further, as noted in Impact 5-3 in the EIR, the City of Sacramento Public Works Department will condition project approval upon further coordination with RT for any changes along the Howe Avenue frontage that could affect RT the bus stop.

2-2 The commenter states that RT's bus Route 26 no longer stops at the bus stop at Howe Avenue and Fair Oaks Boulevard.

Section 5.2.3, "Transit System" on page 5-6 of the EIR has been revised to remove references to Route 26. See Section 3.2, "Corrections and Revisions" of this Final EIR.

1 of 2



9/7/14

Letter 3

DANA ALLEN, ASSOCIATE PLANNER
CITY OF SACRAMENTO COMMUNITY DEVELOPMENT
DEPARTMENT

DEAR SIR;

CONCERNING THE DRAFT ENVIRONMENTAL
REPORT FOR THE CVS/PHARMACY DEVELOPMENT
PROJECT (SCH# 2013022014) LOCATED AT
1 CADILLAC DRIVE, SACRAMENTO, CA, 95825

THIS PROJECT CONTAINS A PHARMACY
AND A FAST FOOD RESTAURANT (BOTH WITH
DRIVE THROUGH SERVICE), A GROCER AND
OTHER NON-IDENTIFIED RETAIL TENANTS. 3-1

I HAVE CONCERNS ABOUT THIS PROJECT
AS I LIVE IN A SENIOR FACILITY AT
22 CADILLAC DRIVE, DIRECTLY ACROSS
THE STREET THAT NOT ONLY HAS
ELDERLY BUT ALSO DISABLED OCCUPANTS,
WHO REQUIRE A QUIET AND HEALTHY
LOCATION FOR THEIR HEALTH AND WELFARE.
THIS PROJECT WILL DEGRADE THOSE NEEDS
AS FOLLOWS —

(CONTINUED)

2 OF 2



9/7/14

CONTINUATION OF COMMENTS ON REPORT
(SC# 2013022014) 1 CADILLAC DRIVE.

Cont.
3-1

(1) INCREASED CUSTOMER AND DELIVERY
TRAFFIC, ESPECIALLY ON CADILLAC DRIVE

3-2

(2) INCREASED NOISE DUE TO DELIVERY OF
PRODUCTS ON A 24 HOUR BASIS

3-3

(3) INCREASED LIGHTING AFFECTING NIGHT
VISION AND HEAT EMISSIONS.

3-4

(4) INCREASED REFLECTIVITY AND HEAT DUE
TO SIZE OF BUILDINGS

3-5

(5) INCREASED HEAT SINKS DUE TO HUNDREDS
OF FEET OF SURFACE COVERINGS FOR
PARKING LOTS

3-6

(6) INCREASED DEGRADATION OF AIR QUALITY
DUE TO INCREASED USAGE OF MOTOR
VEHICLES (IDLING AT SERVICE WINDOWS
AND TO AND FROM THIS PROJECT), AS
WELL AS DELIVERY AND WASTE REMOVAL
VEHICLES.

3-7

I, THEREFORE ASK THAT YOU PROVIDE A
NEGATIVE DECLARATION FOR THIS PROJECT.

3-8

THANK YOU,

Mr M. Bisgay

**Letter 3
Response**

**Mr. Melvin Bisgay
September 7, 2014**

3-1 The commenter expresses his concern that the proposed project would negatively affect the health and welfare of the residents at the senior care facility across the street from the project site.

Responses to the itemized concerns are addressed in 3-2 through 3-7 below.

3-2 The commenter states that the proposed project would increase customer and delivery traffic, especially on Cadillac Drive.

As discussed in Chapter 5, “Transportation and Circulation” of the EIR, Cadillac Drive was identified as a key roadway within the study area of the proposed project and was analyzed using thresholds of significance based on policies from the City of Sacramento 2030 General Plan. Overall, the proposed project would generate increased traffic resulting in impacts that are less than significant after implementation of mitigation identified in the EIR, or significant and unavoidable, to some roadways and intersections because there is no feasible, available mitigation to reduce those impacts to less-than-significant levels. The Howe Avenue/Cadillac Drive intersection would experience significant and unavoidable impacts under the cumulative plus project scenario in the p.m. peak-hour (with an overall increased delay at this side-street stop-controlled intersection from 15 to 64 seconds per vehicle) due the lack of any effective mitigation strategies. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. If the specific benefits of a proposed project outweigh the unavoidable adverse significant environmental effects, the adverse environmental effects may be considered “acceptable.” Pursuant to State CEQA Guidelines CCR Section 15093, prior to project approval, the City would be required to issue a Statement of Overriding Considerations that states in writing the specific reasons to support project approval (with significant and unavoidable traffic impacts) based on the Final EIR and/or any other information in the record.

Additionally, the project is proposing to improve the Cadillac Drive and Feature Drive intersection by including traffic control signs and pedestrian crosswalks to improve pedestrian connectivity for residents on the west side of Cadillac Drive to the project site.

3-3 The commenter states that the proposed project would increase noise due to delivery of products on a 24-hour basis.

As described in Section 3.8, “Noise” of the Initial Study (included in Appendix A of the EIR), the proposed project would comply with the requirements set forth in the City of Sacramento Noise Ordinance. Construction-related activities would increase noise levels in the vicinity of the project site (Table N-1 in the Initial Study estimated construction noise), but this impact would be temporary, short-term and less than significant with compliance with the City’s noise ordinance, which limits construction noise to between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday. The proposed project’s operational uses would generate increased traffic and truck deliveries (operational noise was modeled in Tables N-2 and N-3 in the Initial Study), and deliveries to the proposed retail buildings would occur on Cadillac Drive, potentially adjacent to residences or other sensitive uses. However, as detailed in the Initial Study, project-related increases in traffic noise relative to existing conditions would be 2 decibels or less for all roadway segments evaluated, including in the vicinity of the senior care facility, which is less than the City’s standards for institutional land uses with primarily daytime and evening uses located along roadways affected by project traffic. Noise impacts as a result of the proposed project would be less than significant.

3-4 The commenter states that the proposed project would increase lighting that would affect night vision and heat emissions.

As described in Section 2.3.4, “Site Design” of the EIR, lighting mounted to buildings for safety and security purposes would be angled downward to provide targeted illumination and prevent light spillover into adjacent areas, consistent with requirements in the City’s zoning ordinance. As discussed in Section 7, “Light and Glare” of the Initial Study, the proposed project would introduce night lighting into an urban area that currently contains various sources of light or glare. New sources of lighting would be consistent with the existing types of lighting present in adjacent buildings and in the area. For these reasons, impacts from lighting would be less than significant. The proposed project would not increase the intensity of the light and glare effects.

Heat emissions from lighting is not specifically analyzed in the Initial Study or EIR because heat generated from lighting is not a significant or potentially significant environmental issue for the proposed project given the many energy efficient lighting options available. For example, light bulbs that are ENERGY STAR[®]-certified by the U.S. Environmental Protection Agency and produce about 75 percent less heat than regular light bulbs are readily available. As described in Section 4.4.2, “Analysis Methodology” under Item 6 in the EIR, the proposed project would exceed the 2013 Building Energy Efficiency Standards by 5 percent and would include design features that would reduce energy demand.

3-5 The commenter states that the proposed project would increase reflectivity and heat due to size of buildings.

As described in Section 7, “Light and Glare” in the Initial Study, the proposed project would introduce new reflective surfaces (e.g., window glazing and possibly other building materials). However, implementation of Mitigation Measure LG-1 would ensure that the proposed buildings would not use reflective glass, mirrored glass, black glass, or metal in such a way as to create glare on adjacent properties. Impacts from glare would be less than significant. Similar to response 3-4 above related to heat emissions from lighting, heat from increased reflectivity is not specifically analyzed in the Initial Study or EIR because heat from increased reflectivity is not a significant or potentially significant environmental issue for the proposed project.

3-6 The commenter states that the proposed project would increase heat sinks due to hundreds of feet of surface coverings for parking lots.

Similar to response 3-4 above, increased heat sinks is not specifically analyzed in the Initial Study or EIR because this is not a significant or potentially significant environmental issue for the proposed project. The majority of the project site is already paved and the reconfigured use of the project site would not introduce substantially more paved areas or result in significantly more heat sinks. Further, as stated in Section 2.3.4, “Site Design” in the EIR, the proposed landscaping plan for the project site would result in approximately 50 percent of the site being shaded, meeting the City’s shade requirements, and increasing pervious areas compared to existing conditions.

3-7 The commenter states that the proposed project would cause increased degradation of air quality due to increased usage of motor vehicles at the project site.

Section 1, “Air Quality” of the Initial Study analyzed construction and long-term emissions from day-to-day operations of the proposed project, including from customer and employee vehicles and delivery trucks. As detailed in the Initial Study, modeled construction and operational emissions indicate that the proposed project would not generate oxides of nitrogen (NO_x) emissions that exceed the Sacramento Metropolitan Air Quality Management District’s (SMAQMD’s) construction-specific significance threshold of 85 pounds per day of NO_x, it would not generate reactive organic gas (ROG) or NO_x daily operational emissions that exceed SMAQMD’s threshold of significance of 65 pounds per day, and it would not exceed particulate matter (PM_{2.5} or PM₁₀) concentrations that would exceed the SMAQMD, state, or federal ambient air quality standards.

The proposed project would meet all of SMAQMD’s carbon monoxide (CO) hotspot second tier screening criteria; the criteria provides a direct correlation between project

parameters (i.e., intersection volumes) and potential CO hotspots (i.e., exceedance of CO ambient air quality standard). As substantiated in the Initial Study, the proposed project would not generate traffic volumes that could cause CO hotspots at local intersections and would not adversely affect sensitive receptors. Further, diesel PM emissions during construction and operation of the proposed project would not result in exposure of sensitive receptors to toxic air contaminants concentrations that would exceed the significance threshold of 10 in 1 million cancer risks.

Implementation of SMAQMD's Basic Construction Emission Control Practices and SMAQMD Rule 403 (Mitigation Measure AQ-1) reduce air quality impacts to a less-than-significant level.

3-8 The commenter requests a negative declaration for the proposed project.

A negative declaration, as defined by California Public Resources Code Section 21064, is a written statement briefly describing the reasons that a proposed project would not have a significant effect on the environment and does not require the preparation of an environmental impact report.

As summarized in Section 3.3.2, "Environmental Impacts and Mitigation Measures" of the EIR for the proposed project, most potentially significant adverse environmental impacts would be reduced to a level considered less than significant with the implementation of mitigation measures identified in the EIR and Initial Study. Actions that the City would be required to take prior to project approval include (from Section 2.4, "Actions" of the EIR):

- ▶ Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento;
- ▶ Adoption of a Mitigation Monitoring and Reporting Program (MMRP) (see Chapter 2 in this Final EIR), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the proposed project's significant effects on the environment;
- ▶ Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- ▶ Granting of a Grading Permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities;

- ▶ Approval of a Special Permit to allow the operation of drive-through windows within the General Commercial (C-2) zone;
- ▶ Amendment of the Campus Commons Planned Unit Development (PUD) Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines; and
- ▶ Approval of a tentative map.



Letter 4

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

25 September 2014

Dana Allen
City of Sacramento
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

CERTIFIED MAIL
7014 1200 0000 7154 4493

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CVS/PHARMACY DEVELOPMENT PROJECT, SCH NO. 2013022014, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 22 August 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the CVS/Pharmacy Development Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

4-1



KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

cont.
4-1

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

cont.
4-1

If you have questions regarding these comments, please contact me at (916) 464-4684 or
tcleak@waterboards.ca.gov.

↑ cont.
4-1



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

**Letter 4
Response**

**Trevor Cleak, Environmental Scientist, Central Valley Regional Water
Quality Control Board
September 25, 2014**

4-1 The commenter identifies potential permits that could be required from the Central Valley Regional Water Quality Control Board. Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Act Section 401 Permit, Waste Discharge Requirements, or a Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) Permit.

The project applicant will comply with all applicable water quality permit requirements. In addition, as detailed in Section 6, “Hydrology and Water Quality” in the Initial Study and restated in Section 1.3.7, “Hydrology and Water Quality” in the EIR, the proposed project would implement applicable requirements from the City’s Phase I NPDES Permit for stormwater municipal discharges to surface waters (NPDES No. CAS082597), including implementation of a Stormwater Quality Improvement Plan and/or best management practices, and would comply with the Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the City Municipal Code) and the City’s Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the City Municipal Code).



October 6, 2014

Dana Allen, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
(916) 808-2762
dallen@cityofsacramento.org

Subject: Draft Environmental Impact Report for the CVS/Pharmacy Development Project

Dear Ms. Allen,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (Draft MND) for the CVS/Pharmacy Development Project. SMUD is the primary energy provider for Sacramento County and the proposed project location. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

5-1

It is our desire that the CVS/Pharmacy Development Project will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements
- Electrical load needs/requirements
- Energy Efficiency
- Utility line routing
- Climate Change

The project does not currently affect SMUD facilities however SMUD facilities are located adjacent to the project area. Should the project footprint expand to potentially affect SMUD facilities, based on our review of the Draft EIR and our understanding of the proposed project, SMUD offers the following input.

5-2

- Please visit the following link to SMUD's Guide for Transmission Encroachment Standard which will assist the developer in complying with



SMUD requirements; <https://www.smud.org/en/do-business-with-smud/documents/Guide-for-Transimssion-Encroachment.pdf>. Some of these requirements include the following:

- a. Any vegetation planted within SMUD's transmission easement shall not exceed 15 feet in height at maturity. Developer will be required to provide landscaping plans and schedules for all proposed plantings within the SMUD easement.
 - b. Water quality detention/ retention basins are not allowed within the transmission easement.
 - c. Buildings or permanent structures are not allowed within the transmission easement.
 - d. Light standards within the transmission easement shall not exceed 15 feet in height.
 - e. Playground equipment are not allowed within the transmission easement.
 - f. Swimming pools are not allowed within the transmission easement.
 - g. All above ground metallic facilities within the transmission easement shall be effectively grounded; grounding plans shall be submitted for SMUD review.
 - h. Storage of combustibles and fueling of vehicles are not allowed within the transmission easement.
 - i. Trash enclosures are not allowed within the transmission easement.
 - j. Vehicles stored in the transmission easement shall be operational.
 - k. Grading changes will require SMUD engineering approval; the developer shall provide grading and trenching plans for review.
 - l. The developer will be required to obtain written consent from SMUD's Real Estate department prior to performing any construction activities for their proposed project within SMUD's easement.
 - m. The developer shall submit a transmission encroachment application with SMUD Real Estate department. Application can be found here; <https://www.smud.org/en/do-business-with-smud/documents/Application%20-%20Consent%20to%20Common%20Use%20of%20Transmission%20Line%20Right%20of%20Way.pdf>
- Should the project footprint change the developer shall provide all necessary drawings and plans requested by SMUD engineers for thorough review of the proposed project.
 - Public Utility Easements (PUEs) will be required for all existing and proposed 12 kV lines.

cont.
5-2

Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on the NOP. If you have any questions regarding this letter, please contact Rob Ferrera, SMUD Environmental Specialist at (916) 732-6676.

5-3

Sincerely,



Rob Ferrera
Environmental Specialist
Environmental Management
Legislative & Regulatory Affairs
Sacramento Municipal Utility District

Cc: Pat Durham
Art Starkovich
Tony Deluca
Jose Hernandez
Jeff Berkheimer
Joseph Schofield

**Letter 5
Response**

**Rob Ferrera, Environmental Specialist, Sacramento Municipal Utility District
October 6, 2014**

5-1

The commenter notes that the Sacramento Municipal Utility District (SMUD) is the primary energy provider for the project site and seeks acknowledgement of any proposed project impacts related to:

- ▶ overhead and or underground transmission and distribution line easements,
- ▶ electrical load needs/requirements,
- ▶ energy efficiency,
- ▶ utility line routing, or
- ▶ climate change.

The Initial Study and EIR prepared for the proposed project analyzed the project's potential impacts on utilities, energy, and greenhouse gas emissions, and found no significant impacts on these resources with mitigation incorporated.

As stated in the Section 2.3.2, "Utilities" in the EIR, an easement for overhead power lines and transmission towers encumbers approximately 95,314 square feet in the southern portion of the project site. This area would be used for parking and open space uses only. Further, Section 1.3.16, "Utilities and Service Systems" in the EIR states that it is anticipated that all on-site utility infrastructure would connect to existing utility infrastructure in Cadillac Drive and that this infrastructure is adequately sized to serve the proposed project's needs. Therefore, the proposed project would not require the construction of new utilities or the expansion of existing utilities.

The proposed project would comply with the 2010 California Green Building Code (Part 11 of Title 24) (Mitigation Measure GS-2 in the MMRP), which was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. In addition, the proposed project would exceed the 2013 Building Energy Efficiency Standards by 5 percent and would include design features that would reduce energy demand (Mitigation Measure 4-1 in the MMRP).

The EIR addresses climate change in Chapter 4, "Greenhouse Gas Emissions." As discussed in Section 4.4.3, "Impact Analysis" in the EIR, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions because the project would be consistent with the City's Climate Action Plan and the project applicant would implement Mitigation Measure 4-1 to document the project's energy efficiency.

5-2 The commenter recognizes that the proposed project does not currently affect SMUD facilities, but provides input relevant to SMUD facilities should the project footprint expand to potentially affect SMUD facilities located adjacent to the project site.

SMUD's input related to impacts to SMUD facilities should the project footprint expand are noted. No further analysis is required in the EIR to respond.

5-3 The commenter requests that information in the letter be conveyed to the project planners and the appropriate project proponents.

The comments are noted and the letter is included in this Final EIR for consideration by the decision makers and review by the project applicant.

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SECTION 5

Appendices

APPENDIX A

Notice of Preparation/Initial Study (NOP/IS)



COMMUNITY DEVELOPMENT
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

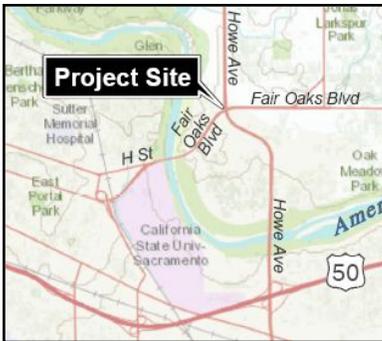
ENVIRONMENTAL PLANNING
SERVICES

**NOTICE OF PREPARATION
FOR AN ENVIRONMENTAL IMPACT REPORT (EIR)
FOR THE CVS/PHARMACY DEVELOPMENT PROJECT**

Public Review Period: February 5, 2013 to March 8, 2013

The City of Sacramento, Community Development Department (Environmental Planning Services) will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the CVS/pharmacy Development project (proposed project). The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and the project's potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR. The responses to this NOP will help the City of Sacramento determine the scope of the EIR and ensure an appropriate level of environmental review. An Initial Study for this project can be found at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The Proposed Project



The proposed CVS/pharmacy development (proposed project) would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The site was formerly occupied by Hubacher Cadillac Dealership. Existing structures on the site total approximately 43,000 square feet and include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved parking. The site is currently vacant. The project site is designated as Employment Center Mid Rise in the Sacramento 2030 General Plan and is zoned as C-2-R-PUD (General Commercial, Review, Planned Unit Development). The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel.

The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is 5,706 square feet. The proposed project includes construction and operation of a 16,500-square-foot CVS/pharmacy retail store on the project site. The relocated store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of an approximately 50,880-square-foot commercial use, likely a grocer tenant, in a separate building that would be adjacent to the proposed CVS/pharmacy retail store on the same site. The future user of the commercial building has not been determined at this time.

The proposed project would shift the two existing north-south Cadillac Drive driveways southward for better site circulation. The northernmost driveway would be gated at the sidewalk and would provide site access only for delivery trucks. No through access would be permitted at that driveway. The southernmost driveway on north-south Cadillac Drive would permit public access to the site. The east-west Cadillac Drive driveway would be maintained in its current location, but would be reconstructed to remove the existing island.

In addition, to provide access to the site from the south, the proposed project would add a 2-lane, right-in/right-out ingress/egress access from Fair Oaks Boulevard, 234 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. This new access point would cross

the 1.03-acre City-owned triangle-shaped parcel (APN 295-0010-001) located between the project site and the Howe Avenue/Fair Oaks Boulevard intersection. This parcel would be used to provide vehicular and pedestrian access to the project site via an easement or fee title conveyance.

The proposed project includes onsite parking, bike racks and lockers, and pedestrian connections directly to the site. Onsite security lighting would be provided in the parking lot and on the exterior of buildings. Onsite landscaping would consist of turf areas along the street frontages and planter boxes with trees and shrubs consistent with requirements in the City's zoning ordinance.

Initially, the CVS/pharmacy would operate approximately from the hours of 7 a.m. to 10 p.m., seven days week. However, after the CVS/pharmacy store is open, if the demand of the neighborhood warrants 24-hour operations, CVS/pharmacy would then expand operations to remain open 24 hours.

Construction of the CVS/pharmacy building, second commercial building and site improvements is expected to occur in four phases, with Phases 1-3 consisting of demolition, grading, and construction of the CVS/pharmacy building, parking lot, and site access. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the second commercial building is anticipated to occur at a time after completion of construction Phases 1-3. Since full site improvements and the building pad for the second commercial building would be completed during Phase 3, Phase 4 would only involve construction of the second commercial building. Phase 4 is expected to last 32 weeks.

The City of Sacramento has discretionary authority and is the lead agency for the proposed project. The proposed project requires approval of the following entitlements by the City of Sacramento:

- Approve a Special Permit to allow the operation of a drive-through with the General Commercial (C-2) zone;
- Amend the Campus Commons PUD Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines;
- Approve a variance to allow for decreased drive-through stacking, a reduction from the required 180 feet to the proposed 160 feet;
- Approve a tentative map; and
- Approve an access easement across APN 295-0010-001 or approve a fee-title conveyance for APN 295-0010-001.

These actions are discretionary and require environmental review pursuant to the California Environmental Quality Act (CEQA). Prior to taking action, the City would be required to approve the environmental document prepared for the project.

The EIR will evaluate the potential environmental impacts of the proposed project and recommend mitigation measures, as required. The EIR will provide a project-specific evaluation of the environmental effects of the proposed project, pursuant to Section 15161 of the CEQA Guidelines.

The City anticipates that the following technical areas will be addressed in the EIR to determine whether the project would result in any additional significant environmental effects: Greenhouse Gas Emissions and Transportation and Circulation.

The EIR will include an analysis of project alternatives. The City has determined that the project was an anticipated future project in the Master EIR for the 2030 General Plan, and that the analysis of cumulative effects, growth-inducing effects and irreversible effects set forth in the Master EIR is adequate for the project. The 2030 General Plan is available at www.sacgp.org/. The Master EIR may be viewed at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

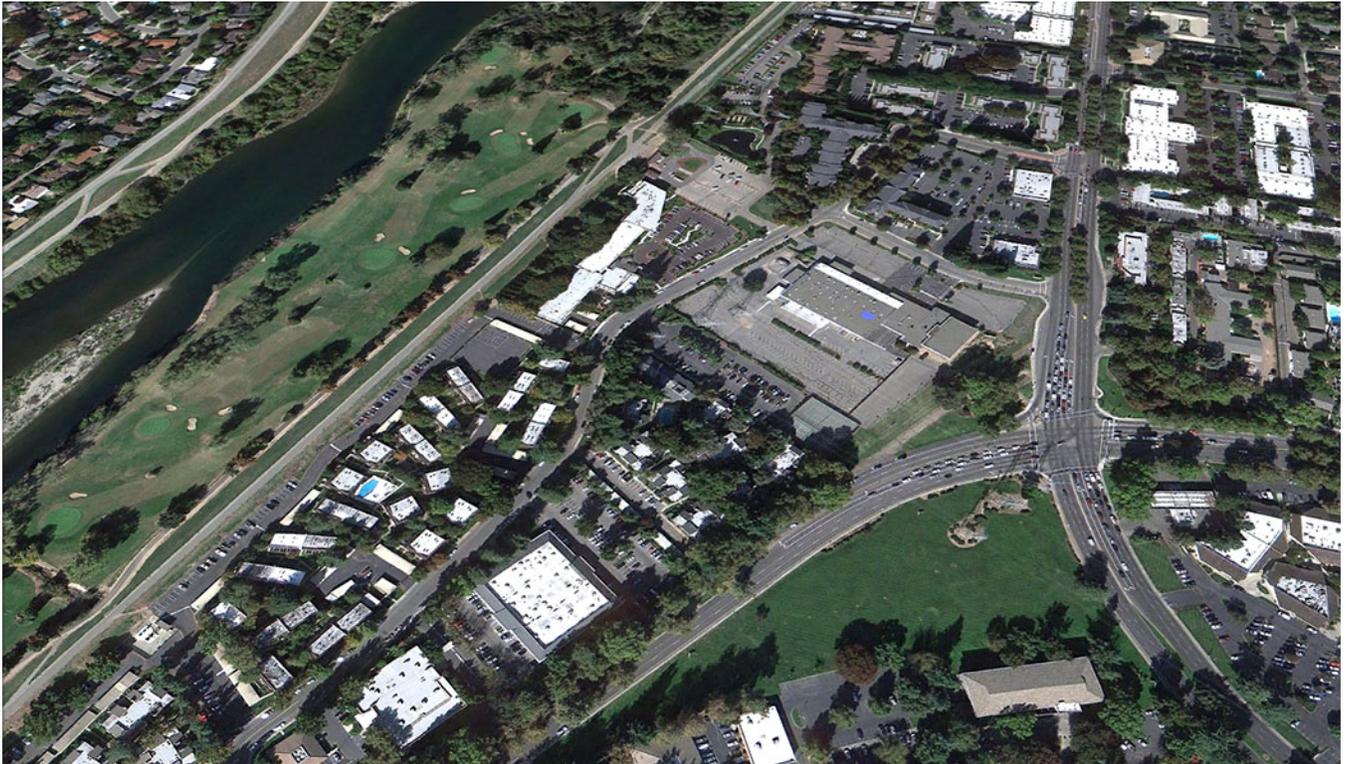
Comments on the Notice of Preparation

To ensure that the full range of issues related to this proposed project is addressed and that all significant issues are identified, written comments and suggestions concerning the scope of the proposed EIR are invited from all interested parties. Written comments must be received at the following address no later than **5:00 p.m. on March 8, 2013**.

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Phone: (916) 808-2762
Email: dallen@cityofsacramento.org

Initial Study

CVS/pharmacy Development Fair Oaks Boulevard and Howe Avenue



Prepared for:

City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

AECOM

February 2013

Initial Study
CVS/pharmacy Development
Fair Oaks Boulevard and Howe Avenue



Prepared by:
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

AECOM

February 2013

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Attachment 2 – Tree Inventory
Attachment 3 – Native American Consultation
Attachment 4 – Traffic Data

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CVS/PHARMACY DEVELOPMENT AT FAIR OAKS AND HOWE [(P12-032)]

INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

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

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

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: CVS/pharmacy Development at Fair Oaks
Boulevard and Howe Avenue (P12-032)

Project Location: Northwest corner of Fair Oaks Boulevard and Howe
Avenue (1 Cadillac Drive), City of Sacramento,
California (Assessor Parcel Number 295-0020-004)

Project Applicant: Josh Eisenhut, LEED AP
Armstrong Development Properties, Inc.
1375 Exposition Blvd., Suite 101
Sacramento, CA 95815
Telephone: (916) 643-9610

Project Planner: Ellen Marshall, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-5851
Email: emarshall@cityofsacramento.org

Environmental Planner: Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

Date Initial Study Completed: February 5, 2013

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176(b) and (d).

The City has prepared the attached Initial Study to (1) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan

Master EIR to determine their adequacy for the proposed project (see CEQA Guidelines Section 15178(b),(c)) and (2) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to later proposed projects as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate for the proposed project are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The General Plan Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting comments of interested persons and agencies pertaining to the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending March 6, 2013.

Please send written responses to:

Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Project Location

The proposed CVS/pharmacy development (proposed project) would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The site is surrounded by general commercial and retail uses, office uses, multi-family uses, a senior care facility (the Campus Commons Senior Center), and a hotel. The project site is designated as Employment Center Mid Rise in the Sacramento 2030 General Plan and is zoned as C-2-R-PUD (General Commercial, Review, Planned Unit Development). A project vicinity map, land use exhibit, zoning exhibit, and site plan are included as Exhibits 1–4.

The project site is approximately 6.47 acres. The site was formerly occupied by Hubacher Cadillac Dealership. Existing structures on the site total approximately 43,000 square feet and include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved parking. The site is currently vacant.

Adjacent to the project site is a 1.03-acre City-owned triangle-shaped parcel located between the project site and the Howe Avenue/Fair Oaks Boulevard intersection (APN 295-0010-001). The parcel contains a detention basin, mature trees, and an abandoned road right-of-way. This parcel would be used to provide vehicular and pedestrian access to the project site via an easement or fee title conveyance.

Project Description

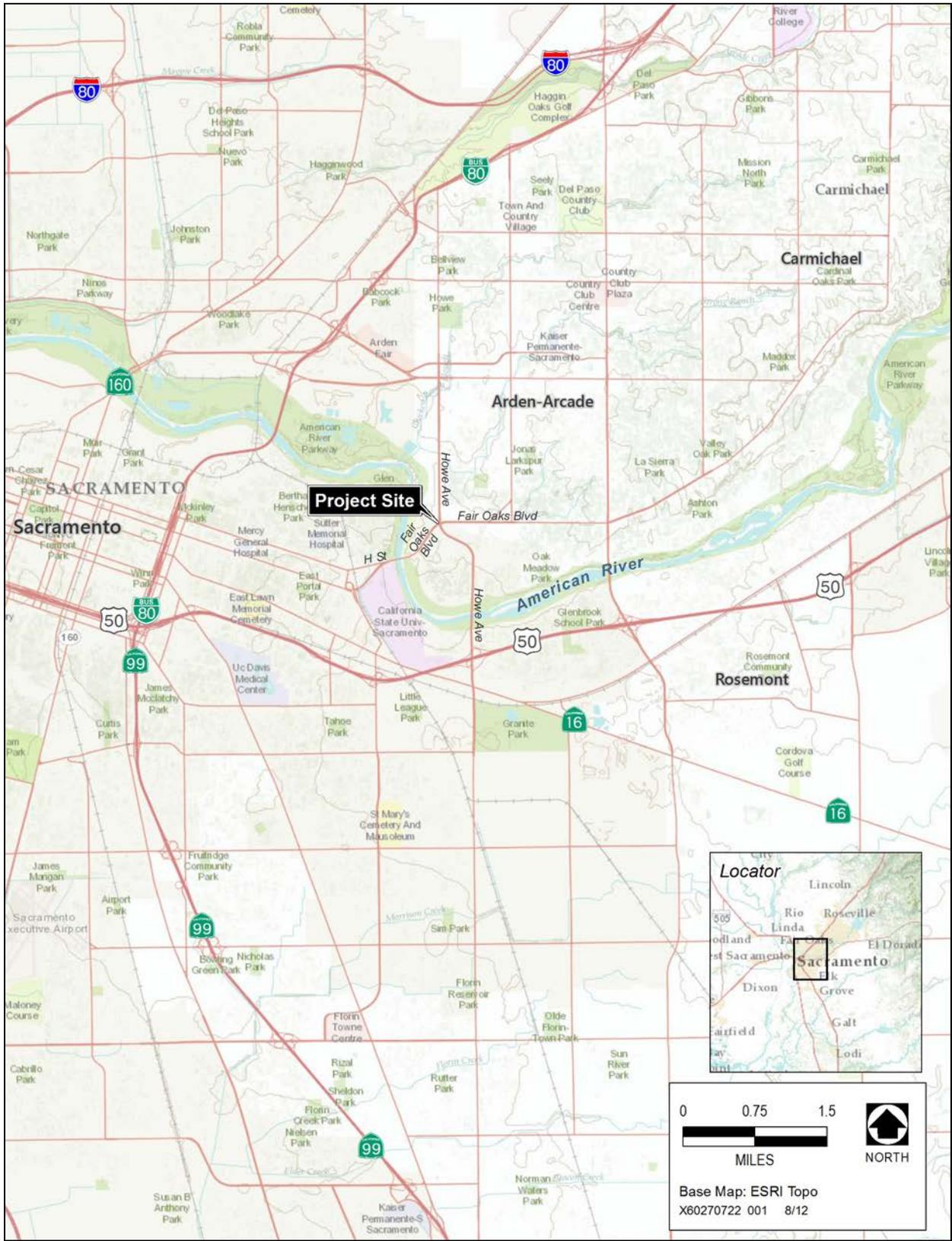
The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is 5,706 square feet. The proposed project includes construction and operation of a 16,500-square-foot CVS/pharmacy retail store on the project site (see Exhibit 4, Site Plan). The relocated store to the project site would allow CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

The proposed CVS/pharmacy would provide health and beauty products, personal care items, gift items, beer, wine, distilled spirits, common household goods, vitamins, prescription and retail pharmaceutical products, standard and digital photo processing services, and other consumer retail items.

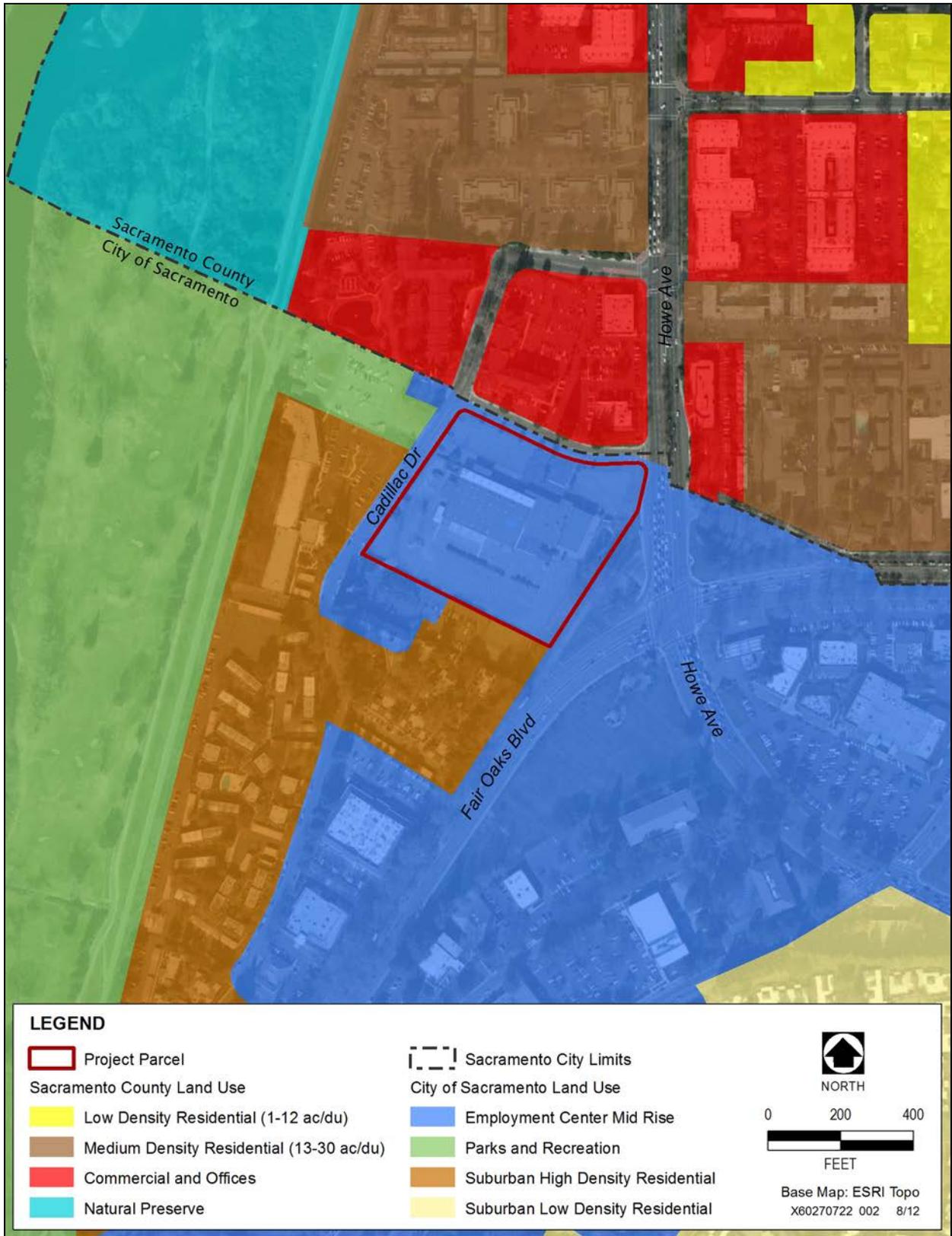
The proposed CVS/pharmacy would include a two-lane drive-through facility for prescription pharmaceuticals drop-off and pick-up only. According to the applicant, the purpose of the drive-through is to offer a convenient service for all customers, including those who are sick, injured, or the elderly who may be hindered by an ailment that discourages them from entering the store.

In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of an approximately 50,880-square-foot commercial use, likely a grocer tenant, in a separate building that would be adjacent to the proposed CVS/pharmacy retail store on the same site. The future user of the commercial building has not been determined at this time.

CVS/PHARMACY DEVELOPMENT AT FAIR OAKS AND HOWE (P12-032)
INITIAL STUDY



Source: AECOM 2012



Source:



LEGEND

Project Parcel

Sacramento City Limits

Sacramento County Zoning

BP - Business and Professional

LC - Limited Commercial

O - Recreation

RD 4 - Single Family

RD30 - Multiple Family - 30 units/acre

Z 00 (?)

No designation

City of Sacramento Zoning

Residential Zones

R-1 - Standard Single Family

R-2B - Multi-Family (21)

R-3 - Multi-Family (29)

Commercial and Office Zones

C-1 - Limited Commercial

C-2 - General Commercial

OB - Office Building

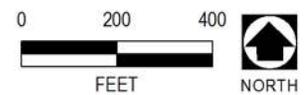
SC - Shopping Center

Other Zones

A - Agricultural

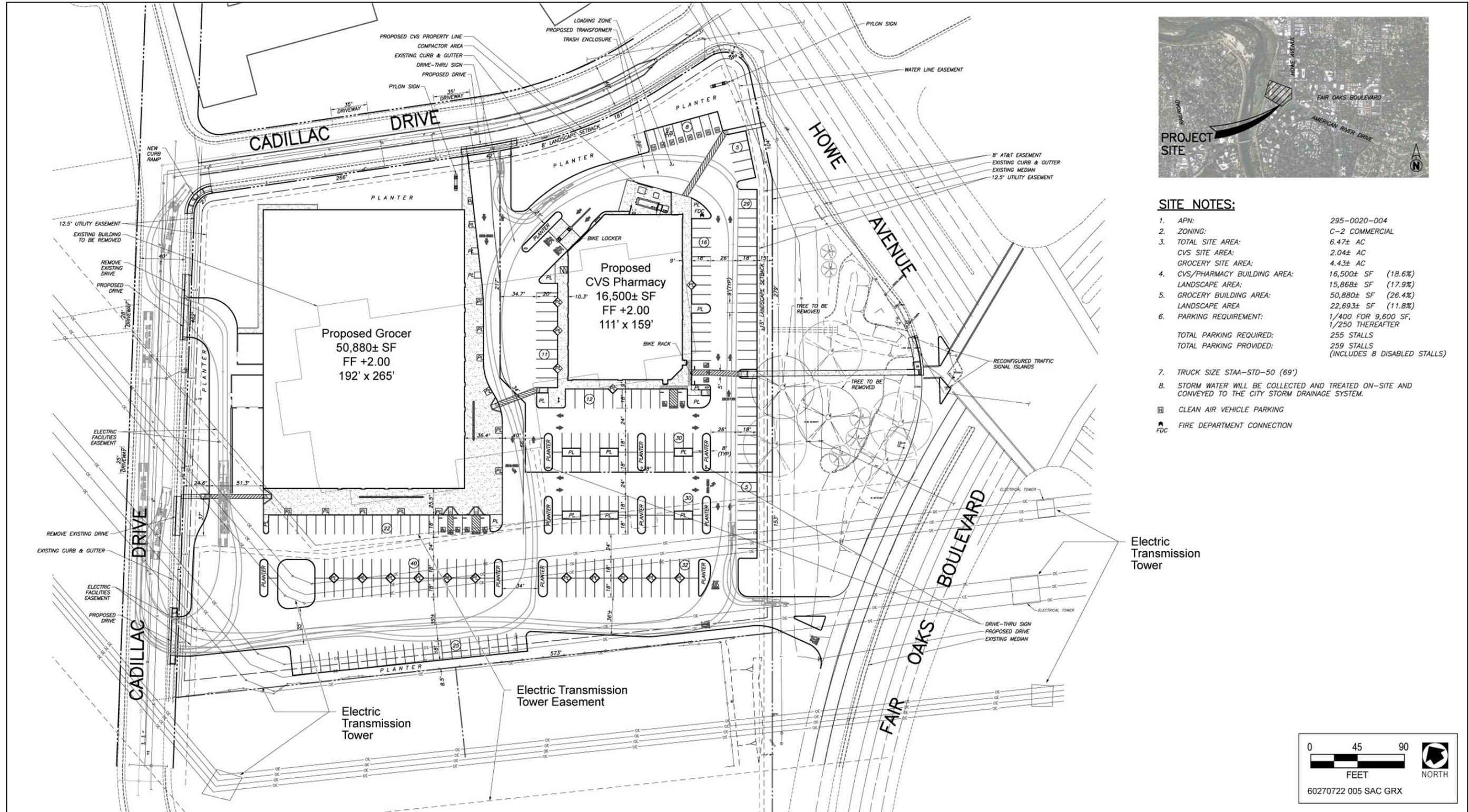
ARP-F - American River Parkway

Base Map: ESRI Topo
X80270722 003 8/12



Source: City of Sacramento 2012, Sacramento County 2011

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Source: Blair, Church & Flynn 2012, adapted by AECOM 2013

Parking

The proposed project would be required to provide on-site parking consistent with the requirements of the City Zoning Code Parking Update (Ordinance No. 2012-043). For the proposed pharmacy use and anticipated grocery use, both considered commercial uses in an Urban District, the City zoning code requires a minimum of 0.5 parking spaces per 1,000 square feet of building. The resulting minimum parking requirement for the proposed project is 135 parking spaces. As proposed, the project would include a total of 259 parking spaces, exceeding the City minimum requirement by 124 spaces. The on-site parking would be shared between the proposed CVS/pharmacy and the second proposed commercial use.

Utilities

On the project site, currently there are underground electric facilities, water lines, sewer lines, storm drain lines, gas lines, and communication lines that serve the existing building. There is an existing 8-inch water main in Cadillac Drive, an existing 12-inch sewer main in Cadillac Drive, and existing 12-inch and 15-inch storm drain mains in Cadillac Drive. The proposed project will require reconstruction of some or all of the underground infrastructure to accommodate the project uses and to meet current building code requirements. It is anticipated that all utility connections will be made in Cadillac Drive.

An easement for overhead power lines and transmission towers encumbers approximately 38,000 square feet in the southwest portion of the project site (see Exhibit 5, PG&E Easement). This area would be used for parking and open space uses only.

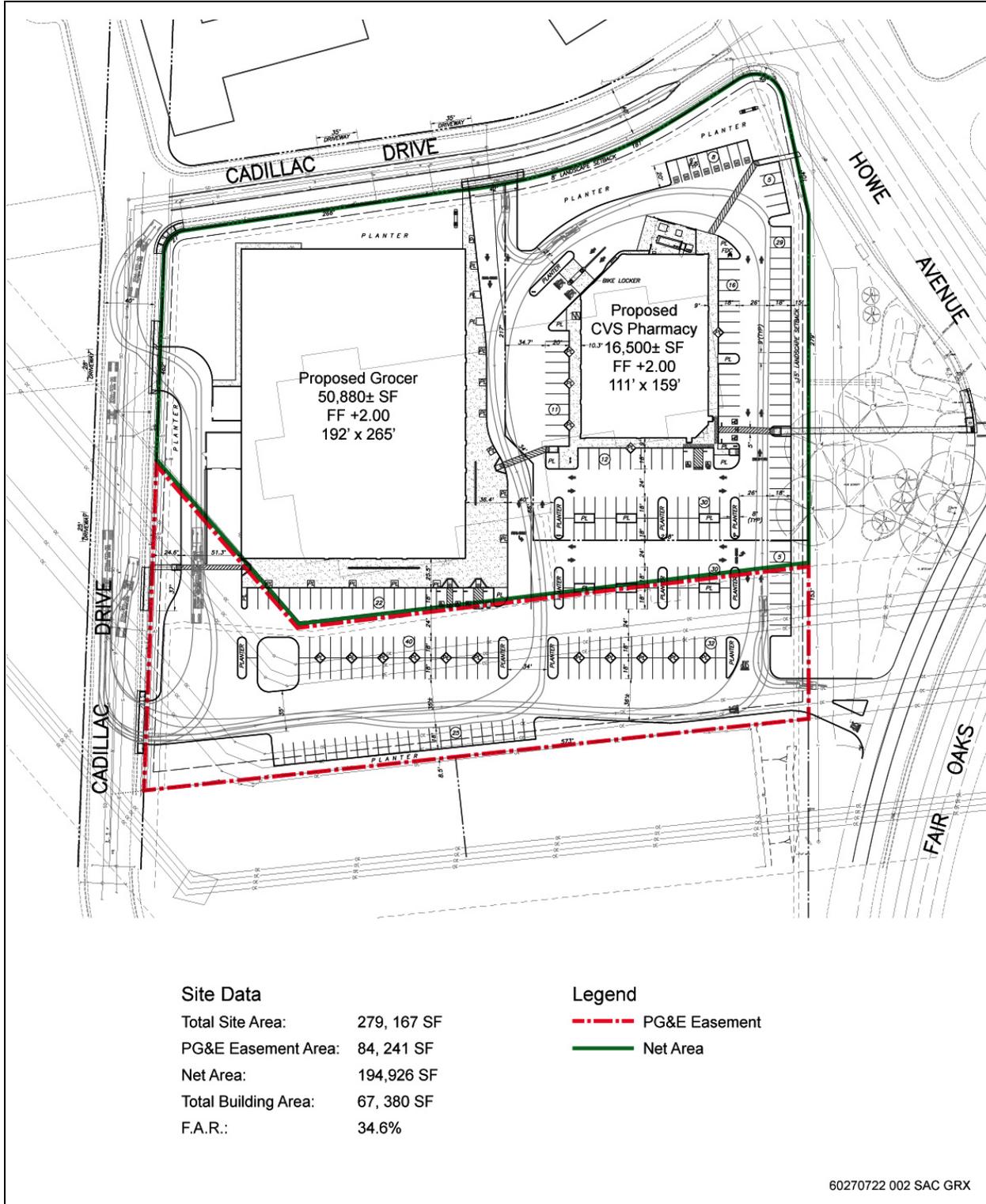
Traffic Circulation

The project site is currently accessed by vehicle from three access points on Cadillac Drive, two from north-south Cadillac Drive on the western boundary of the site, and one from east-west Cadillac Drive on the northern project boundary. The proposed project would shift the two north-south Cadillac Drive driveways southward for better site circulation. The northernmost driveway would be gated at the sidewalk and would provide site access only for delivery trucks. No through access would be permitted at that driveway. The southernmost driveway on north-south Cadillac Drive would permit public access to the site. The east-west Cadillac Drive driveway would be maintained in its current location, but would be reconstructed to remove the existing island.

In addition, to provide access to the site from the south, the proposed project would add a 2-lane, right-in/right-out ingress/egress access from Fair Oaks Boulevard, approximately 230 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. This new access point would cross a 1.03-acre City-owned triangle-shaped parcel located between the project site and the Howe Avenue/Fair Oaks Boulevard intersection (APN 295-0010-001). The parcel contains a detention basin, mature trees, and an abandoned road right-of-way. This parcel would be used to provide vehicular and pedestrian access to the project site either via an easement or through fee title conveyance to the project applicant.

Regardless of the timing for securing a user for the commercial building, all on- and off-site improvements, including concrete, asphalt, and landscaping are proposed to be constructed along with the CVS/pharmacy portion of the project to ensure that proper onsite circulation is maintained.

CVS/PHARMACY DEVELOPMENT AT FAIR OAKS AND HOWE (P12-032)
INITIAL STUDY



Source: Armstrong Development Properties, Inc.; adapted by AECOM 2013

Exhibit 5

PG&E Easement

Pedestrian connections would be provided along both the Fair Oaks Boulevard and Howe Avenue frontages as well as along Cadillac Drive to encourage customers to walk to the CVS/pharmacy site from neighboring residential developments or from other businesses located in the area. A new paved pedestrian walkway would be provided connecting the project site directly to the sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. In compliance with the city zoning ordinance and the California Green Building Code, bike racks and lockers would be provided near the front entrance of the CVS/pharmacy to promote the use of alternative modes of transportation.

Site Design

Onsite security lighting would be provided in the parking lot and on the exterior of buildings. Parking lot and walkway lighting would consist of 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent light spillover into adjacent areas, consistent with requirements in the City's zoning ordinance.

Onsite landscaping would consist of turf areas along the street frontages and planter boxes with trees and shrubs consistent with requirements in the City's zoning ordinance (see Exhibit 6, Landscaping Plan). Construction of the proposed project would result in the planning of more than 100 trees along the perimeter of the site, in planters adjacent to the buildings, and in planters throughout the parking lot. The proposed plantings would result in approximately 50% of the site being shaded, meeting the City's shade requirements.

Two pylon signs are proposed to be placed on the project site. One pylon sign would be at the northeast corner of the site, at the intersection of Howe Avenue and the east-west segment of Cadillac Drive. Another pylon sign would be placed along the east-west segment of Cadillac Drive at the primary entrance to the project site. The signage for the site and the buildings would be consistent with City requirements and approved by the City during the project review and approval process.

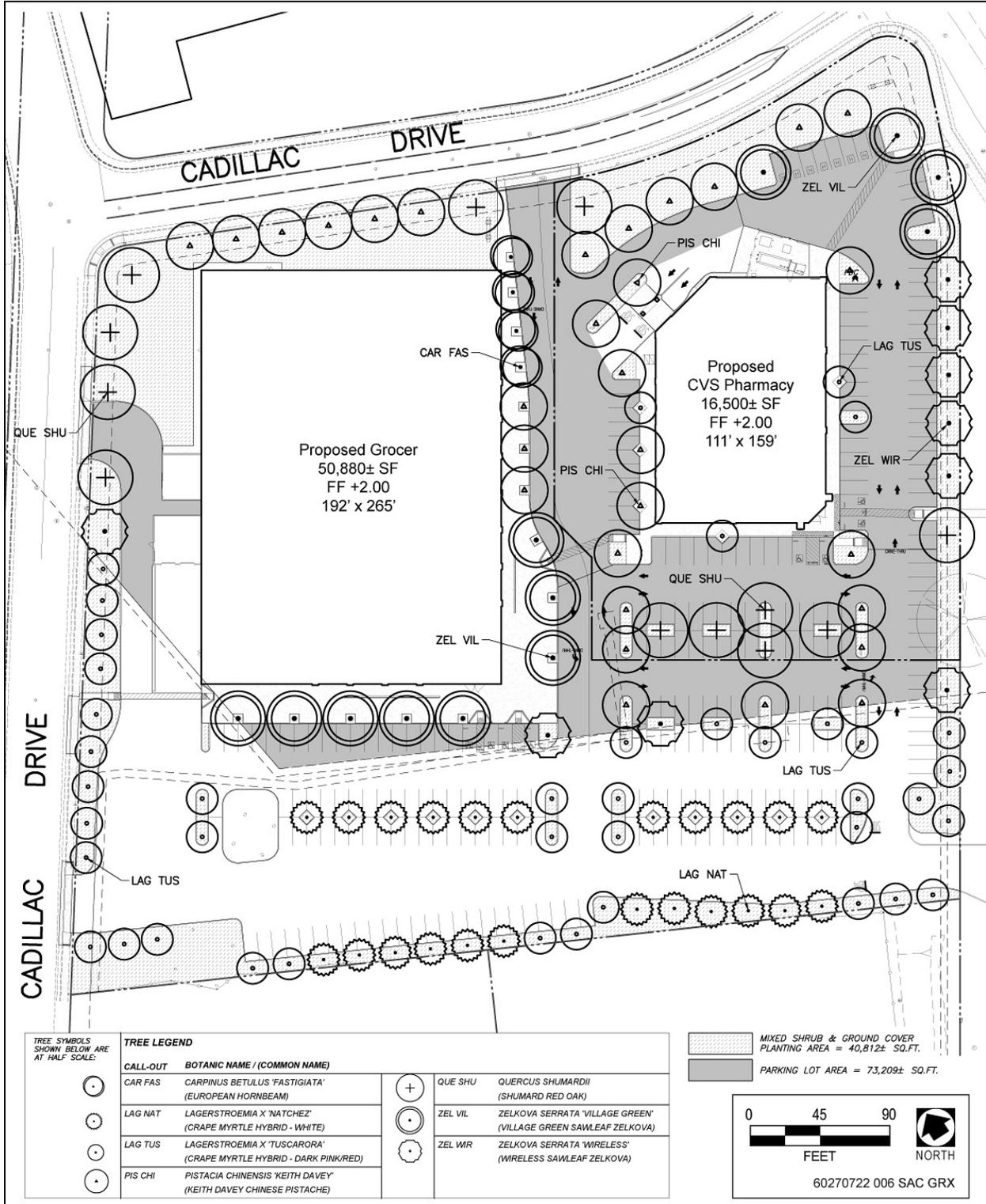
The materials used on the proposed buildings would be consistent with City design requirements and approved by the City during the project review and approval process.

Operations

Initially, the CVS/pharmacy would operate approximately from the hours of 7 a.m. to 10 p.m., seven days week. However, after the CVS/pharmacy store is open, if the demand of the neighborhood warrants 24-hour operations, CVS/pharmacy would then expand operations to remain open 24 hours.

The typical CVS/pharmacy generally has 25–30 employees on payroll. The typical number of employees staffed at a given time throughout the day is 4–12 depending on time of day and year.

The CVS/pharmacy would receive regular weekly deliveries, typically loading and unloading from a WB-50 type delivery truck. There may be as many as three of these trucks arriving at different days and times throughout the week to unload product for the store. Loading activities would occur at an at-grade loading area which would be built into the northeast side of the CVS/pharmacy building, facing the east-west segment of Cadillac Drive.



Source: Blair, Church & Flynn 2012, adapted by AECOM 2013

Exhibit 6

Landscaping Plan

The other proposed commercial use, possibly a grocer, could receive truck deliveries multiple times per day. The loading area for the other commercial building would be on the west side of the building, facing the north-south segment of Cadillac Drive. That loading area would dip below grade and would be shielded by an 8-foot-high concrete block wall.

Primary service vehicle access for heavy duty/large delivery trucks to the site would be from the ingress/egress on the east-west segment of Cadillac Drive, with secondary access permitted on the north-south segment of Cadillac Drive. Service vehicles would not be permitted to access the project site from the new proposed ingress/egress on Fair Oaks Boulevard.

Project Construction

Construction of the CVS/pharmacy building, second commercial building and site improvements is expected to occur in four phases. Phase 1, demolition and abatement of the site, is expected to last two weeks. Phase 2, mass grading of the project site and installation of underground utilities, is expected begin after completion of Phase 1 and last approximately 26 weeks. Phase 3, building of onsite project elements, including full site improvements, construction of a new vehicular site access point from Fair Oaks Boulevard, construction of the CVS/pharmacy building and pad preparation of the second commercial building would occur concurrently with Phase 2 and would have the same duration as Phase 2. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the second commercial building is anticipated to occur at a time after completion of construction Phases 1-3. Since full site improvements and the building pad for the second commercial building would be completed during Phase 3, Phase 4 would only involve construction of the second commercial building. Phase 4 is expected to last 32 weeks.

The exact type and number of construction equipment will be based on the contractor's judgment and what equipment is reasonably necessary to complete the project utilizing industry standard means and methods. Typical vehicles that are expected to be used include but are not limited to: scrapers, backhoes, skip loaders, water trucks, generators, and other miscellaneous equipment.

Actions

The project would require the City to take the following actions:

- Approve a Special Permit to allow the operation of a drive-through with the General Commercial (C-2) zone;
- Amend the Campus Commons PUD Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines;
- Approve a variance to allow for decreased drive-through stacking, a reduction from the required 180 feet to the proposed 160 feet;
- Approve a tentative map; and
- Approve an access easement across APN 295-0010-001 or approve a fee-title conveyance for APN 295-0010-001.

These actions are discretionary and require environmental review pursuant to the California Environmental Quality Act (CEQA). Prior to taking action, the City would be required to approve the environmental document prepared for the project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE AND PLANNING, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

When a project is inconsistent with an adopted plan, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any potential inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and energy.

Discussion

Land Use and Planning

The project site is located in an urbanized area of Sacramento on a vacant parcel formerly occupied by the Hubacher Cadillac Dealership. As discussed above, existing urban land uses in the vicinity of the project site include general commercial and retail uses, office uses, multi-family uses, a senior care facility, and a hotel. The American River Bike Trail and Campus Commons Golf Course are located west of the project site. The American River is located approximately 900 feet west of the site.

The project site is located in the City of Sacramento, with the northern boundary of the site along the east-west segment of Cadillac Drive forming the boundary with Sacramento County. Exhibit 2 shows the City of Sacramento 2030 General Plan land use designations for the project site and vicinity to the south, and the Sacramento County General Plan land use designations to the north and east of the site. The project site is designated in the 2030 General Plan as Employment Center Mid Rise. Other lands in the immediate vicinity of the project site and within the city limits are designated by the 2030 General Plan as Employment Center Mid Rise and Suburban High Density Residential. Lands north of the project site are located within unincorporated Sacramento County and designated by the Sacramento County General Plan (2011) as Commercial and Offices and Medium Density Residential.

Exhibit 3 shows the Sacramento County and City of Sacramento zoning for the project site and vicinity. The project site is zoned by the City as C-2 (General Commercial). Other lands in the immediate vicinity of the project site and within the city limits are zoned R-2B (Multi-Family [21]), C-1 (Limited Commercial), OB (Office Building), SC (Shopping Center), and A (Agricultural). Lands north of the project site within the unincorporated area of Sacramento County are zoned BP (Business and Professional), LC (Limited Commercial), and RD30 (Multiple Family, 30 units/acre).

The project site is designated in the 2030 General Plan as Employment Center Mid Rise and zoned C-2 by the City. The 2030 General Plan describes the Employment Center Mid Rise land use designation as areas that can provide for large mixed-use office/employment centers that include mid-rise office complexes; support retail and service uses, such as restaurants, dry-cleaners, gym/fitness centers, markets, hotels, and office services (printing/copying/shipping); landscaped gathering places that include support uses; and residential uses as a supportive use to adjacent large employment centers. The minimum floor area ratio (FAR) for Employment Center Mid Rise is 0.35. The C-2 zoning code provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.

The project site is located in an urbanized area of Sacramento and is designated by the 2030 General Plan and zoned by the City for commercial development. The proposed project includes construction and operation of a 16,500-square-foot CVS/pharmacy retail store and an approximately 50,880-square-foot second commercial use. The proposed CVS/pharmacy would provide consumer retail items and the applicant has indicated that the second commercial use would likely be occupied by a grocer tenant. The FAR on the project site would be 0.35, consistent with the FAR requirements for the Employment Center Mid Rise. A Special Permit would be acquired to allow the operation of a drive-through pharmaceutical facility within the C-2 zone. Therefore, the proposed uses are consistent with the Employment Center Mid Rise land use designation in the Sacramento General Plan and C-2 zoning for the project site. Consequently, the project does not conflict with any applicable land use plans.

The project site is part of the current urban fabric of the Campus Commons community and the level of development in the proposed project is not dissimilar to that which previously occurred on the site; thus, the proposed project would not physically divide an established community.

There are no habitat conservation plans or natural community conservation plans covering the project site.

Based on the above, there will be no impact to land use and planning.

Population and Housing

The proposed project does not involve construction of residential land uses that would generate new residents in the city or region. Temporary construction workers serving the proposed project and the 25-30 employees required for operation of the CVS/pharmacy would reasonably be expected to come from the existing labor pool of residents in Sacramento and nearby communities. Although it is unknown how many employees would be generated by the grocery, it is reasonable to expect that these workers would also come from Sacramento and nearby communities and would not be new workers relocating to the Sacramento region. Therefore, the project would not induce direct population growth.

Growth can be induced indirectly when projects provide infrastructure with the capacity to serve other un-served properties, or when the economic activity of a proposed project can stimulate additional activity not currently planned for in the vicinity or region. In this case, underground utility infrastructure located on the project site would be connected to existing utility infrastructure in Cadillac Drive. No additional utility or urban services are required to serve the proposed project. Furthermore, the properties surrounding the project site are fully developed and the economic activity on the project site would be unlikely to stimulate redevelopment of

those properties with uses of greater intensity than currently exist. Therefore, the project will not indirectly induce population growth.

Consequently, the proposed project would not directly induce population growth in Sacramento or the region or indirectly induce population growth or development through extension of infrastructure or economic stimulus.

The project site includes vacant commercial buildings; therefore, the proposed project would not displace people or housing.

Consequently, the project will not have an impact on population and housing.

Agricultural Resources

Chapter 6.2, "Agricultural Resources," of the Master EIR evaluates the potential of development proposed under the 2030 General Plan to affect agricultural resources or operations within the city limits (Impact 6.2-1), result in land uses that are incompatible with adjacent agricultural uses (Impact 6.2-2), conflict with zoning for agricultural uses or Williamson Act contracts (Impact 6.2-3), or result in cumulative effects associated with agricultural resources in the region (Impacts 6.2-4 and 6.2-5). In addition to evaluating the effect of the 2030 General Plan on lands within the City, the 2030 General Plan Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the city limits, the conversion of farmland outside the city limits is minimized (Master EIR, page 6.2-13). Policies included in the 2030 General Plan were identified to reduce impacts on agricultural resources to a less-than-significant level (see Master EIR, pages 6.2-13 to 6.2-19).

The project site and surrounding lands are located in an urbanized area of Sacramento and do not support agricultural land uses. The project site is a previously developed commercial infill site. According to the Sacramento County Important Farmland map, published by the California Department of Conservation's Division of Land Resource Protection the project site does not contain land designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (Master EIR, Figure 6.2-1). The project site is not subject to a Williamson Act contract or zoned for agricultural uses, forestland, timberland, or as a Timberland Production Zone (Master EIR, Figure 6.2-2). The project will not result in the loss of forest land or conversion of forest land to non-forest land. Therefore, no effects on agriculture and forestry resources would occur from implementation of the proposed project.

Energy

Chapter 6.11, "Public Utilities," of the Master EIR evaluates the potential effects of the 2030 General Plan to result in the construction of new energy production facilities (Impact 6.11-9) and the potential cumulative effects associated with the continued use of electricity and natural gas in the region (Impact 6.11-10). Policies included in the 2030 General Plan were identified to reduce impacts associated with energy consumption to a less-than-significant level.

Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources. Policies U 6.1.10 through U 6.1.13 encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency. The City specifically considers long-term impacts associated with energy consumption through General Plan Policies U 6.1.5 and U 6.1.12, which would allow the City to work closely with utility providers and

industries to promote and advance new energy conservation technologies. Impacts on energy from future development anticipated under the 2030 General Plan, which includes development of the project site for commercial uses, were analyzed in the Master EIR. Therefore, the proposed project would not result in any additional effects related to energy that were not evaluated in the Master EIR.

The proposed project would comply with Building Energy Efficiency Standards included in Titles 20 and 24 of the California Code of Regulations which requires new residential and nonresidential development to incorporate energy efficiency standards into project designs. In addition, the proposed project would comply with the 2010 California Green Building Code (Part 11 of Title 24) which was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality.

Consequently, the project will not result in any energy impacts.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 1. <u>AIR QUALITY</u> | | | |
| <i>Would the proposal:</i> | | | |
| A) Result in construction emissions of NO _x above 85 pounds per day? | | X | |
| B) Result in operational emissions of NO _x or ROG above 65 pounds per day? | | | X |
| C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | X | |
| D) Result in PM ₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard? | | X | |
| E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)? | | | X |
| F) Result in exposure of sensitive receptors to substantial pollutant concentrations? | | | X |
| G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources? | | | X |
| H) Impede the City or state efforts to meet AB32 standards for the reduction of greenhouse gas emissions? | X | | |

STANDARDS OF SIGNIFICANCE

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

- construction emissions of NO_x above 85 pounds per day;

- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2030 general Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq.; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Construction of the proposed project would generate short-term, temporary air quality emissions as a result of construction activities such as demolition, site grading, building construction, asphalt paving, and application of architectural coatings. Construction-related exhaust emissions would be generated by heavy-duty construction equipment, material delivery/haul trucks, and construction worker vehicles. Ground-disturbance and building demolition activities would generate fugitive particulate matter (PM) dust emissions. Asphalt paving and architectural coating activities would generate off-gas reactive organic gas (ROG) emissions. Although these emissions would be temporary in nature, and would cease following construction of the proposed project, construction activities could constitute a significant source of air quality emissions. Accordingly, SMAQMD has established a construction-specific significance threshold of 85 pounds per day of oxides of nitrogen (lbs/day NO_x). The City has accepted this threshold and has determined that projects that would generate daily construction NO_x emissions in excess of 85 lbs/day would be considered to generate significant construction-related air quality emissions.

Construction emissions were modeled using the CalEEMod Version 2011.1.1 emissions model. CalEEMod allows the user to model construction (and operational) emissions based on default and/or user-defined parameters. When available, project-specific construction parameters provided by the project applicant were used to model air quality emissions. Where project-specific parameters were not available, default assumptions contained in CalEEMod were used. Default assumptions in CalEEMod are typically more conservative than user-defined parameters in order to avoid underestimating construction emissions when project-specific construction information (e.g., type of equipment, duration of use, etc.) is not available. Construction equipment required for each phase of construction was estimated using CalEEMod default assumptions. Therefore, it should be noted that the emissions estimates provided below, and in Attachment 1 represent conservative assumptions for heavy-duty construction equipment emissions, which constitute a majority of construction emissions. Table AQ-1 presents the proposed projects daily construction emissions for each construction phase and the maximum daily construction emissions (i.e., during the overlap of phases).

As shown in Table AQ-1, maximum daily construction NO_x emissions resulting from the proposed project would not exceed the SMAQMD threshold of significance. However, all projects, regardless of its emissions, in the jurisdiction of the SMAQMD must implement certain

measures to keep construction emissions low. These measures are outlined in SMAQMD's Basic Construction Emission Control Practices.

| Table AQ-1 CVS/pharmacy Daily Construction Emissions | |
|---|---|
| Construction Phase | NO_x Pollutant Emissions (lbs/day) |
| Phase 1 - Demolition | 25.71 |
| Phase 2 - Site Preparation | 12.61 |
| Phase 2 - Site Grading | 13.97 |
| Phase 3 - Building Construction | 16.82 |
| Phase 3 - Asphalt Paving | 14.63 |
| Phase 3 - Architectural Coating | 2.97 |
| Phase 4 - Building Construction | 24.61 |
| Phase 4 - Architectural Coating | 2.98 |
| Maximum Daily ¹ | 61.00 |
| SMAQMD Significance Threshold | 85 |
| Notes: lbs/day = pounds per day; NO _x = oxides of nitrogen; SMAQMD = Sacramento Metropolitan Air Quality Management District. | |
| ¹ Maximum daily emissions of NO _x occur during the overlap of Phase 2 (Site Preparation and Site Grading) and Phase 3 (Building Construction, Asphalt Paving, and Architectural Coating). | |
| Source: AECOM 2012 | |

With implementation of Mitigation Measure AQ-1 the proposed project would fulfill all the SMAQMD-required construction control practices and generate NO_x emissions less than the 85 lbs/day threshold. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION B

Long-term air quality emissions would be generated from the day-to-day operations of the proposed project. Operational emissions for commercial development projects are typically distinguished as mobile- and area-source emissions. Mobile-source emissions are those generated by vehicles coming to and leaving from the proposed project site, which include customer, employee, and delivery vehicles. Area-source emissions are those associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic application of architectural coatings. The City uses operational thresholds of significance for ROG and NO_x developed by SMAQMD to evaluate land use development projects. Projects that would generate ROG or NO_x emissions that exceed 65 lbs/day would be considered to generate significant long-term operational air quality emissions.

As discussed above, CalEEMod can also model operational emissions (i.e., mobile and area sources) based on user-defined or default parameters. The proposed project's operational emissions were modeled using trip generation rates from the traffic study and land use quantities provided by the project applicant. The proposed project was modeled assuming an operational year of 2014. Table AQ-2 presents the daily proposed operational emissions.

As shown in Table AQ-2, the maximum daily operational ROG and NO_x emissions would not exceed the SMAQMD's threshold of significance. Therefore, the proposed project's operational emissions would be considered **less than significant**.

| Table AQ-2 CVS/pharmacy Proposed Operational Emissions | | |
|--|--------------------------------------|-----------------------|
| Source | Pollutant Emissions (lbs/day) | |
| | ROG | NO_x |
| Proposed Project | | |
| Area Sources | 1.87 | 0.00 |
| Energy Source | 0.04 | 0.38 |
| Mobile Sources | 26.84 | 41.16 |
| Total Proposed Project ¹ | 28.75 | 41.54 |
| SMAQMD Thresholds of Significance | 65 | 65 |
| Notes: lbs/day = pounds per day; ROG = reactive organic gases; NO _x = oxides of nitrogen; SMAQMD = Sacramento Metropolitan Air Quality Management District. | | |
| ¹ Operational emissions represent the maximum daily emissions from either winter or summer conditions. | | |
| Source: AECOM 2012 | | |

QUESTIONS C AND D

The proposed project would develop a CVS/pharmacy and an adjacent commercial use that would likely be a grocery store. The proposed land uses would include emission sources associated with retail land uses (e.g., vehicle trips, natural gas combustion for space and water heating), which are not typically emission sources that would generate substantial concentrations of criteria air pollutants, PM₁₀, or PM_{2.5}. Emissions sources and activities that typically generate large concentrations of criteria air pollutants, PM₁₀, or PM_{2.5} that could exceed an ambient air quality standard include stationary sources, large numbers of idling vehicles, and earth moving activities.

Operations

The SMAQMD's operational thresholds of significance for PM₁₀ and PM_{2.5} are:

- PM₁₀: 50 µg/m³ 24-hour standard; 20 µg/m³ Annual Arithmetic Mean
- PM_{2.5}: 12 µg/m³ Annual Arithmetic Mean

The proposed project's daily operational PM₁₀ emissions would be approximately 51.17 lbs/day. These emissions would be distributed throughout the region from vehicles coming to and leaving from the proposed project site. The 51.17 lbs/day of PM₁₀ would not be generated in one specific area (i.e., the project site) or from one particular continuous emissions source. Therefore, emissions would occur over a 24-hour period and be emitted throughout a large area, both of which would allow the dispersion and dilution of emissions to avoid build-up of project-related PM₁₀ concentrations. Considering this information, it is not anticipated that the proposed project's operational emissions would generate PM₁₀ concentrations that would exceed the PM₁₀ SMAQMD, State or federal ambient air quality standard.

The proposed project's daily operational PM_{2.5} emissions would be approximately 2.20 lbs/day. These emissions would be distributed throughout the region from vehicles coming to and leaving from the proposed project site. Similar to PM₁₀, the 2.20 lbs/day PM_{2.5} would not be generated in one specific area (i.e., the project site) or from one particular continuous emissions source. Therefore, emissions would occur over a 24-hour period and be emitted throughout a

large area, both of which would allow the dispersion and dilution of emissions to avoid build-up of project-related PM_{2.5} concentrations. Considering this information, it is not anticipated that the proposed project's operational emissions would generate PM_{2.5} concentrations that would exceed the PM_{2.5} SMAQMD, State or federal ambient air quality standard.

Construction

SMAQMD has developed construction activity screening criteria and cumulative construction significance criteria for PM₁₀ and PM_{2.5}. (SMAQMD CEQA Guide, Chapter 3). If a project would implement all SMAQMD Basic Construction Emission Control Practices (as set forth in Mitigation Measure AQ-1 below) and the maximum daily disturbed area (i.e., grading, excavation, cut and fill) of the project site would not exceed 15 acres (the project site is less than 15 acres), then the project does not have the potential to exceed or contribute to the SMAQMD's concentration-based thresholds of significance for PM₁₀ and PM_{2.5} at an off-site location. Thus, the PM₁₀ and PM_{2.5} concentrations would be **less than significant**.

Therefore, with implementation of Mitigation Measure AQ-1 and the fact that the project site is less than 15 acres and, thus, will not result in a daily disturbance greater than 15 acres, the proposed project would fulfill all the SMAQMD's criteria for construction activities to not exceed the concentration-based threshold of significance for PM₁₀ and PM_{2.5}. Therefore, the impact would be **less than significant with incorporation of mitigation**.

The proposed project's vehicle traffic, in combination with existing and future regional traffic has the potential to generate concentrations of CO that could exceed the ambient air quality standards. The proposed project's potential to generate CO concentrations that exceed an ambient air quality standard are discussed in further detail in Question E.

QUESTIONS E AND F

The proposed project's customers, employees, and delivery trucks would contribute vehicle traffic to existing and future intersection volumes. The traffic study evaluated nine intersections in the proposed project's vicinity that would be affected by the proposed project's long-term operational activities. The proposed project would contribute vehicle volumes to these intersections, which could increase delays and idling. Intersections that operate at a level of service (LOS) E or F with large delays and idling have the potential to generate a CO hotspot, which is an exceedance of the 1- or 8-hour state carbon monoxide (CO) standard. CO hotspots are considered unhealthy concentrations of CO that could expose nearby sensitive receptors to substantial pollutant concentrations. This impact will discuss the potential for the proposed project to expose sensitive receptors to substantial CO concentrations. Question G will focus on the potential for the proposed project to expose sensitive receptors to substantial concentrations of TACs.

According to SMAQMD's CEQA Guide to Air Quality Assessment (Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions), SMAQMD has established a two-tier screening threshold to determine if a project would have the potential to exceed the CO ambient air quality standard.

Under the first tier, a project would result in a less-than-significant impact to air quality for local CO if: 1) traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F; or 2) the project would not contribute additional traffic to an intersection that already operates at LOS E or F. The SMAQMD's CEQA

Guide to Air Quality Assessment states that if the first tier of screening criteria is not met then the second tier of screening criteria shall be examined. The proposed project would not meet the requirements of the first tier evaluation. Therefore, this analysis, pursuant to SMAQMD's guidance, will use the second tier.

Under the second tier, a project would result in a less-than-significant impact if the project would: 1) not result in an affected intersection experiencing more than 31,600 vehicles per hour; 2) not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway, or other locations where horizontal or vertical mixing of air would be substantially limited; and 3) not add a mix of vehicles that would be substantially different from the County average. The second tier of analysis evaluates proposed traffic volumes against conservatively modeled screening values. Therefore, the second tier provides a more direct correlation between project parameters (i.e., intersection volumes) and potential CO hotspots (i.e., exceedance of CO ambient air quality standard).

As determined in the traffic study, under cumulative plus project peak hour conditions, the affected intersection with the highest traffic volume (i.e., Howe Avenue/Fair Oaks Boulevard) would serve approximately 7,726 vehicles during peak PM hour conditions. This cumulative plus project hourly volume is substantially less than the SMAQMD threshold of 31,600 vehicles per hour. In addition, the project area would not contribute vehicle volumes to tunnels, parking garages, bridge underpass, urban street canyons, below-grade roadways, or other locations where horizontal or vertical mixing would be substantially limited. Lastly, the proposed project would include customer and employee vehicles and to a lesser extent material delivery trucks. It is anticipated that customer and employee vehicles associated with the proposed project would be comprised of a similar vehicle mix to Sacramento County. In addition, the proposed project's material delivery truck frequency is not anticipated to be so great as to substantially change (i.e., more than 5%) the mix of vehicles at the affected intersections. Therefore, the proposed project would meet all of the SMAQMD's CO hotspot second tier screening criteria and would not generate traffic volumes that could cause CO hotspots at local intersections and would not adversely affect sensitive receptors. This impact is **less than significant**.

QUESTION G

Construction of the proposed project would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for demolition, site grading, site preparation, asphalt paving, and building construction. Diesel PM has been classified as a TAC by the ARB and therefore even acute exposure could have potential health impacts. Multi-family residences are located to the south, north, and west of the proposed project site, which are considered sensitive receptors. Construction emissions would occur intermittently during a 28-week work period and during a 32-week work period. Diesel PM emissions would vary depending on what type of activities are occurring each day. For example, site grading and preparation would involve more heavy-duty construction equipment because of the mechanical force required for those activities. However, construction activities such as building construction and architectural coatings would involve less mechanic power and more manual labor that would not involve construction equipment. Hence, it can be expected that diesel PM emissions during site grading and preparation would be more than those during building construction and architectural coatings, and that construction-related diesel PM emissions would vary day-to-day. Following completion of the proposed project, all construction activities and associated diesel PM emissions would cease.

The dose to which receptors are exposed is the primary factor used to determine health risk and is a function of concentration and duration of exposure. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments that determine the health risks associated with exposure of residential receptors to TAC emissions should be based on a 70-year exposure period and health risk assessments that address the health risk associated with exposure of children to TAC emissions should be based on a 9-year exposure period (OEHHA 2003). TAC exposure to children is of special concern because children typically metabolize more air per unit of body weight in comparison to adults and can be more sensitive to toxics during development. However, health risk assessments should be limited to the period/duration of activities associated with the emissions activity (Salinas, pers. comm., 2004). As discussed above, construction activities would only occur over two separate construction phases, one for 28 weeks and another for 32 weeks. Therefore, the total exposure time where some level of construction activities and subsequent diesel PM emissions are occurring would be less than the minimum number of years recommended for a health risk assessment and less than 1% of the total exposure time for a typical health risk assessment.

Thus, because the use of off-road construction equipment would be temporary and intermittent in nature and the relatively low exposure period in combination with the dispersive properties of diesel PM (Zhu and Hinds 2002), short-term construction activities would not result in the exposure of sensitive receptors to TAC concentrations that would exceed 10 in a million cancer risks. However, all construction projects, regardless of its emissions, in the jurisdiction of the SMAQMD must implement certain measures (i.e., SMAQMD Basic Construction Measures) to keep construction emissions low.

Implementation of Mitigation Measure AQ-1 would fulfill SMAQMD's Basic Construction Mitigation Measures and reduce diesel PM emissions from heavy-duty construction equipment by limiting idling time, limiting construction vehicle speeds, and properly maintaining construction equipment. Therefore, with implementation of Mitigation Measure AQ-1, this impact would be considered **less than significant with incorporation of mitigation**.

Because the proposed project would include the demolition of an existing building, construction activities would be subject to SMAQMD Rule 902 (Asbestos). Rule 902 requires specific asbestos emissions abatement, handling, and disposal methods for projects that find asbestos materials within to-be-demolished buildings or structures. According to SMAQMD, compliance with Rule 902 would fulfill all national emissions standards for asbestos along with additional requirements, minimize the release of airborne asbestos emissions, and reduce demolition-related asbestos emissions to a less-than-significant level. The project site is not located in an area where naturally occurring asbestos are present (Churchill and Hill 2000).

Following construction of the proposed project, long-term operational emissions would also generate diesel PM emissions as a result of vehicles coming to and from the project site. However, it is not anticipated that the proposed project would involve a substantial number of diesel vehicles coming to the project site and would not generate significant diesel PM emissions from day-to-day operations that would expose nearby receptors. In addition, the proposed project is not considered a sensitive receptor and therefore would not itself expose a sensitive receptor to substantial existing TAC concentrations. Therefore, the operational activities of the proposed project would not result in exposure of sensitive receptors to TAC concentrations that would exceed 10 in a million cancer risks. As a result, the operational-related impact would be **less than significant**.

QUESTION H

The proposed project would generate greenhouse gas (GHG) emissions during construction of the proposed project as a result of heavy-duty construction equipment, material delivery trucks, and construction worker vehicles. Construction-related GHG emissions would be temporary in nature and would cease following completion of construction of the proposed project. Nevertheless, construction-related GHG emissions could still constitute as a substantial source of GHG emissions. After the proposed project is built, long-term operational GHG emissions would be generated by the day-to-day operations of the proposed project that could constitute a substantial source of GHG emissions. Because the proposed project could generate GHG emissions that could significantly impact City or state efforts to reduce GHG emissions, project generated **GHG emissions will be addressed in the EIR.**

MITIGATION MEASURES

AQ-1 Construction Activities. The project applicant shall implement all SMAQMD Basic Construction Emission Control Practices and requirements of SMAQMD Rule 403 during construction activities, including the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Findings

The project may have a significant environmental effect on Air Quality, but only for GHG emissions. All additional significant environmental effects of the project relating to Air Quality can be mitigated to a **less-than-significant level**. As described above, impacts related to **GHG emissions will be addressed in the EIR.**

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| <p>2. <u>BIOLOGICAL RESOURCES</u></p> <p>Would the proposal:</p> | | | |
| <p>A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected</p> | | | X |
| <p>B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal</p> | | | X |
| <p>C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?</p> | | | X |

ENVIRONMENTAL SETTING

STANDARDS OF SIGNIFICANCE

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

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

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);

- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project would result in the construction and operation of a retail pharmacy, a commercial use, likely a grocer, and a paved parking lot on the 6.47-acre site. The proposed commercial uses would not create a health hazard or generate hazardous materials that could affect neighboring properties or surface areas. Disposal of solid waste or other materials from the site would comply with City requirements and be directed to the City's ongoing solid waste program and directed to the appropriate disposal facility. Thus, there would be no hazard to plant or animal communities in the project area.

QUESTIONS B AND C

Evaluation

A record search of known special status species occurrences within two miles of the project was performed using the California Natural Diversity Database (CNDDDB), which is maintained by the California Department of Fish and Game. This database provides known information about species and habitats that are of concern to both state and federal laws. After reviewing nearby occurrences from the CNDDDB, an AECOM biologist performed a field assessment of the project site on October 15, 2012.

Sensitive Habitats

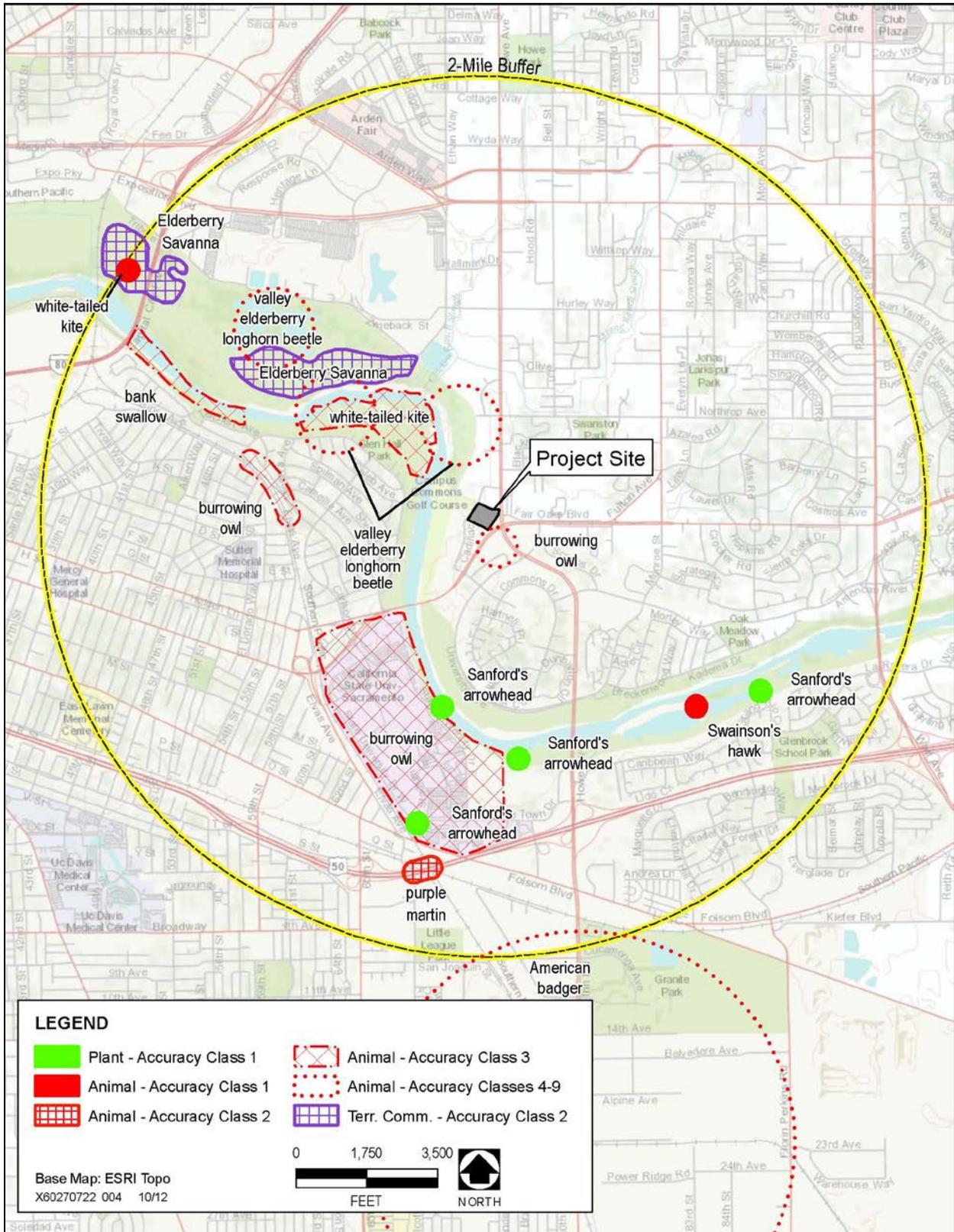
The project site is located on a previously developed infill site in an urban setting approximately 900 feet east of the American River. The American River corridor contains sensitive habitats for listed species, such as elderberry savannah; however, the proposed project site is separated from the river by the Campus Commons Golf Course, the Campus Commons Senior Center, and Cadillac Drive. As the project site was formerly used as a car dealership, it is fully developed and mostly covered with asphalt. During the field assessment, it was noted that the site has been continuously maintained. Ornamental shrubs and trees on the project site were pruned and there was no trash. A large valley oak (*Quercus lobata*) and large plane trees (*Platanus occidentalis*) were carefully examined during the site visit for evidence of raptor nests; no occupied or unoccupied raptor nests were observed in trees on or adjacent to the project site. Urban bird species, such as European starling (*Sturnus vulgaris*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), and house sparrow (*Passer domesticus*), were prevalent in the neighborhood and two domestic cats (*Felis catus*) were observed on the project site.

A rock detention basin is on the City-owned triangle parcel between the project site and the Howe Avenue/Fair Oaks Boulevard intersection. The basin is fed by nuisance water from the surrounding urban environment and does not demonstrate hydric vegetation and is not connected to other surface waterways. The proposed project, including the proposed driveway and pedestrian pathway across the parcel, would not modify the detention basin; therefore, there would not be a need to conduct a wetland delineation or obtain a permit from the United States Army Corps of Engineers. Numerous mature coast redwood (*Sequoia sempervirens*) and plane trees are located on adjacent properties.

The proposed project would remove all existing trees on the project site to prepare the site for construction and to construct the buildings and the parking lot. As shown on Exhibit 3, Site Plan, two trees on the adjacent City-owned parcel would be removed as part of the proposed project because the trees are in poor health (see Attachment 2, Tree Inventory). Existing trees throughout planters in the parking lot would be removed. The biologist determined the trees proposed for removal are not considered sensitive habitat. The proposed project would plant over 100 new trees on the project site including crape myrtle, European hornbeam, Keith Davey Chinese Pistache, Wireless zelkova, Village Green zelkova, and shumard oak (see Exhibit 6, Landscaping Plan).

Special Status Species

The CNDDDB search yielded eight special-status species occurrences within a 2-mile radius of the project site (see Exhibit 7). These species include: Swainson's hawk (*Buteo swainsoni*),



Source: CNDDDB Sept 2012

Exhibit 7

CNDDDB Occurrences within 2 Miles of Project Site

western burrowing owl (*Athene cunicularia*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), white-tailed kite (*Elanus leucurus*), purple martin (*Progne subis*), bank swallow (*Riparia riparia*), Sanford's arrowhead (*Sagittaria sanfordii*), and American badger (*Taxidea taxus*). These species occurrences are mostly located along and within the American River corridor.

The nearest record of a special-status species to the project site is for western burrowing owl. This occurrence was approximately 190 feet south of the project site across Fair Oaks Boulevard. The species is known to have been completely extirpated at this south of Fair Oaks Boulevard site as of 2000, with the last known observation in 1974, and the site is currently maintained as a large manicured lawn in a utility corridor. Current and surrounding land use and the presence of predators, such as domestic cats, prevent western burrowing owls from using the area.

The project site is almost entirely paved, with an existing vacant building and ornamental trees and shrubs onsite. The project site does not provide suitable habitat requirements for most of the special status species identified in the CNDDDB. The proposed project would have nearly the same paved footprint as the project site under existing conditions. The addition of a driveway connecting the project site to Fair Oaks Boulevard would slightly increase the amount of pavement in the area.

The proposed driveway installation connecting the project site to Fair Oaks Boulevard, the removal of some existing onsite ornamental trees, and new ornamental tree plantings are the project activities that could affect the biological condition of the project site. The asphalted parking lots and building footprints would not change. With the exception of the removal of two unhealthy mature trees in the City-owned parcel, the mature trees and the drainage basin on the adjacent City-owned parcel would not be affected. The most likely conflicts with special status species include potential habitat for tree nesting raptors.

As previously mentioned, the site is in an urban environment. Howe Avenue and Fair Oaks Boulevard are major thoroughfares with nearly constant vehicular traffic. The golf course parking lot and entry to the senior center to the west of the project site provide further car and pedestrian disturbance. These activities would likely discourage raptors (including Swainson's hawk and white-tailed kite) from using the trees on the site or on adjacent properties as nesting habitat. There is no raptor foraging habitat in the immediate vicinity of the site.

During the site reconnaissance survey, the project site was examined for the presence of elderberry shrubs, the host plant (*Sambucus nigra* ssp. *Caerulea*) for the valley elderberry longhorn beetle; no elderberry shrubs were observed on the project site although the seeds of this plant are sometimes dispersed by birds to urban areas beside riparian corridors in the Sacramento region. The site and nearby areas are well maintained, which prevents seeds from developing into plants.

Purple martins form mud nests and typically site their nests in open spaces (Purple Martin Conservation Association, 2012). The nearest occurrence for this species is on a bridge on a railroad corridor under Highway 50, nearly two miles away. As the project site has been maintained, no mud nests were noted on the buildings on the project site.

Bank swallows inhabit colonies on sandy banks of rivers and Sanford's arrowhead occurs in natural freshwater marshes (Calflora 2012). There is no potential for either species to occur on site.

The nearest American badger occurrence is nearly two miles away, south of Highway 50. Badgers require open spaces (Stephenson and Calcarone 1999), such as grasslands, which contain populations of burrowing rodents, such as gophers or ground squirrels (Williams 1986). These open space conditions are not consistent with the conditions on the project site.

Based on the field survey results, and database and literature review, the project site does not currently support sensitive biological resources, including wetlands, and the project would have a **less-than-significant** effect on biological resources.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Biological Resources.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 3. <u>CULTURAL RESOURCES</u> Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5? | | X | |
| B) Directly or indirectly destroy a unique paleontological resource? | | X | |

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10), and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project site is almost entirely paved, with several existing vacant buildings and ornamental trees and shrubs onsite. The project site was formerly occupied by a Hubacher Cadillac Dealership. The existing vacant buildings on the site comprise approximately 43,000-square-foot and were constructed in 1972; they include a vehicle dealership showroom, offices, a covered service arrival area, maintenance shop, body shop, used car sales office, and paved

parking. All existing structures on the site would be demolished as part of the proposed project. The site would be developed with urban uses, involving installation of utilities, paving, and standard construction of structures.

No cultural resources were identified on the project site during the pedestrian survey. The cultural resources investigation identified no historical, archaeological, or paleontological resources on or adjacent to the project site. The project site is entirely paved. The existing vacant buildings on the site that would be demolished as part of the project were constructed in 1972 and are not of sufficient age (i.e., 45 years old or older) to potentially qualify as a historical resource pursuant to CEQA. No above-ground historically significant buildings or structures would be adversely affected by project implementation.

An abandoned road right-of-way is east of the project site, between the project site and the City-owned triangular parcel to the east. This road right-of-way is an asphalt segment measuring 516 feet in length and 18 feet wide and is aligned in a northeast/southwest direction. The road runs parallel to the proposed project site. The southern portion of the abandoned road segment connects to Fair Oaks Boulevard and the northern portion connects to Howe Avenue. The segment has been paved several times and some of the pavement has worn away. While little information is available about the roadway segment, based on the cultural resources investigation conducted for the proposed project, including a visual inspection of the segment by a qualified archaeologist, the segment appears to lack the physical integrity and known associations necessary for it to qualify as a historical resource pursuant to CEQA. Therefore, alterations to this abandoned roadway segment would not result in a substantial adverse change to a historic resource as defined in CEQA Guidelines section 15064.5.

Fair Oaks Boulevard was previously a State highway, a portion of which was relinquished to the City of Sacramento in 1955. At that time, the California Highway Commission found it was in the public interest to relinquish the State highway from the previous eastern city limit boundary (approximately 1,400 feet west of the present-day Fair Oaks Boulevard/Howe Avenue intersection) to Fulton Avenue for use as a City street.

The project site was evaluated for the presence of significant historical, archaeological, or paleontological resources. A qualified archaeologist from AECOM conducted the investigation, which included a records search of the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS), Native American consultation, and a pedestrian survey of the project site.

The NCIC records search revealed five previously recorded cultural resources within a ¼-mile radius of the project site. These resources were all within the American River Flood Control District levee system on the American River. Development of the proposed project would not occur adjacent to or on the levee and no impact to these identified resources would occur.

AECOM requested a search of the Native American Heritage Commission (NAHC) sacred lands database on October 24, 2012 to determine if any Native American cultural resources are present in or near the vicinity of the proposed project site. The NAHC response letter stated that the sacred lands database failed to indicate the presence of Native American resources in the immediate project area. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area. As requested by the NAHC, letters that included a brief description of the project and a project map were sent to each organization/individual identified on the NAHC list. As of the date of the publication of this document, there have been two responses. Marcos Guerrero, Cultural Resources Manager for

the United Auburn Indian Community of the Auburn Rancheria expressed concern due to the close proximity of the project site to known cultural sites, namely the Kadema and Sekumni villages once occupied by the Nisenan. During a follow-up call, Mr. Guerrero requested a monitor be present during any ground disturbing activity to monitor for any Native American resource discoveries (Guerrero, pers. comm., 2013). Daniel Fonseca, Cultural Director of the Shingle Springs Rancheria of Miwok Indians said no known cultural resources are present on the project site. Mr. Fonseca also requested continued consultation with the Shingle Springs Rancheria through updates as the project progresses.

As discussed in Section 6.5, Geology, of the General Plan Master EIR, the City of Sacramento is not considered sensitive or paleontological resources and the likelihood for finding something paleontologically significant would be very low (page 6.5-25). General Plan Policy HCR 2.1.15 requires compliance with protocols that protect or mitigate impacts to archeological, historic, and cultural resources, including prehistoric resources. The City also interprets this policy to address paleontological resources (General Plan Master EIR, page 6.5-25). Adherence to best management practices during construction would ensure that any paleontologically significant discoveries during construction activities would be properly addressed and mitigated.

Previous disturbance on the project site, the absence of previously recorded cultural resources, and the lack of surface indications of cultural resources does not preclude the possibility that significant subsurface cultural or paleontological resources could be discovered during project construction. Implementation of the mitigation measures identified below would ensure that impacts on significant historical, archaeological, or paleontological resources would be **less than significant with mitigation**.

MITIGATION MEASURES

CR-1 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal 24 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

- CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

FINDINGS

All additional significant environmental effects of the project relating to Cultural Resources can be **mitigated to a less-than-significant level.**

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| <p>4. <u>GEOLOGY AND SOILS</u></p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p> | | X | |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to geology and soils may be considered significant if the proposed project would result in the following:

- Allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5, “Geology, Soils, and Mineral Resources,” of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to seismic hazards (Impact 6.5-1) geologic hazards associated with unstable soil conditions (Impact 6.5-2), and soil erosion (Impact 6.5-3). Policies included in the 2030 General Plan were identified to reduced impacts associated with geology, soils, and mineral resources to a less-than-significant level.

Policies EC 1.1.1 through EC 1.1.3 ensure that the City keeps up-to-date records of seismic conditions, implements and enforces the most current building standards, and continues to require site-specific geotechnical analyses be prepared for projects within the city and implement report recommendations. In addition, Policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the City.

The project shall comply with the General Plan policies outlined above.

ANSWER TO CHECKLIST QUESTION

Geotechnical reports were prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Both the investigations included a field exploration program of drilling test borings and conducting a variety of laboratory tests to supplement the field data. The geotechnical reports provide site-specific recommendations pertaining to site preparation, engineered fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil liquefaction, seismic-induced settlement, soil cement reactivity, and pavement design as well as geotechnical observation and testing during earthwork.

Based on data contained in the geotechnical reports, the project site is generally underlain by alluvial and undocumented fill materials consisting of interbedded loose to very dense silty and sandy soils. Pavement sections on the project site consisted of approximately 2 inches of asphalt paving over 6 to 8 inches of aggregate base. The undocumented fill was generally located in the northern half of the site and ranged from approximately 1 to 5 feet below the ground surface. In addition, discontinuous layers of moderately plastic silt were also encountered in the northern portion of the site to depths ranging from about 2 to 5 feet below the ground surface. Dense to very dense sandy and silty soils were encountered in the borings at depths of 22 feet below the ground surface.

The geotechnical reports concluded that with implementation of design and construction recommendations included in the geotechnical reports, soils on the project site are capable of supporting the CVS/pharmacy retail store and adjacent commercial building. These design and construction recommendations are included as mitigation measures for the project. (Cornerstone Earth Group 2011:4, SALEM Engineering Group 2012:4.)

Groundwater was not encountered in any borings to a maximum of 24 feet below the ground surface; however, it should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. (Cornerstone Earth Group 2011:5, SALEM Engineering Group 2012:4.)

Liquefaction poses a hazard to engineered structures. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. As such, the site was evaluated for liquefaction potential. Based on the subsurface conditions encountered, the depth to groundwater, and the low seismicity of the region, the site soils have a low potential for liquefaction under seismic conditions (SALEM Engineering Group 2012:6).

There are no known active fault traces in the project vicinity. Accordingly, the project area is not within an Alquist-Priolo Special Studies Zone. The nearest faults to the site are the Foothills Fault System, located near the base of the Sierra Nevada Mountain Range, and the Coast Ranges Sierran Block Boundary Zone, located along the base of the Coast Ranges. No known surface expression of fault traces is known to cross the site; therefore, fault rupture hazard is negligible within the site (Cornerstone Earth Group 2011:7, SALEM Engineering Group 2012:2).

The 2010 California Building Code (CBC) (adopted in 2011) applies to building design and construction in the state and is based on the federal Uniform Building Code. The 2010 CBC has been modified for California conditions with numerous more detailed or more stringent regulations. The 2010 CBC regulates the excavation of foundations and retaining walls; grading activities, including drainage and erosion control; and construction on unstable soils, such as expansive soils and areas subject to liquefaction. The City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) ensures the project would be consistent with the CBC.

All earthmoving activities involved with the proposed project would be required to comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The ordinance requires preparation of an Erosion and Sediment Control Plan designed by a professional landscape architect or civil engineer specializing in erosion control

and requires supervision on the project site during the installation of erosion and sediment control measures, and supervise implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods.

Because the proposed project would implement recommendations identified in the geotechnical reports prepared for the proposed project, incorporate applicable requirements of the 2010 CBC into project designs, and comply with Chapter 15.88 of the City Municipal Code, impacts related to geology, seismicity, and soils from project implementation would be **less than significant with mitigation**.

MITIGATION MEASURES

- GS-1 The project shall implement the design and construction recommendations in the Geotechnical reports prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Prior to issuance of a building permit, the City shall confirm that the construction was completed in compliance with the design and construction recommendations in these two reports.
- GS-2 The project shall comply with the 2010 CBC and the City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) will ensure that the project is consistent with the 2010 CBC.
- GS-3 The project shall comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The project applicant shall prepare an Erosion and Sediment Control Plan. The City shall supervise the project site during the installation of erosion and sediment control measures and during implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods.

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be **mitigated to a less-than-significant level**.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| <p>5. <u>HAZARDS</u></p> <p>Would the project:</p> <p>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</p> | | X | |
| <p>B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?</p> | | X | |
| <p>C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?</p> | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hazards may be considered significant if the proposed project would result in the following:

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.6, “Hazards and Hazardous Materials,” of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to exposure of people to hazards and hazardous materials during construction (Impact 6.6-1), exposure of people to hazards and hazardous materials during the life of the General Plan (Impact 6.6-2), and exposure of people to hazards associated with interference with emergency response and airport hazards during the life of the General Plan (Impact 6.6-3). Policies included in the 2030 General Plan were identified to reduced impacts related to hazards and hazardous materials to a less-than-significant level.

Policy PHS 3.1.1 requires that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Similarly, Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Implementation of the proposed project would potentially expose construction workers to existing onsite hazardous materials. The project site was formerly occupied by the Hubacher Cadillac dealership. Substantial quantities of hazardous materials, including gasoline, motor oil, cleaning solvents, paint and paint-related products were used and stored on the project site. Hazardous wastes generally included waste oil, cleaning solvents, antifreeze, transmission fluid, batteries, and paint residues and paint/metal grindings.

Cornerstone Earth Group prepared a Phase I Environmental Site Assessment (ESA) for the project site in September 2011. The Phase I ESA evaluated the present and historic uses on the project site and identifies recognized environmental conditions (RECs), which are the presence or likely presence of petroleum products or hazardous substances on the property under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property, or into the ground, groundwater, or surface water of the property. At the time the Phase I ESA was prepared, the project site included 29 in-ground hydraulic lifts, one 1,000-gallon gasoline underground storage tank (UST), one 500-gallon waste oil UST, one 500-gallon oil-water separator, and two aboveground storage tanks containing bulk oil and automatic transmission fluids. The Phase I ESA identified potential RECs associated with the USTs, in-ground hydraulic lifts, and the oil-water separator and potential RECs related to soil vapor beneath the project site from elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-G). (Cornerstone Earth Group 2011.)

One 1,000-gallon gasoline UST and one 500-gallon waste oil UST were removed in accordance with Sacramento County Environmental Management District (SCEMD) permit requirements in July 2011 and the 29 in-ground hydraulic lifts and oil-water separator were removed in accordance with SCEMD permit requirements in September 2011. The SCEMD issued a No Further Action letter for the former USTs on October 11, 2011.

A second Phase I ESA prepared by Shaw Environmental in March 2012 identified RECs related to soil vapor beneath the project site from elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-G) (Shaw Environmental 2012a:1-4). As a result, a Phase II ESA was prepared by Shaw Environmental in July 2012 to evaluate potential impacts associated with elevated concentrations of TPH-G. No TPH-G or volatile organic compounds (VOCs) were detected in any of the soil vapor samples; therefore, the Phase II ESA concluded that the soil vapor analytical results do not indicate a vapor intrusion risk to the project site since all samples were “non-detect” for TPH-G and VOCs. (Shaw Environmental 2012b:5.)

Wallace Kuhl and Associates (WKA) summarized the previously completed environmental-related work at the project site, including investigations associated with the removal of the 1,000-gallon gasoline UST, 500-gallon waste oil UST, the 29 in-ground hydraulic lifts, and oil-water separator. WKA's *Report of Findings of Soil Sampling and Analysis, Former Hubacher Cadillac* (September

14, 2012) documents soil sampling, soil excavation, and offsite disposal of soil stockpiles containing total petroleum hydrocarbons as hydraulic oil (TPHho). The report of findings demonstrates that the extent of hydraulic fluid-bearing soil had been adequately defined and that there are no additional contaminants of concern associated with the former uses of the project site. In addition, the report of findings determined that the remaining TPHho in the soil does not pose a threat to groundwater quality or human health. The SCEMD issued a No Further Action letter for the former hydraulic lifts and oil-water separator on September 20, 2012 after their review of the September 14, 2012 WKA report discussed above. While TPHho remains on the project site, it is 11 feet below grade surface. The project construction activities are anticipated to excavate 4-6 feet below grade surface. Consequently, the remaining TPHho would not be encountered during project construction.

Should previously unidentified hazardous materials contamination be encountered during construction activities, implementation of Mitigation Measure HAZ-1 described below would reduce impacts to a less-than-significant level by ensuring hazardous substances encountered during site preparation and construction activities would be removed and any contaminated areas would be remediated in accordance with federal, state, and local regulations. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION B

A hazardous materials building survey was conducted for the Phase I ESA prepared by the Cornerstone Earth Group. The survey determined that asbestos-containing materials (ACMs) and lead-based paint were present throughout the interior and exterior dealership buildings (Cornerstone Earth Group 2011:21). Subsequently, an asbestos and lead-based paint inspection was conducted by Shaw Environmental on March 14, 2012. A California Division of Occupational Safety and Health (Cal/OSHA) Certified Asbestos Consultant and California Department of Health Services Lead-Based Paint Inspector/Assessor collected samples of suspect ACMs from floor tiles, ceiling tiles and panels, exterior stucco walls, and roof mastic and samples of suspect lead-based paint from door and window casings, concrete floors, exterior stucco walls, and downspouts. Laboratory analysis concluded that these materials contained ACMs that exceed Cal/OSHA guidelines and lead-based paints that exceeded U.S. Consumer Products Safety Commission standards (Shaw Environmental 2012c). Unmitigated demolition or renovation of structures containing ACMs and lead-based paint could create asbestos dust, lead paint chips and lead dust, which pose inhalation hazards for both construction workers and the surrounding public. In addition, collection and disposal of ACMs and lead paint debris by untrained personnel could cause asbestos and lead paint dust emissions to be transported offsite, resulting in the release of hazardous material into the environment. This impact would be significant without mitigation.

Implementation of HAZ-2 described below would reduce impacts associated with exposure to ACMs and lead-based paint to a less-than-significant level by ensuring ACMs and lead-based paint are properly removed from onsite buildings and disposed of in accordance with federal, State, and local regulations. Therefore, the impact would be **less than significant with incorporation of mitigation**.

QUESTION C

The proposed project would not require dewatering during the construction. Groundwater was encountered at approximately 24 feet below the ground surface (Cornerstone Earth Group 2011:5, SALEM Engineering Group 2012:4). The proposed project would not include construction

of belowground structures, such as basements, that could result in excavation below 24 feet. Even if groundwater levels varied and groundwater could be encountered at levels closer to the surface than 24 feet, substantial excavation is not anticipated with the construction of this project. Excavation is only needed to remove existing concrete slabs, foundations, and surface pavements, resulting in an excavation depth to 4-6 feet. This impact would be **less than significant**.

MITIGATION MEASURES

HAZ-1 Prepare and Implement a Soil Management Plan. If during site preparation and construction activities evidence of hazardous materials contamination is observed or suspected through either obvious or implied measures (i.e., stained or odorous soil), construction activities shall immediately cease in the area of the find. The project applicant shall contract with a qualified environmental professional registered in the Department of Toxic Substances Control's (DTSC's) Registered Environmental Assessor Program to assess the situation and provide guidance. If necessary, soil samples shall be collected by a qualified environmental professional prior to further work in the area. The samples shall be submitted for laboratory analysis to a State-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional based on the suspected contamination and consideration of historical land uses of the site and any previous analyses completed for soil samples collected in the areas. The environmental professional shall provide recommendations, as applicable, regarding soil management and worker health and safety training.

Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies. Site preparation and construction activities shall not proceed until remediation is completed to the satisfaction of the Sacramento County Environmental Management Department.

HAZ-2 Remove and Dispose of Onsite ACMs and Lead-Based Paint Before Demolition of Onsite Buildings. Prior to demolition activities on the project site, the City shall ensure that ACMs and lead-based paint are properly removed by a Cal/OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor in accordance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement). Friable ACM (crushable by hand) shall be disposed of as an asbestos waste at an approved facility. Non-friable ACMs shall be disposed of as a nonhazardous waste at a landfill that accepts such wastes. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards.

FINDINGS

All additional significant environmental effects of the project relating to Hazards can be **mitigated to a less-than-significant level**.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| <p>6. <u>HYDROLOGY AND WATER QUALITY</u></p> <p>Would the project:</p> <p>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?</p> | | | X |
| <p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?</p> | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if the proposed project would result in one or more of the following:

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.7, “Hydrology and Water Quality,” of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan related to potential water quality degradation due to construction activities (Impacts 6.7-1 and 6.7-2) and exposure of people to flood risks (Impacts 6.7-3 and 6.7-4). Policies included in the 2030 General Plan were identified to reduced impacts related to hydrology and water quality to a less-than-significant level.

Policies ER 1.1.3 through ER 1.1.8 requires measures to reduce post-construction increases in runoff rates, maintains agreements for selected on-site stormwater quality facilities through the development permit process, reduces use of chemicals applied for landscape use, provides recycling programs and facilities to prevent unauthorized dumping, and provides watershed education to City staff.

Policy EC 2.1.6 requires new development to evaluate potential peak flow flood hazards and prevent on- or off-site post-project flooding, Policy ER 1.1.5 requires that there be no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event, and Policy U 4.1.5 requires new development proponents to submit drainage

studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or offsite flooding.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project site is currently fully paved except for a few small planting areas where there are shade trees. Under the proposed project, the entire project site would be paved with the exception of landscaped, pervious areas including 100 new trees in planter areas in the parking lot and around the perimeter of the site. After project construction, the project site would experience an increase in pervious areas due to the increased landscaping as compared to existing conditions. The new impervious areas for the new paved driveway from the project site to Fair Oaks Boulevard and the pedestrian path from the project site to Fair Oaks Boulevard would not result in an increase of impervious surface as compared to existing conditions on the site. The new driveway and pedestrian path would be balanced by the increase in pervious surface resulting from new landscaping planter boxes installed on the project site. Stormwater may encounter oil, grease, or fuel that has collected on parking lots and convey these contaminants to the storm drainage system resulting in water quality degradation.

A City-owned detention basin is located on the City-owned triangular-shaped parcel between the project site and the Howe Avenue/Fair Oaks Boulevard intersection. The basin collects stormwater runoff from the Fair Oaks Boulevard/Howe Avenue intersection. A drainage master plan was prepared for the drainage shed area (Basin 95); however, no detention basin was shown or modeled in the drainage master plan on that City parcel. The construction and operation of the proposed driveway from the project site to Fair Oaks Boulevard and the installation of a pedestrian path from the Howe Avenue/Fair Oaks Boulevard intersection to the project site would not impact the operation or hydrology of the detention basin.

Grading and earth-moving activities associated with project construction could generate sediment, erosion, and other nonpoint source pollutants in onsite stormwater, which could drain to offsite areas, degrading local water quality. In addition, non-stormwater discharges could result from the discharge or accidental spilling of hazardous substances such as fuels, oils, concrete, paints, solvents, or cleaners.

The City operates under a Phase I National Pollutant Discharge Elimination System (NPDES) permit for stormwater municipal discharges to surface waters (NPDES No. CAS082597). The permit requires that the City impose water quality and watershed protection measures for all development projects. A key component of the NPDES permit is the implementation of the Stormwater Quality Improvement Plan (SQIP). The SQIP requires new development to implement stormwater quality treatment and/or BMPs in project design for both construction and operation.

In addition, potential impacts would be minimized through compliance with the Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the City Municipal Code) and the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the City Municipal Code). In compliance with these ordinances, the project applicant would be required to prepare a Post-Construction Erosion and Sediment Control Plan and an Erosion and Sediment Control Plan, respectively. Onsite stormwater grates would collect stormwater from the site and

pass the stormwater through water-treatment cartridges before discharging the stormwater to the City's stormwater collection system.

Because the proposed project would implement requirements identified in NPDES permit, SQIP, and Chapters 13.16 and 15.88 of the City Municipal Code, the proposed project would not substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board resulting from increases in sediments and other contaminants generated by construction and/or development of the proposed project. This impact would be **less than significant**.

QUESTION B

The project site is within an area designated by the Federal Emergency Management Agency as Zone X (FEMA 2012). This zone reflects those areas protected from the 100-year flood event by levees or other flood control structures that are subject to possible failure or overtopping during larger flood events. Therefore, the proposed project would not be located within a 100-year flood zone or expose people to or structures to significant flood risks and this impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Hydrology and Water Quality.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 7. <u>LIGHT AND GLARE</u> Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance? | | X | |
| B) Create a new source of light that would be cast onto oncoming traffic or residential uses? | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to aesthetics may be considered significant if the proposed project would result in one or more of the following:

- Create glare in such a way as to cause public hazard or annoyance for a sustained period of time or
- Create a new source of light that would be cast onto oncoming traffic or residential uses.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.13, "Urban Design and Visual Resources," of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the creation of glare in such a way as to cause public hazard or annoyance for a sustained period of time (Impact 6.13-1) and creation of a new source of light that would be cast onto oncoming traffic or residential uses (Impact 6.13-2).

Policy ER 7.1.6 requires that new development avoid creating unsafe and incompatible glare by incorporating design features to reduce or eliminate glare. However, the Master EIR determined that future development could contribute glare in such a way as to cause public hazard or annoyance and Impact 6.13-1 was considered potentially significant. Implementation of Mitigation Measure 6.13-1, set forth below, would reduce impacts associated with the creation of glare to a less-than-significant level.

Policies included in the 2030 General Plan were identified to reduce impacts associated with the creation of a new source of light to a less-than-significant level. Policy ER 7.1.5 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized and Policy LU 6.1.14 (Compatibility with Adjoining Uses) includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

Master EIR Mitigation Measure 6.13-1: The City shall amend the Zoning Code to prohibit new development from:

- 1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;
- 2) using mirrored glass;
- 3) using black glass that exceeds 25 percent of any surface of a building; and,
- 4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

The City's zoning code has not yet been amended to include these restrictions identified in the above mitigation measure. However, City staff reviews building designs of projects to ensure designs are consistent with City standards. Also, the project will incorporate this Master EIR Mitigation Measure 6.13-1 as a project mitigation measure. See Mitigation Measure LG-1 set forth below.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would construct a new CVS/pharmacy retail store and a second commercial use building on the same parcel. Development of the project site would introduce new reflective surfaces (e.g., window glazing and possibly other building materials) and night lighting into an urban area that currently contains various sources of light or glare, such as street and parking lot lights, vehicles on adjacent streets, building signage and interior lighting, and building windows. New sources of lighting would be consistent with the existing types of lighting present in the adjacent buildings and in the area. In addition, the project site was formerly occupied by a commercial use that included lighting similar to what is proposed as part of the proposed project (see Exhibit 8, Project Site Photos – Existing Conditions).

Subject to City review and approval, illuminated signage is proposed to be placed on two street-fronting sides of the CVS/pharmacy building and likely on the second commercial building. Onsite security lighting would be provided in the parking lot and on the exterior of the buildings. Parking lot and walkway lighting would consist of 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination. Therefore, only minimal amounts of light would be cast onto Fair Oaks Boulevard, Howe Avenue, Cadillac Drive, and other adjacent roadways. There are multi-family residential uses to the south, a senior care facility to the west, and a hotel to the north of the project site. However, these sites are also served by their own parking lot and security lighting, and are separated from the project site by Cadillac Drive, a fence, or trees/shrubbery. These adjacent uses would not be adversely affected by lighting on the project site and impacts from lighting would be **less than significant**.

The CVS/pharmacy building is anticipated to be constructed with stucco and brick, but would also have glass windows. Although it is anticipated the second commercial building would be designed to be generally consistent with the CVS/pharmacy building and the adjacent neighborhood, the exact elevations of the building have not been determined. Architectural features could include windows, glass, or metal. Since the elevations of the second commercial building are unknown,



Proposed project site and abandoned road right-of-way, looking southwest.



Hubacher Auto Center building and parking lot.

the building's architectural features could create glare. Therefore, the impact from glare could be significant if not mitigated as provided in LG-1 below.

Implementation of Mitigation Measure LG-1 would ensure that the proposed buildings would not use reflective glass, mirrored glass, black glass or metal in such a way as to create glare on adjacent properties. With implementation of Mitigation Measure LG-1, the impact would be **less than significant**.

MITIGATION MEASURES

LG-1 The project applicant shall ensure that buildings do not use reflective glass that exceeds 50 percent of any building surface and on the ground three floors, use mirrored glass, use black glass that exceeds 25 percent of any surface of a building, or use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

FINDINGS

All additional significant environmental effects of the project relating to Light and Glare can be **mitigated to a less-than-significant level**.

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

STANDARDS OF SIGNIFICANCE

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

- exceedance of the City's standards for incremental noise impacts, as provided in General Plan Table EC 2;
- residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;

- construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. Traffic increases associated with implementation of the General Plan were modeled, including roadways affected by project traffic, with maps depicting both existing and future forecast noise levels. Stationary source noise impacts were also addressed in the Master EIR, along with vibration-related effects on both people and structures.

The General Plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) attributable to implementation of the City's General Plan were found to be significant and unavoidable.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A-C

Construction Noise

Construction of the CVS/pharmacy building, second commercial building and site improvements are expected to occur in four phases. Phase 1, demolition and abatement of the site, is expected to last two weeks. Phase 2, mass grading of the project site and installation of underground utilities, is expected begin after completion of Phase 1 and last approximately 26 weeks. Phase 3, building of onsite project elements, including full site improvements, construction of a new vehicular site access point from Fair Oaks Boulevard, construction of the CVS/pharmacy building and pad preparation of the second commercial building would occur concurrently with Phase 2 and would have the same duration as Phase 2. The total construction duration of Phases 1-3 is expected to be 28 weeks. Construction of the second commercial

building is anticipated to occur at a time after completion of construction Phases 1-3. Since full site improvements and the building pad for the second commercial building would be completed during Phase 3, Phase 4 would only involve construction of the second commercial building. Phase 4 is expected to last 32 weeks.

Construction activities associated with the proposed project would generate noise due to grading and construction activities. Construction associated with the proposed project would temporarily increase noise in the vicinity of the construction activities. Noise increases would result both from on-site construction activities, especially during site preparation, grading, and other earthmoving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site. Noise would be generated by equipment such as scrapers, backhoes, skip loaders, water trucks, and other miscellaneous equipment. The exact type and number of construction equipment will be based on the contractor's judgment and what equipment is reasonably necessary to complete the project, using industry standard means and methods. The project would not include construction activities that could generate significant ground vibration, such as pile driving.

Construction noise is a temporary impact. The City of Sacramento Noise Ordinance (City Code Title 8, Chapter 8.68 et seq.) exempts construction-related noise if the construction takes place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday.

A detailed inventory of construction equipment that would be used for the proposed project is not available; therefore, this analysis estimates project-related construction noise assuming that typical construction equipment would be used during construction activities. Table N-1 presents a list of noise generation levels for typical equipment types (FTA 2006). A conservative but reasonable assumption is that some of the pieces of equipment (scrapers, backhoes, skip loaders, water trucks) would operate simultaneously and continuously over at least a 1-hour period. If all of these pieces of equipment were to operate simultaneously, the combined-source noise level would be 86 dBA at a distance of 50 feet. The residences and the senior center to the south and west of the project site and the hotel north of the project site are all more than 50 feet away from project site boundary.

Construction activities for the proposed project, including hours of construction, would comply with the requirements set forth in the City of Sacramento Noise Ordinance. Because project construction would comply with the City's Noise Ordinance, the impact from construction noise would be **less than significant**.

Traffic Noise

Operational traffic noise impacts associated with increased traffic from the project were evaluated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic data provided by the project traffic engineer. To further characterize existing noise levels in the project area, noise from vehicle traffic traveling on roadways in the vicinity of the project area was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model is based upon the Calveno reference noise factors for automobiles, trucks (vehicles with two axles and six tires), and heavy trucks (vehicles with three or more axles); with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. Using the conservative industry accepted assumption, vehicle mix was assumed for this analysis as 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks.

| Table N-1 Noise Emission Levels from Construction Equipment | |
|---|--|
| Equipment Type | Typical Noise Level (dB) at 50 feet |
| Air Compressor | 78 |
| Asphalt Paver | 77 |
| Backhoe | 78 |
| Compactor | 83 |
| Concrete Breaker | 82 |
| Concrete Pump | 81 |
| Concrete Saw | 90 |
| Crane, Mobile | 81 |
| Dozer | 82 |
| Front-End Loader | 79 |
| Generator | 81 |
| Grader | 85 |
| Hoe Ram Extension | 90 |
| Jack Hammer | 89 |
| Pneumatic Tools | 85 |
| Pile Driver | 101 |
| Rock Drill | 81 |
| Scraper | 84 |
| Trucks | 74–81 |
| Water Pump | 81 |
| Notes: dB = A-weighted decibels. All equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture specified noise levels for each piece of heavy construction equipment. Source: FTA 2006 | |

Average daily traffic (ADT) volumes were calculated by assuming the p.m. peak hour traffic as 10 percent of ADT, based on industry standards/practice. Peak hour volumes were provided by Fehr & Peers (2012) (see Attachment 4, Traffic Data) for existing conditions, existing plus project conditions, cumulative no project conditions, and cumulative plus project conditions. To determine the relative differences between project and no-project conditions, the predicted traffic noise levels at nearest sensitive receptors from each roadway centerline were evaluated, as shown in Tables N-2 and N-3.

Traffic noise levels were predicted for existing conditions, existing plus project conditions, cumulative no project conditions, and cumulative plus project conditions. Table N-2 summarizes modeled peak hour ($L_{eq(h)}$) traffic noise levels under all predicted conditions, and Table N-3 summarizes modeled day-night (L_{dn}) average traffic noise levels under all predicted conditions.

The results in Table N-2 and Table N-3 indicate that project-related increases in traffic noise, relative to existing conditions, would be 2 dB or less for all roadway segments evaluated under all conditions.

For the peak-hour analysis, the highest forecast increase is 1.7 dB L_{eq} . According to General Plan Table EC 2, a 3-dB increase would be required to exceed the City's standards for "institutional land uses with primarily daytime and evening uses" located along roadways affected by project traffic. Although there is no City standard specifically for commercial uses, the commercial uses proposed for the site fit better with the "institutional uses" description than the "residences and buildings where people normally sleep" description as defined in Table EC-2. Because predicted traffic noise increases would be less than 3 dB, this impact is **less than significant** for the proposed project.

For the day-night averaged noise analysis, the greatest increase is forecast for Cadillac Drive between Howe Avenue and Fair Oaks Boulevard, where the senior care facility is located. Here also, the difference between the existing and existing plus project condition is less than 2 dB. Because the existing noise level at the senior care facility is between 60 and 65 dB L_{dn} , the maximum incremental increase that would be consistent with the General Plan exterior noise standards is 2 dB (see General Plan Environmental Constraints Element, Table EC 2). Because predicted traffic noise increases would be less than 2 dB, this impact is **less than significant** for the proposed project.

Stationary Source Noise

Mechanical Building Equipment: Mechanical building equipment (e.g., heating, ventilation and air conditioning systems) in use at the proposed buildings could result in noise levels of approximately 90 dB at 3 feet from the source (USEPA 1971). Typically, these mechanical equipment systems are shielded from direct public exposure, with a substantial reduction in noise transmitted to the surrounding environment. Such units are usually housed on rooftops, in equipment rooms or in exterior enclosures, but if not shielded, their operation could result in noise levels of 65 dB at 50 feet (USEPA 1971). Any existing multi-family residential dwelling located within 50 feet of such an un-shielded mechanical system could experience noise levels that exceed the City's interior noise standards. Any such occurrence would be a significant impact if not mitigated. However, residential and senior center uses to the south and west of the site are more than 50 feet from the project site. Some mechanical equipment for the project, including the HVAC equipment, would be installed on top of the buildings behind parapet walls and shielded from view at ground level. Other mechanical equipment would be installed adjacent to the buildings, but be shielded by a wall or other opaque screening. Therefore, noise from mechanical building equipment would not be a substantial noise contributor and would be a **less-than-significant impact**.

Landscape Maintenance: Landscape equipment such as leaf blowers, lawn mowers, edgers and trimmers associated with maintenance of the proposed project site would increase ambient noise levels at the residences to the south and west of the project site. Such equipment could result in noise levels that range from approximately 80 to 90 dBA at 3 feet (USEPA 1971). Based on the maximum noise level of 90 dBA at 3 feet and assuming a noise attenuation of 6 dBA per doubling of distance from the source, landscape maintenance equipment could result in exterior noise levels of approximately 65 dBA at 50 feet. Maintenance activities would be intermittent and of limited duration (e.g., less than 1 to 2 hours per day during the daytime) and would occur during daytime hours, consistent with the City's Noise Ordinance. In addition, landscape maintenance activities occurred on the project site when the site was operating as the Hubacher car dealership.

CVS/PHARMACY DEVELOPMENT AT FAIR OAKS AND HOWE (P12-032)

INITIAL STUDY

**Table N-2
Comparison of Noise Modeling Results – 24-hour Average**

| Segment | Roadway | Segment | | Noise Levels, dB Peak Hour L _{eq} at Centerlines | | | | Number of Lanes | Distance to Roadway Centerline (Feet) ¹ | Posted Speed | Adjacent Land Uses Types | Increase | | |
|---------|----------------|-------------------|-------------------|--|--|--|--|-----------------------|--|-----------------|--------------------------------|--|---|--------------|
| | | From | To | Existing Condition | Existing Plus Project Condition | Cumulative No Project Condition | Cumulative Plus Project Condition | | | | | Existing Plus Project Condition | Cumulative Plus Project Condition | Significant? |
| 1 | Howe Ave | Enterprise Dr | Northrop Ave | 68.0 | 68.2 | 68.4 | 68.5 | 6 | 80 | 35 | Hotel | 0.2 | 0.5 | No |
| 2 | Howe Ave | Northrop Ave | Sierra Blvd | 69.7 | 70.1 | 70.0 | 70.1 | 6 | 100 | 35 | Residential | 0.4 | 0.4 | No |
| 3 | Howe Ave | Sierra Blvd | Feature Dr | 70.8 | 71.5 | 71.1 | 70.0 | 6 | 85 | 35 | Residential | 0.7 | -0.8 | No |
| 4 | Howe Ave | Feature Dr | Cadillac Dr | 62.7 | 63.3 | 63.0 | 61.8 | 6 | 290 | 35 | Hotel | 0.6 | -0.9 | No |
| 5 | Howe Ave | Cadillac Dr | Fair Oaks Blvd | 61.2 | 61.7 | 61.5 | 61.6 | 6 | 450 | 40 | Residential | 0.5 | 0.4 | No |
| 6 | Howe Ave | Fair Oaks Blvd | University Ave | 62.3 | 63.1 | 62.6 | 62.7 | 6 | 300 | 40 | Residential | 0.7 | 0.4 | No |
| 7 | Howe Ave | University Ave | American River Dr | 68.4 | 69.1 | 68.5 | 68.7 | 6 | 130 | 40 | Residential | 0.7 | 0.3 | No |
| 8 | Howe Ave | American River Dr | Swarthmore Dr | 63.8 | 64.8 | 64.7 | 64.8 | 6 | 130 | 35 | Residential | 1.1 | 1.1 | No |
| 9 | Fair Oaks Blvd | Bret Harte Rd | Munroe St | 62.1 | 62.8 | 62.4 | 62.4 | 4 | 140 | 35 | Residential | 0.7 | 0.3 | No |
| 10 | Fair Oaks Blvd | Munroe St | Howe Ave | 67.6 | 68.3 | 67.9 | 68.0 | 6 | 100 | 35 | Hotel | 0.7 | 0.4 | No |
| 11 | Fair Oaks Blvd | Howe Ave | Cadillac Dr | 67.5 | 68.1 | 67.9 | 68.0 | 4 | 150 | 40 | Residential | 0.6 | 0.5 | No |
| 12 | Fair Oaks Blvd | Cadillac Dr | Camella Ave | 65.7 | 66.3 | 66.0 | 66.2 | 4 | 130 | 40 | Residential | 0.6 | 0.5 | No |
| 13 | Cadillac Dr | Howe Ave | Fair Oaks Blvd | 63.3 | 65.0 | 63.7 | 64.1 | 2 | 100 | 25 | Hotel and Senior Center | 1.7 | 0.7 | No |

Note: Where barriers are located between the roadway and adjacent residences, the predicted sound level would be approximately 3 to 5 dB less, and the distance to the contour would be approximately half the distance indicated.

¹ Distance from the nearest sensitive receptor to the roadway center line.

Source: AECOM 2012

**Table N-3
Comparison of Noise Modeling Results – Day-Night (L_{dn}) Average**

| Segment | Roadway | Segment | | Noise Levels, dB L _{dn} at Centerlines | | | | Number of Lanes | Distance to Roadway Centerline (Feet) ¹ | Posted Speed | Adjacent Land Uses Types | Increase | | |
|---------|----------------|-------------------|-------------------|---|---------------------------------|---------------------------------|-----------------------------------|-----------------|--|--------------|--------------------------|---------------------------------|-----------------------------------|--------------|
| | | From | To | Existing Condition | Existing Plus Project Condition | Cumulative No Project Condition | Cumulative Plus Project Condition | | | | | Existing Plus Project Condition | Cumulative Plus Project Condition | Significant? |
| 1 | Howe Ave | Enterprise Dr | Northrop Ave | 67.0 | 67.2 | 67.4 | 67.5 | 6 | 80 | 35 | Hotel | 0.2 | 0.5 | No |
| 2 | Howe Ave | Northrop Ave | Sierra Blvd | 68.7 | 69.1 | 69.0 | 69.1 | 6 | 100 | 35 | Residential | 0.4 | 0.4 | No |
| 3 | Howe Ave | Sierra Blvd | Feature Dr | 69.8 | 70.5 | 70.1 | 69.0 | 6 | 85 | 35 | Residential | 0.7 | -0.8 | No |
| 4 | Howe Ave | Feature Dr | Cadillac Dr | 61.7 | 62.3 | 62.0 | 60.7 | 6 | 290 | 35 | Hotel | 0.6 | -0.9 | No |
| 5 | Howe Ave | Cadillac Dr | Fair Oaks Blvd | 60.2 | 60.7 | 60.5 | 60.6 | 6 | 450 | 40 | Residential | 0.5 | 0.4 | No |
| 6 | Howe Ave | Fair Oaks Blvd | University Ave | 61.3 | 62.0 | 61.6 | 61.7 | 6 | 300 | 40 | Residential | 0.7 | 0.4 | No |
| 7 | Howe Ave | University Ave | American River Dr | 67.4 | 68.1 | 67.5 | 67.7 | 6 | 130 | 40 | Residential | 0.7 | 0.3 | No |
| 8 | Howe Ave | American River Dr | Swarthmore Dr | 62.8 | 63.8 | 63.7 | 63.8 | 6 | 130 | 35 | Residential | 1.1 | 1.1 | No |
| 9 | Fair Oaks Blvd | Bret Harte Rd | Munroe St | 61.1 | 61.7 | 61.3 | 61.4 | 4 | 140 | 35 | Residential | 0.7 | 0.3 | No |
| 10 | Fair Oaks Blvd | Munroe St | Howe Ave | 66.6 | 67.3 | 66.9 | 67.0 | 6 | 100 | 35 | Hotel | 0.7 | 0.4 | No |
| 11 | Fair Oaks Blvd | Howe Ave | Cadillac Dr | 66.5 | 67.1 | 66.8 | 67.0 | 4 | 150 | 40 | Residential | 0.6 | 0.5 | No |
| 12 | Fair Oaks Blvd | Cadillac Dr | Camella Ave | 64.7 | 65.3 | 65.0 | 65.1 | 4 | 130 | 40 | Residential | 0.6 | 0.5 | No |
| 13 | Cadillac Dr | Howe Ave | Fair Oaks Blvd | 62.3 | 64.0 | 62.7 | 63.1 | 2 | 100 | 25 | Hotel and Senior Center | 1.7 | 0.7 | No |

Note: Where barriers are located between the roadway and adjacent residences, the predicted sound level would be approximately 3 to 5 dB less, and the distance to the contour would be approximately half the distance indicated.

¹ Distance from the nearest sensitive receptor to the roadway center line.

Source: AECOM 2012

Routine landscaping activities are common in the area and would not represent a major noise disturbance. Thus, noise from landscape activities would be **less than significant**.

Deliveries and Drive-Through Facility: The project's proposed uses would generate some truck deliveries. Circulation of delivery trucks would generate noise, but the noise would be reduced by the effect of distance to the neighboring residences. Deliveries to the CVS/pharmacy building would occur on the northeast area of the site, not adjacent to residential or other sensitive uses. Residences in the project vicinity are subject to current ambient noise levels generated by traffic along Fair Oaks Boulevard and Howe Avenue. The other land use on the project site, which is a commercial use likely to be a grocer, would likely require truck deliveries, as well.

To determine typical loading area noise levels associated with the proposed project, the assumptions and reference noise levels that were presented in an environmental impact report (EIR) for a recent large retail and grocer with a substantial amount of daily delivery activity was used (Ceres 2010:4.10-16). The study shows that truck unloading activity within 250 feet of a sensitive receptor, with no intervening structures, would be 49 dBA L_{eq} for daytime, and 44 dBA L_{eq} for night time (43 dB L_{dn} and 48 dB L_{dn} , respectively). The loading area for the proposed project's potential grocer would be on the northwest portion of the site, approximately 300 feet from the senior care facility to the west of the proposed project site and the hotel located to the north (and approximately 450 feet from residential uses south of the project site, as measured at the closest point). Adding the daytime and night time noise levels of truck unloading activities to existing noise level at senior care facility would increase the existing noise level by 0.2 dB. The delivery and loading activity would not approach an exceedance of the City's interior noise standards presented in General Plan Policy EC 3.1.3 for sensitive uses since typical residential construction materials would provide attenuation of approximately 20 dB. This policy establishes an interior noise standard of 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep.

Noise would also be generated by the speakers used for communication with customers using the drive-through facility at the CVS/pharmacy. Noise level data collected at various drive-through locations in the Sacramento area was used to quantify noise levels from drive-thru vehicle trips and speaker usage (City of Sacramento 2003). That data concluded that the maximum noise levels from drive-thru speakers and vehicles parked at the speaker location were 65 dB at 25 feet and 70 dB at 5 feet (City of Sacramento 2003). Median levels were measured to be approximately 10 dB lower than maximum noise levels. The drive-through proposed at the CVS pharmacy would adjoin the building, and outdoor speakers would be enclosed within structural features of the building. Based on the estimated noise level of the speakers and attenuation of noise over the intervening distance, the noise level generated at the property line would be less than 55 dB – less than any of the exterior noise standards in the General Plan for any land uses in Table EC 1. Therefore, operational noise impacts from deliveries and the drive-through facility would be **less than significant**.

QUESTIONS D-F

Evaluation of construction vibration impacts associated with the proposed project is based on the methodology developed by the Federal Transit Administration (FTA) (Federal Transit Administration 2006).

Construction and demolition activities on the project site may result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Groundborne vibration levels caused by various types of construction

equipment are summarized in Table N-4. The representative vibration levels identified for various construction equipment types show that sensitive receptors located close to construction activities could be exposed to groundborne vibration levels exceeding the thresholds of significance for exposing existing residential areas to peak particle velocities.

| Table N-4 Representative Vibration Source Levels for Construction Equipment | | | |
|---|------------------|--|--|
| | Equipment | PPV at 25 feet (in/sec)¹ | Approximate Lv (VdB) at 25 feet² |
| Pile Driver (impact) | Upper Range | 1.518 | 112 |
| | Typical | 0.644 | 104 |
| Pile Driver (sonic) | Upper Range | 0.734 | 105 |
| | Typical | 0.170 | 93 |
| | Large Bulldozer | 0.089 | 87 |
| | Caisson Drilling | 0.089 | 87 |
| | Jackhammer | 0.035 | 79 |
| | Small Bulldozer | 0.003 | 58 |
| Notes: | | | |
| ¹ Where PPV is the peak particle velocity | | | |
| ² Where Lv is the RMS velocity expressed in vibration decibels (VdB) re 1 micro-inch/second, assuming a crest factor of 4. | | | |
| Source: Federal Transit Administration 2006. | | | |

The project site is level, and no buildings have been proposed that would require unusual construction techniques such as pile-driving or using any equipment listed in Table N-4, that would cause substantial vibration. No operations have been proposed that could generate substantial levels of vibration.

The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB are often noticeable but acceptable. Beyond 80 VdB, vibration levels are often considered unacceptable by building occupants (Federal Transit Administration, 2006:7-5). The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways and access streets. In addition, there would be vibration from truck deliveries at the proposed potential grocer on the northwest portion of the project site. Typical ground-borne vibration for truck is less than 65 VdB at 50 feet (Federal Transit Administration, 2006:7-5). Therefore, truck-related vibration levels would not be perceptible by sensitive receptors near the proposed project site, as the distance from the nearest sensitive receptor to the project site, would be 300 feet. Although vehicular traffic generates ground vibration, the pneumatic tires and suspension systems attenuate the vibration forces to the point that the resulting ground vibration is almost always below the threshold of human perception. When vibration from vehicular traffic is perceptible, the cause usually can be traced to irregularities in the roadway surface such as potholes or misaligned expansion joints. Thus, construction- and operational-related vibration would result in a **less-than-significant impact**.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Noise.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| <p>9. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?</p> | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to public services may be considered significant if the proposed project would result in the following:

- Need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.10, “Public Services,” of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the need for new or expansion of existing facilities related to the provision of police services (Impact 6.10-1) and fire protection services (Impact 6.10-2), increased demand for school services and facilities (Impacts 6.10-3 to 6.10-6), and increase demand for library services and facilities (Impacts 6.10-7 and 6.10-8). Policies included in the 2030 General Plan were identified to reduced impacts associated with public services to a less-than-significant level.

Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing needs, facility needs, deployment strategies, and service goals. Policy PHS 1.1.4 calls for development of police services and facilities as the City grows. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum staffing levels and response times in order to provide quality police services to the community. Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design (CPTED) strategies. Policy PHS 1.1.8 requires development projects to contribute fees for police protection services and facilities.

Policy PHS 2.1.1 calls for the City to prepare a Fire Master Plan to address staffing needs, facility needs, and service goals. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain appropriate emergency response times and staffing levels to ensure optimum fire protection in the community. Policy PHS 2.2.4 would ensure that adequate water supplies, pressure, and infrastructure are available in infill and newly developing areas. Lastly, Policy PHS 2.1.11 requires development projects to contribute fees for fire protection services and facilities.

Policies ERC 1.1.2 through ERC 1.1.5 ensure that adequate school facilities are provided to serve the total anticipated student enrollment in the City. Policy ERC 3.1.1 requires that adequate library services and facilities are maintained for all residents.

The project shall comply with the General Plan policies outlined above.

ANSWER TO CHECKLIST QUESTION

Impacts on public services from future development anticipated under the 2030 General Plan, including development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.10-11 to 6.10-12, 6.10-23 to 6.10-24, and 6.10-41 to 6.10-45). The Master EIR determined that implementation of general plan policies would ensure adequate public services are provided to serve increased demands within the City. Therefore, the proposed project would not result in impacts on public services not evaluated in the Master EIR or result in the need for public services and facilities beyond what was anticipated in the 2030 General Plan. Potential effects on specific public services are discussed further below.

The City of Sacramento Police Department would provide police protection services to the proposed project. The project site is approximately 4.8 miles south of the North Area Substation. The project site is currently served by the City of Sacramento Police Department and was served by the Police Department when the project site was being used as the Hubacher Cadillac Dealership. The proposed project would not generate an increase in demand for police protection services beyond the demand that currently exists. Construction of a new station or expansion of an existing facility would not be required to continue provision of police protection services by the Sacramento Police Department. The proposed project would implement CPTED principles, such as maximizing visibility of parking areas and building entrances and prohibiting entry or access using window locks, dead bolts, and interior door hinges, in the design of commercial buildings. Furthermore, the project applicant would be required to pay fair share fees for the necessary police services as a result of project implementation.

The Sacramento Fire Department would provide fire protection services to the proposed project. The project site is 1.5 miles south of Fire Station 17. The project site is currently served by the City of Sacramento Fire Department and was served by the Fire Department when the project site was being used as the Hubacher Cadillac Dealership. The proposed project would not generate an increase in demand for fire protection services beyond what currently exists. Construction of a new fire station or expansion of an existing station would not be required to continue provision of fire protection services by the Sacramento Fire Department. The proposed project would incorporate California Fire Code standards, including requirements related to fire flow, fire department access, and automatic sprinkler systems, and other applicable requirements of the CBC into building designs. Furthermore, the project applicant would be required to pay fair share fees for the necessary fire services as a result of project implementation.

Because the proposed project would not result in the need for new police protection and fire protection facilities beyond what was anticipated in the 2030 General Plan, this impact would be **less than significant**.

The proposed project does not involve construction of residential land uses that would generate new residents. Therefore, the proposed project would not result in the need for new school services or necessitate the construction of new school facilities or other public facilities or

services such as libraries. The proposed project would not create any new public roadways or create the need for additional roadway maintenance. **No impact.**

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Public Services.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities? | | | X |
| B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan? | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreation may be considered significant if the proposed project would result in the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.9, “Parks and Open Space,” of the Master EIR evaluates the potential effects of development that could occur under the 2030 General Plan associated with the increased use of existing recreational facilities (Impact 6.9-1) and need for construction or expansion of existing parks and recreational facilities beyond what was anticipated in the 2030 General Plan (Impact 6.9-2). Policies included in the 2030 General Plan were identified to reduced impacts associated with parks and recreational facilities to a less-than-significant level.

Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento, Policy ERC 2.2.2 ensures that the development of parks and recreation facilities keeps pace with development and growth within the City, and Policy ERC 2.2.3 identifies service level goals. Policy ERC 2.4.1 also requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways in accordance with the City of Sacramento Parks and Recreation Master Plan adopted policies. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

In addition, the Master EIR identifies applicable regulations that will further ensure impacts on parks and recreational facilities are reduced to a less-than-significant level. Chapter 18.44, “Park

Development Impact Fee,” of the City’s municipal code imposes a park development fee on residential and nonresidential development within the City. Fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of park facilities and address the impacts on existing parks caused by new residents or employees generated from development in the City.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Impacts on recreation from future development anticipated under the 2030 General Plan, including development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.9-19 to 6.9-20). The Master EIR determined that implementation of general plan policies would ensure adequate parks and recreational facilities are provided to serve increased demands within the City. Therefore, the proposed project would not result in impacts on parks and recreational facilities not evaluated in the Master EIR or result in the need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan. Potential effects on specific parks or recreation facilities are discussed further below.

The proposed project would construct a new CVS/pharmacy retail store and a second commercial use building on the same site and does not involve construction of residential land uses that would generate new residents in Sacramento or in other ways increase demands for parks or recreation facilities. The proposed project would be subject to park development impact fees pursuant to Chapter 18.44 of the City’s municipal code. The City would determine the park development impact fee at the time of development and payment of the fees is required at the time of application for building permits. Park development impact fees are used by the City to finance construction of new neighborhood and community parks and address the impacts on existing parks caused by development in the City. Based on the lack of increased demand and the payment of park development impact fees there is no evidence that this project would adversely affect the capacity or physical conditions of local parks and recreation facilities. Further, no aspect of this project would cause or accelerate the physical deterioration of area parks and recreation facilities, and would not create the need for construction or expansion of parks or recreation facilities. This impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Recreation.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| <p>11. <u>TRANSPORTATION AND CIRCULATION</u></p> <p>Would the project:</p> | | | |
| <p>A) Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more?</p> | X | | |
| <p>B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five (5) seconds or more?</p> | X | | |
| <p>C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?</p> | X | | |
| <p>D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?</p> | X | | |
| <p>E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?</p> | X | | |
| <p>F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?</p> | X | | |

STANDARDS OF SIGNIFICANCE

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

Roadway Segments

- the traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or

- fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The existing level of service (LOS) on Howe Avenue between Fair Oaks Boulevard and Cadillac Drive is LOS D (City of Sacramento 2009:6.12-76). The proposed project would generate 5,459 daily trips, 186 during the AM peak hour and 475 during the PM peak hour (see Attachment 4, Traffic Data). The increase in trips could result in intersection or segment LOS degrading from D to E or F. In addition, the proposed vehicular driveway from the project site to Fair Oaks Boulevard would place an ingress/egress point approximately 250 feet west of the Fair Oaks Boulevard/Howe Avenue intersection. This intersection has a dedicated right turn from southbound Howe Avenue to westbound Fair Oaks Boulevard. Traffic from this right turn merges with traffic from westbound Fair Oaks Boulevard. Traffic attempting to enter the project site from the proposed driveway to Fair Oaks Boulevard would slow along Fair Oaks Boulevard, possibly creating a hazard with traffic accelerating from the southbound Howe Avenue to westbound Fair Oaks Boulevard turning movement. Project traffic exiting from the proposed driveway could cause slowing along Fair Oaks Boulevard and could cause a safety hazard. In addition, ingress and egress to and from the project site at the proposed driveway to Fair Oaks Boulevard could cause slowing of traffic and traffic congestion at the Fair Oaks Boulevard/Howe Avenue intersection. Increased traffic and slowing and merging of traffic at the proposed driveway could cause degradation of the intersection's LOS. Such an impact could be significant. Because the proposed project could generate traffic and alter traffic patterns that could significantly impact the LOS at the intersection of Fair Oaks Boulevard and Howe Avenue, **this issue will be addressed in the EIR.**

QUESTION C

The project site is approximately 1.5 miles north of Highway 50. Traffic generated by the proposed project could affect local roadway volumes, intersection queuing, and traffic patterns. The

increase in daily vehicle trips and peak hour trips could affect highway onramp and offramp queuing and level of service on the mainline. Because the proposed project could generate significant impacts related to highway onramp and offramp queuing and level of service on Highway 50, **this issue will be addressed in the EIR.**

QUESTION D

The Sacramento Regional Transit District (RT) provides public transit service within the project area. The following summarizes RT bus routes adjacent to the proposed project site:

- Route 82 provides daily bus service connecting the University/65th Street Station light rail station and bus stop to the American River College Transit Center, and provides access to the project site via Fair Oaks Boulevard and Howe Avenue.
- Route 87 provides daily bus service connecting University/65th Street Station light rail station and bus stop to the Marconi/Arcade light rail station and bus stop, and provides access to the project site via Fair Oaks Boulevard and Howe Avenue.

The proposed project could generate additional ridership for public transit along the existing routes operated by RT. The additional ridership could be substantial in relation to existing ridership, and **this issue will be addressed in the EIR.**

QUESTIONS E AND F

There are existing sidewalks adjacent to the project site along Cadillac Drive. There is also a sidewalk along Howe Avenue from Cadillac Drive to the intersection of Howe Avenue and Fair Oaks Boulevard. Pedestrian access to the project site would be available via three driveways along Cadillac Drive. In addition, the proposed project would provide a new paved pedestrian walkway directly from the project site to the existing sidewalk at the Fair Oaks Boulevard/Howe Avenue intersection. This additional pedestrian access point would enable increased pedestrian access to the project site. The proposed project would not remove existing sidewalks or otherwise impede pedestrian travel or access to the project site. The proposed project would include walkways around both proposed buildings allowing pedestrians to safely access the retail pharmacy and retail grocer.

There are no dedicated bike lanes adjacent to the project site, although bicycles could access the project site via the existing roadway network. Bicycles could access the project site directly via the three driveways along Cadillac Drive.

The proposed project could change pedestrian and bicycle access to the project site and in the immediate vicinity. Therefore, **this issue will be addressed in the EIR**

MITIGATION MEASURES

None.

FINDINGS

The project may have a significant environmental effect on Transportation and Circulation. As described above, impacts related to traffic circulation at the intersection of Fair Oaks Boulevard and Howe Avenue, as well as on Highway 50, including on- and off-ramps. Transit, pedestrian, and bicycle facilities could also be affected by the proposed project. Therefore, all of the traffic issues **will be addressed in the EIR.**

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments? | | | X |
| B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts? | | | X |

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to utilities and service systems may be considered significant if the proposed project would result in the following:

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.11, "Public Utilities," of the Master EIR evaluates the effects of development that could occur under the 2030 General Plan on public utilities, including increased demand for potable water supplies (Impact 6.11-1), water supply diversion and water treatment facilities (Impact 6.11-2), sewer and storm drainage infrastructure (Impact 6.11-3), wastewater treatment facilities (Impacts 6.11-4 and 6.11-5), solid waste disposal (Impacts 6.11-7 and 6.11-8), and electrical and natural gas infrastructure (Impacts 6.11-9 and 6.11-10). Policies included in the 2030 General Plan were identified to reduced impacts associated with increased demand for potable water supplies, sewer and storm drainage infrastructure, solid waste disposal, and electricity and natural gas infrastructure to a less-than-significant level. However, no mitigation is available to reduce impacts related to expansion water supply diversion, water treatment facilities, and wastewater treatment plant facilities to a less-than-significant level and these impacts would be significant and unavoidable.

Policies U 1.1.1, 1.1.2, and U 1.1.5 ensure that the City provides and maintains adequate water services, establishes and maintains level of service standards for these services, and ensure new facilities are phased in conjunction with development. Policy U 1.1.6 requires that new development provides adequate facilities or pays its fair share of the cost for facilities to provide services without affecting current service levels. Policy U 2.1.3 would ensure the City provides

sufficient funding to meet the projected water demand, Policy U 2.1.9 would prevent the City from granting building permits without sufficient water supply capacity.

Policies U 1.1.1 through U 1.1.3 ensures that there is sufficient capacity to accommodate increased wastewater and stormwater flows through buildout of the General Plan, Policies U 1.1.5 through U 1.1.8 ensures that the City provides and maintains adequate wastewater and stormwater drainage services, Policy U 3.1.2 establishes and maintains level of service standards, Policy U 3.1.3 provides sustainable facilities and services and ensures new facilities are phased in conjunction with development, and U 3.1.4 prioritizes infill areas for infrastructure improvements. Policy U 4.1.1 requires the City to ensure that all new drainage facilities are adequately sized to accommodate stormwater runoff. In addition, Policy U 1.1.6 requires that new development provides adequate facilities or pays its fair share of the cost for facilities to provide services without affecting current service levels.

Policies U 5.1.1 through U 5.1.4 as well as Assembly Bill 939, which mandates the reduction of solid waste disposal at landfills, and Sacramento Regional Solid Waste Authority Business Recycling Ordinance ensure that solid waste and recycling facilities are adequately provided throughout the city to help reduce the amount of waste sent to landfills. The programs provided through Policies U 5.1.5 to U 5.1.13 are designed to ensure the City continues to provide recycling and clean-up services for its residents and businesses. Many of these programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills.

Polices related to energy are addressed in the “Land Use and Planning, Population and Housing, Agricultural Resources, and Energy,” discussion above.

The project shall comply with the General Plan policies outlined above.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Impacts on utilities and services systems from future development anticipated under the 2030 General Plan, which includes development of the project site for commercial uses, were evaluated in the Master EIR, and that discussion is hereby incorporated by reference (Master EIR, pages 6.11-32 to 6.11-39, 6.11-57 to 6.11-62, and 6.11-75 to 6.11-77).

The Master EIR determined that the City’s existing water right permits and contracts would be sufficient to meet the total water demand projected for future development. In addition, future wastewater flows generated by the City are accounted for in wastewater conveyance and treatment master plans prepared by the Sacramento County Regional Sanitation District.

The City has also determined that existing landfills would have sufficient capacity to serve growth in the General Plan and implementation of other programs would reduce solid waste entering landfills.

Because the anticipated demands for utilities and service system at the project site have been considered in long-range planning for such services by the City, this impact would be **less than significant**.

QUESTION B

There are existing underground water transmission lines, sewer pipelines, storm drains, electrical lines, and communication lines on the project site. An existing 8-inch water main, a 12-inch sewer main, and 12-inch and 15-inch storm drains are located within Cadillac Drive. It is anticipated that all onsite utility infrastructure would connect to existing utility infrastructure in Cadillac Drive and that this infrastructure is adequately sized to serve the project's needs. Therefore, the proposed project would not require the construction of new utilities or the expansion of existing utilities and this impact would be **less than significant**.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Utilities and Service Systems.

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| <p>13. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | | X | |
| <p>B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p> | | | X |
| <p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | | | X |

Answers to Checklist Questions

QUESTION A

The project would not result in elimination of sensitive habitats or the loss of wildlife. There are no identified cultural or historic resources on the project site. The proposed project would construct features that would affect the abandoned roadway alignment in the City-owned parcel to the east of the project site. The proposed project would construct a driveway from the project site to Fair Oaks Boulevard and a concrete pedestrian walkway that would cross the abandoned roadway alignment. However, the analysis above determined that the abandoned roadway alignment is not an important example of the major periods of California history. If previously unidentified cultural or historic resources are discovered on the project site during construction, proposed mitigation measures CR-1, CR-2 and CR-3 would ensure that discovery of unknown resources during project development would be identified and appropriate steps taken regarding treatment. Thus, this potential impact would be **less than significant**.

QUESTION B

The proposed project is consistent with the general plan and zoning land use designations for the project site. The development proposed would contribute to cumulative effects that have been identified and evaluated in the Master EIR prepared and certified for the 2030 General Plan. **No additional significant effects** have been identified for the project.

QUESTION C

The proposed project would develop the project site with commercial uses including a CVS pharmacy and a grocery. None of the activities proposed would adversely affect human beings. Project impacts relating to air quality and hazards have been considered in the initial study. **No significant adverse effects** on human beings have been identified.

MITIGATION MEASURES

None required.

FINDINGS

The project would have **no additional project-specific environmental effects** relating to Mandatory Findings of Significance.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

| | | | |
|---|---------------------------------|---|------------------------------------|
| | Agriculture | | Land Use and Planning |
| X | Air Quality | | Light and Glare |
| | Biological Resources | | Noise |
| | Cultural Resources | | Public Services |
| | Energy and Mineral Resources | | Recreation |
| | Geology and Soils | X | Transportation/Circulation |
| | Greenhouse Gas Emissions | | Utilities and Service Systems |
| | Hazards and Hazardous Materials | | Population and Housing |
| | Hydrology and Water Quality | | Mandatory Findings of Significance |

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **may** have additional significant environmental effects not previously examined in the Master EIR related to GHG emissions and Transportation/Circulation. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the GHG emissions and Transportation/Circulation project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

Signature

Date

Printed Name

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ATTACHMENT 1

Air Quality Data Sheets

**CVS Pharmacy - Construction (P1-P3)
Sacramento County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - PD construction schedule
- Grading - project site
- Demolition -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.78 | 60.97 | 43.55 | 0.07 | 10.69 | 4.39 | 12.12 | 0.43 | 4.39 | 4.82 | 0.00 | 6,986.83 | 0.00 | 0.80 | 0.00 | 7,003.73 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.78 | 60.97 | 43.55 | 0.07 | 5.24 | 4.39 | 6.67 | 0.43 | 4.39 | 4.82 | 0.00 | 6,986.83 | 0.00 | 0.80 | 0.00 | 7,003.73 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.17 | 0.00 | 5.17 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 5.17 | 1.04 | 6.21 | 0.00 | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.14 | 11.46 | 8.07 | 0.02 | 5.39 | 0.38 | 5.77 | 0.06 | 0.38 | 0.45 | | 1,859.82 | | 0.06 | | 1,860.98 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.64 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |
| Total | 1.21 | 11.52 | 8.71 | 0.02 | 5.52 | 0.38 | 5.90 | 0.06 | 0.38 | 0.46 | | 1,960.64 | | 0.07 | | 1,961.92 |

3.2 Demolition - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.17 | 0.00 | 5.17 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 5.17 | 1.04 | 6.21 | 0.00 | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.14 | 11.46 | 8.07 | 0.02 | 0.06 | 0.38 | 0.45 | 0.06 | 0.38 | 0.45 | | 1,859.82 | | 0.06 | | 1,860.98 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.64 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |
| Total | 1.21 | 11.52 | 8.71 | 0.02 | 0.06 | 0.38 | 0.46 | 0.06 | 0.38 | 0.46 | | 1,960.64 | | 0.07 | | 1,961.92 |

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 1.72 | 12.58 | 8.68 | 0.01 | | 0.81 | 0.81 | | 0.81 | 0.81 | | 1,402.64 | | 0.15 | | 1,405.88 |
| Total | 1.72 | 12.58 | 8.68 | 0.01 | 0.00 | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | | 1,402.64 | | 0.15 | | 1,405.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.03 | 0.03 | 0.32 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |
| Total | 0.03 | 0.03 | 0.32 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |

3.3 Site Preparation - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 1.72 | 12.58 | 8.68 | 0.01 | | 0.81 | 0.81 | | 0.81 | 0.81 | 0.00 | 1,402.64 | | 0.15 | | 1,405.88 |
| Total | 1.72 | 12.58 | 8.68 | 0.01 | 0.00 | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | 0.00 | 1,402.64 | | 0.15 | | 1,405.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.03 | 0.03 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |
| Total | 0.03 | 0.03 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |

3.4 Grading - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.81 | 0.00 | 0.81 | 0.41 | 0.00 | 0.41 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 0.81 | 1.04 | 1.85 | 0.41 | 1.04 | 1.45 | | 1,476.12 | | 0.18 | | 1,479.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.64 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |
| Total | 0.07 | 0.06 | 0.64 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |

3.4 Grading - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.81 | 0.00 | 0.81 | 0.41 | 0.00 | 0.41 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 0.81 | 1.04 | 1.85 | 0.41 | 1.04 | 1.45 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.64 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |
| Total | 0.07 | 0.06 | 0.64 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 100.82 | | 0.01 | | 100.94 |

3.5 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,945.40 | | 0.20 | | 1,949.52 |
| Total | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,945.40 | | 0.20 | | 1,949.52 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.05 | 0.45 | 0.40 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.02 | | 79.76 | | 0.00 | | 79.81 |
| Worker | 0.03 | 0.03 | 0.32 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |
| Total | 0.08 | 0.48 | 0.72 | 0.00 | 0.10 | 0.01 | 0.11 | 0.00 | 0.01 | 0.02 | | 130.17 | | 0.00 | | 130.28 |

3.5 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,945.40 | | 0.20 | | 1,949.52 |
| Total | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,945.40 | | 0.20 | | 1,949.52 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.05 | 0.45 | 0.40 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | | 79.76 | | 0.00 | | 79.81 |
| Worker | 0.03 | 0.03 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 50.41 | | 0.00 | | 50.47 |
| Total | 0.08 | 0.48 | 0.72 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | | 130.17 | | 0.00 | | 130.28 |

3.6 Paving - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | | 1,408.52 | | 0.21 | | 1,412.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Total | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | | 1,408.52 | | 0.21 | | 1,412.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.12 | 0.10 | 1.15 | 0.00 | 0.23 | 0.01 | 0.24 | 0.01 | 0.01 | 0.01 | | 181.48 | | 0.01 | | 181.69 |
| Total | 0.12 | 0.10 | 1.15 | 0.00 | 0.23 | 0.01 | 0.24 | 0.01 | 0.01 | 0.01 | | 181.48 | | 0.01 | | 181.69 |

3.6 Paving - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | 0.00 | 1,408.52 | | 0.21 | | 1,412.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Total | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | 0.00 | 1,408.52 | | 0.21 | | 1,412.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.12 | 0.10 | 1.15 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 181.48 | | 0.01 | | 181.69 |
| Total | 0.12 | 0.10 | 1.15 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 181.48 | | 0.01 | | 181.69 |

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.74 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |
| Total | 13.23 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | 10.08 | | 0.00 | | 10.09 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | 10.08 | | 0.00 | | 10.09 |

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.74 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |
| Total | 13.23 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 10.08 | | 0.00 | | 10.09 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 10.08 | | 0.00 | | 10.09 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy - Construction (P1-P3)
Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - PD construction schedule
- Grading - project site
- Demolition -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.78 | 61.00 | 43.36 | 0.07 | 10.69 | 4.39 | 12.13 | 0.43 | 4.39 | 4.82 | 0.00 | 6,933.23 | 0.00 | 0.80 | 0.00 | 6,950.10 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.78 | 61.00 | 43.36 | 0.07 | 5.24 | 4.39 | 6.67 | 0.43 | 4.39 | 4.82 | 0.00 | 6,933.23 | 0.00 | 0.80 | 0.00 | 6,950.10 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.17 | 0.00 | 5.17 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 5.17 | 1.04 | 6.21 | 0.00 | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.22 | 11.74 | 8.94 | 0.02 | 5.39 | 0.39 | 5.78 | 0.06 | 0.39 | 0.45 | | 1,852.60 | | 0.06 | | 1,853.86 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.57 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | 87.31 |
| Total | 1.29 | 11.80 | 9.51 | 0.02 | 5.52 | 0.39 | 5.91 | 0.06 | 0.39 | 0.46 | | 1,939.80 | | 0.07 | | 1,941.17 |

3.2 Demolition - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.17 | 0.00 | 5.17 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 5.17 | 1.04 | 6.21 | 0.00 | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | 1,479.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.22 | 11.74 | 8.94 | 0.02 | 0.06 | 0.39 | 0.45 | 0.06 | 0.39 | 0.45 | | 1,852.60 | | 0.06 | | 1,853.86 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.57 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | 87.31 |
| Total | 1.29 | 11.80 | 9.51 | 0.02 | 0.06 | 0.39 | 0.46 | 0.06 | 0.39 | 0.46 | | 1,939.80 | | 0.07 | | 1,941.17 |

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 1.72 | 12.58 | 8.68 | 0.01 | | 0.81 | 0.81 | | 0.81 | 0.81 | | 1,402.64 | | 0.15 | | 1,405.88 |
| Total | 1.72 | 12.58 | 8.68 | 0.01 | 0.00 | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | | 1,402.64 | | 0.15 | | 1,405.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.03 | 0.03 | 0.29 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |
| Total | 0.03 | 0.03 | 0.29 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |

3.3 Site Preparation - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 1.72 | 12.58 | 8.68 | 0.01 | | 0.81 | 0.81 | | 0.81 | 0.81 | 0.00 | 1,402.64 | | 0.15 | | 1,405.88 |
| Total | 1.72 | 12.58 | 8.68 | 0.01 | 0.00 | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | 0.00 | 1,402.64 | | 0.15 | | 1,405.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.03 | 0.03 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |
| Total | 0.03 | 0.03 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |

3.4 Grading - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.81 | 0.00 | 0.81 | 0.41 | 0.00 | 0.41 | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,476.12 | | 0.18 | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 0.81 | 1.04 | 1.85 | 0.41 | 1.04 | 1.45 | | 1,476.12 | | 0.18 | | 1,479.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.07 | 0.06 | 0.57 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | 87.31 |
| Total | 0.07 | 0.06 | 0.57 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | 87.31 |

3.4 Grading - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|---------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Fugitive Dust | | | | | 0.81 | 0.00 | 0.81 | 0.41 | 0.00 | 0.41 | | | | | | | 0.00 |
| Off-Road | 2.00 | 13.91 | 9.51 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,476.12 | | 0.18 | | | 1,479.88 |
| Total | 2.00 | 13.91 | 9.51 | 0.02 | 0.81 | 1.04 | 1.85 | 0.41 | 1.04 | 1.45 | 0.00 | 1,476.12 | | 0.18 | | | 1,479.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|------|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Worker | 0.07 | 0.06 | 0.57 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | | 87.31 |
| Total | 0.07 | 0.06 | 0.57 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | | 87.20 | | 0.01 | | | 87.31 |

3.5 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,945.40 | | 0.20 | | 1,949.52 |
| Total | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | | 1,945.40 | | 0.20 | | 1,949.52 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.06 | 0.46 | 0.47 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.02 | | 79.29 | | 0.00 | | 79.35 |
| Worker | 0.03 | 0.03 | 0.29 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |
| Total | 0.09 | 0.49 | 0.76 | 0.00 | 0.10 | 0.01 | 0.11 | 0.00 | 0.01 | 0.02 | | 122.89 | | 0.00 | | 123.00 |

3.5 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,945.40 | | 0.20 | | 1,949.52 |
| Total | 2.20 | 16.33 | 10.77 | 0.02 | | 1.04 | 1.04 | | 1.04 | 1.04 | 0.00 | 1,945.40 | | 0.20 | | 1,949.52 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.06 | 0.46 | 0.47 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | | 79.29 | | 0.00 | | 79.35 |
| Worker | 0.03 | 0.03 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 43.60 | | 0.00 | | 43.65 |
| Total | 0.09 | 0.49 | 0.76 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.02 | | 122.89 | | 0.00 | | 123.00 |

3.6 Paving - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | | 1,408.52 | | 0.21 | | 1,412.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Total | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | | 1,408.52 | | 0.21 | | 1,412.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.12 | 0.11 | 1.03 | 0.00 | 0.23 | 0.01 | 0.24 | 0.01 | 0.01 | 0.01 | | 156.95 | | 0.01 | | 157.15 |
| Total | 0.12 | 0.11 | 1.03 | 0.00 | 0.23 | 0.01 | 0.24 | 0.01 | 0.01 | 0.01 | | 156.95 | | 0.01 | | 157.15 |

3.6 Paving - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | 0.00 | 1,408.52 | | 0.21 | | 1,412.88 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Total | 2.32 | 14.52 | 9.76 | 0.02 | | 1.20 | 1.20 | | 1.20 | 1.20 | 0.00 | 1,408.52 | | 0.21 | | 1,412.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.12 | 0.11 | 1.03 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 156.95 | | 0.01 | | 157.15 |
| Total | 0.12 | 0.11 | 1.03 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 156.95 | | 0.01 | | 157.15 |

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.74 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |
| Total | 13.23 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|-------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | 8.72 | | 0.00 | | 8.73 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | 8.72 | | 0.00 | | 8.73 |

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.74 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |
| Total | 13.23 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|-------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 8.72 | | 0.00 | | 8.73 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 8.72 | | 0.00 | | 8.73 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

**CVS Pharmacy - Construction (P1-P3)
Sacramento County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - PD construction schedule
- Grading - project site
- Demolition -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 0.64 | 3.14 | 2.22 | 0.00 | 0.12 | 0.21 | 0.33 | 0.03 | 0.21 | 0.24 | 0.00 | 333.61 | 333.61 | 0.04 | 0.00 | 334.36 |
| Total | 0.64 | 3.14 | 2.22 | 0.00 | 0.12 | 0.21 | 0.33 | 0.03 | 0.21 | 0.24 | 0.00 | 333.61 | 333.61 | 0.04 | 0.00 | 334.36 |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 0.64 | 3.14 | 2.22 | 0.00 | 0.08 | 0.21 | 0.29 | 0.03 | 0.21 | 0.24 | 0.00 | 333.61 | 333.61 | 0.04 | 0.00 | 334.36 |
| Total | 0.64 | 3.14 | 2.22 | 0.00 | 0.08 | 0.21 | 0.29 | 0.03 | 0.21 | 0.24 | 0.00 | 333.61 | 333.61 | 0.04 | 0.00 | 334.36 |

3.2 Demolition - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.69 | 6.69 | 0.00 | 0.00 | 6.71 |
| Total | 0.01 | 0.07 | 0.05 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 6.69 | 6.69 | 0.00 | 0.00 | 6.71 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.01 | 0.06 | 0.04 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 8.42 | 8.42 | 0.00 | 0.00 | 8.43 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.42 |
| Total | 0.01 | 0.06 | 0.04 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 8.83 | 8.83 | 0.00 | 0.00 | 8.85 |

3.2 Demolition - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.69 | 6.69 | 0.00 | 0.00 | 6.71 |
| Total | 0.01 | 0.07 | 0.05 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 6.69 | 6.69 | 0.00 | 0.00 | 6.71 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.01 | 0.06 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.42 | 8.42 | 0.00 | 0.00 | 8.43 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.42 |
| Total | 0.01 | 0.06 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.83 | 8.83 | 0.00 | 0.00 | 8.85 |

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.11 | 0.82 | 0.56 | 0.00 | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.00 | 82.69 | 82.69 | 0.01 | 0.00 | 82.88 |
| Total | 0.11 | 0.82 | 0.56 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 82.69 | 82.69 | 0.01 | 0.00 | 82.88 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |
| Total | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |

3.3 Site Preparation - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.11 | 0.82 | 0.56 | 0.00 | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.00 | 82.69 | 82.69 | 0.01 | 0.00 | 82.88 |
| Total | 0.11 | 0.82 | 0.56 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 82.69 | 82.69 | 0.01 | 0.00 | 82.88 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |
| Total | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |

3.4 Grading - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.05 | 0.00 | 0.05 | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.13 | 0.90 | 0.62 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 87.02 | 87.02 | 0.01 | 0.00 | 87.24 |
| Total | 0.13 | 0.90 | 0.62 | 0.00 | 0.05 | 0.07 | 0.12 | 0.03 | 0.07 | 0.10 | 0.00 | 87.02 | 87.02 | 0.01 | 0.00 | 87.24 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 5.39 | 5.39 | 0.00 | 0.00 | 5.40 |
| Total | 0.00 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 5.39 | 5.39 | 0.00 | 0.00 | 5.40 |

3.4 Grading - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.05 | 0.00 | 0.05 | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.13 | 0.90 | 0.62 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 87.02 | 87.02 | 0.01 | 0.00 | 87.24 |
| Total | 0.13 | 0.90 | 0.62 | 0.00 | 0.05 | 0.07 | 0.12 | 0.03 | 0.07 | 0.10 | 0.00 | 87.02 | 87.02 | 0.01 | 0.00 | 87.24 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.39 | 5.39 | 0.00 | 0.00 | 5.40 |
| Total | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.39 | 5.39 | 0.00 | 0.00 | 5.40 |

3.5 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.14 | 1.06 | 0.70 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 114.68 | 114.68 | 0.01 | 0.00 | 114.93 |
| Total | 0.14 | 1.06 | 0.70 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 114.68 | 114.68 | 0.01 | 0.00 | 114.93 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.69 | 4.69 | 0.00 | 0.00 | 4.69 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |
| Total | 0.00 | 0.03 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.39 | 7.39 | 0.00 | 0.00 | 7.39 |

3.5 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.14 | 1.06 | 0.70 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 114.68 | 114.68 | 0.01 | 0.00 | 114.93 |
| Total | 0.14 | 1.06 | 0.70 | 0.00 | | 0.07 | 0.07 | | 0.07 | 0.07 | 0.00 | 114.68 | 114.68 | 0.01 | 0.00 | 114.93 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.69 | 4.69 | 0.00 | 0.00 | 4.69 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.70 | 0.00 | 0.00 | 2.70 |
| Total | 0.00 | 0.03 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.39 | 7.39 | 0.00 | 0.00 | 7.39 |

3.6 Paving - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.02 | 0.15 | 0.10 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 12.77 | 12.77 | 0.00 | 0.00 | 12.81 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.02 | 0.15 | 0.10 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 12.77 | 12.77 | 0.00 | 0.00 | 12.81 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.49 | 1.49 | 0.00 | 0.00 | 1.50 |
| Total | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.49 | 1.49 | 0.00 | 0.00 | 1.50 |

3.6 Paving - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.02 | 0.15 | 0.10 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 12.77 | 12.77 | 0.00 | 0.00 | 12.81 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.02 | 0.15 | 0.10 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 12.77 | 12.77 | 0.00 | 0.00 | 12.81 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.49 | 1.49 | 0.00 | 0.00 | 1.50 |
| Total | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.49 | 1.49 | 0.00 | 0.00 | 1.50 |

3.7 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Archit. Coating | 0.19 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.04 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3.83 | 3.83 | 0.00 | 0.00 | 0.00 | 3.84 |
| Total | 0.20 | 0.04 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3.83 | 3.83 | 0.00 | 0.00 | 0.00 | 3.84 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 |

3.7 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Archit. Coating | 0.19 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.04 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3.83 | 3.83 | 0.00 | 0.00 | 0.00 | 3.84 |
| Total | 0.20 | 0.04 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3.83 | 3.83 | 0.00 | 0.00 | 0.00 | 3.84 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.12 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|-------------|-------|----------|
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.00 | 27.55 | 20.51 | 0.04 | 0.32 | 1.93 | 2.25 | 0.01 | 1.93 | 1.94 | 0.00 | 3,247.02 | 0.00 | 0.47 | 0.00 | 3,256.85 |
| 2014 | 20.54 | 25.72 | 19.90 | 0.04 | 0.32 | 1.74 | 2.06 | 0.01 | 1.74 | 1.75 | 0.00 | 3,244.55 | 0.00 | 0.43 | 0.00 | 3,253.53 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.00 | 27.55 | 20.51 | 0.04 | 0.01 | 1.93 | 1.94 | 0.01 | 1.93 | 1.94 | 0.00 | 3,247.02 | 0.00 | 0.47 | 0.00 | 3,256.85 |
| 2014 | 20.54 | 25.72 | 19.90 | 0.04 | 0.01 | 1.74 | 1.75 | 0.01 | 1.74 | 1.75 | 0.00 | 3,244.55 | 0.00 | 0.43 | 0.00 | 3,253.53 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

3.1 Mitigation Measures Construction

3.2 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | | 2,561.58 | | 0.41 | | 2,570.13 |
| Total | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | | 2,561.58 | | 0.41 | | 2,570.13 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.13 | 1.21 | 1.07 | 0.00 | 0.07 | 0.04 | 0.11 | 0.01 | 0.04 | 0.04 | | 212.70 | | 0.01 | | 212.83 |
| Worker | 0.11 | 0.09 | 1.02 | 0.00 | 0.21 | 0.01 | 0.21 | 0.01 | 0.01 | 0.01 | | 161.31 | | 0.01 | | 161.50 |
| Total | 0.24 | 1.30 | 2.09 | 0.00 | 0.28 | 0.05 | 0.32 | 0.02 | 0.05 | 0.05 | | 374.01 | | 0.02 | | 374.33 |

3.2 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | 0.00 | 2,561.58 | | 0.41 | | 2,570.13 |
| Total | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | 0.00 | 2,561.58 | | 0.41 | | 2,570.13 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.13 | 1.21 | 1.07 | 0.00 | 0.01 | 0.04 | 0.04 | 0.01 | 0.04 | 0.04 | | 212.70 | | 0.01 | | 212.83 |
| Worker | 0.11 | 0.09 | 1.02 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 161.31 | | 0.01 | | 161.50 |
| Total | 0.24 | 1.30 | 2.09 | 0.00 | 0.02 | 0.05 | 0.05 | 0.02 | 0.05 | 0.05 | | 374.01 | | 0.02 | | 374.33 |

3.2 Building Construction - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | | 2,561.58 | | 0.37 | | 2,569.39 |
| Total | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | | 2,561.58 | | 0.37 | | 2,569.39 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.12 | 1.10 | 0.95 | 0.00 | 0.07 | 0.03 | 0.11 | 0.01 | 0.03 | 0.04 | | 213.53 | | 0.01 | | 213.65 |
| Worker | 0.10 | 0.08 | 0.93 | 0.00 | 0.21 | 0.01 | 0.21 | 0.01 | 0.01 | 0.01 | | 158.53 | | 0.01 | | 158.70 |
| Total | 0.22 | 1.18 | 1.88 | 0.00 | 0.28 | 0.04 | 0.32 | 0.02 | 0.04 | 0.05 | | 372.06 | | 0.02 | | 372.35 |

3.2 Building Construction - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | 0.00 | 2,561.58 | | 0.37 | | 2,569.39 |
| Total | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | 0.00 | 2,561.58 | | 0.37 | | 2,569.39 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.12 | 1.10 | 0.95 | 0.00 | 0.01 | 0.03 | 0.04 | 0.01 | 0.03 | 0.04 | | 213.53 | | 0.01 | | 213.65 |
| Worker | 0.10 | 0.08 | 0.93 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 158.53 | | 0.01 | | 158.70 |
| Total | 0.22 | 1.18 | 1.88 | 0.00 | 0.02 | 0.04 | 0.05 | 0.02 | 0.04 | 0.05 | | 372.06 | | 0.02 | | 372.35 |

3.3 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |
| Total | 16.20 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.02 | 0.02 | 0.19 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 30.25 | | 0.00 | | 30.28 |
| Total | 0.02 | 0.02 | 0.19 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 30.25 | | 0.00 | | 30.28 |

3.3 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|------|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | | 282.10 |
| Total | 16.20 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | | 282.10 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|------|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Worker | 0.02 | 0.02 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 30.25 | | 0.00 | | | 30.28 |
| Total | 0.02 | 0.02 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 30.25 | | 0.00 | | | 30.28 |

3.3 Architectural Coating - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|------|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Off-Road | 0.45 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | | 281.19 | | 0.04 | | | 282.03 |
| Total | 16.16 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | | 281.19 | | 0.04 | | | 282.03 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|------|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Worker | 0.02 | 0.02 | 0.18 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 29.72 | | 0.00 | | | 29.76 |
| Total | 0.02 | 0.02 | 0.18 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 29.72 | | 0.00 | | | 29.76 |

3.3 Architectural Coating - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|------|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Off-Road | 0.45 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 281.19 | | 0.04 | | | 282.03 |
| Total | 16.16 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 281.19 | | 0.04 | | | 282.03 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|------|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Worker | 0.02 | 0.02 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 29.72 | | 0.00 | | | 29.76 |
| Total | 0.02 | 0.02 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 29.72 | | 0.00 | | | 29.76 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|-------------|-------|----------|
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.01 | 27.58 | 20.56 | 0.03 | 0.32 | 1.93 | 2.25 | 0.01 | 1.93 | 1.94 | 0.00 | 3,219.88 | 0.00 | 0.47 | 0.00 | 3,229.71 |
| 2014 | 20.55 | 25.74 | 19.96 | 0.03 | 0.32 | 1.74 | 2.06 | 0.01 | 1.74 | 1.76 | 0.00 | 3,217.71 | 0.00 | 0.43 | 0.00 | 3,226.69 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2013 | 21.01 | 27.58 | 20.56 | 0.03 | 0.01 | 1.93 | 1.94 | 0.01 | 1.93 | 1.94 | 0.00 | 3,219.88 | 0.00 | 0.47 | 0.00 | 3,229.71 |
| 2014 | 20.55 | 25.74 | 19.96 | 0.03 | 0.01 | 1.74 | 1.76 | 0.01 | 1.74 | 1.76 | 0.00 | 3,217.71 | 0.00 | 0.43 | 0.00 | 3,226.69 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

3.1 Mitigation Measures Construction

3.2 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | | 2,561.58 | | 0.41 | | 2,570.13 |
| Total | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | | 2,561.58 | | 0.41 | | 2,570.13 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.15 | 1.24 | 1.24 | 0.00 | 0.07 | 0.04 | 0.11 | 0.01 | 0.04 | 0.04 | | 211.44 | | 0.01 | | 211.59 |
| Worker | 0.11 | 0.10 | 0.92 | 0.00 | 0.21 | 0.01 | 0.21 | 0.01 | 0.01 | 0.01 | | 139.52 | | 0.01 | | 139.69 |
| Total | 0.26 | 1.34 | 2.16 | 0.00 | 0.28 | 0.05 | 0.32 | 0.02 | 0.05 | 0.05 | | 350.96 | | 0.02 | | 351.28 |

3.2 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | 0.00 | 2,561.58 | | 0.41 | | 2,570.13 |
| Total | 4.54 | 23.27 | 16.29 | 0.03 | | 1.61 | 1.61 | | 1.61 | 1.61 | 0.00 | 2,561.58 | | 0.41 | | 2,570.13 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.15 | 1.24 | 1.24 | 0.00 | 0.01 | 0.04 | 0.04 | 0.01 | 0.04 | 0.04 | | 211.44 | | 0.01 | | 211.59 |
| Worker | 0.11 | 0.10 | 0.92 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 139.52 | | 0.01 | | 139.69 |
| Total | 0.26 | 1.34 | 2.16 | 0.00 | 0.02 | 0.05 | 0.05 | 0.02 | 0.05 | 0.05 | | 350.96 | | 0.02 | | 351.28 |

3.2 Building Construction - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | | 2,561.58 | | 0.37 | | 2,569.39 |
| Total | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | | 2,561.58 | | 0.37 | | 2,569.39 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.13 | 1.12 | 1.12 | 0.00 | 0.07 | 0.03 | 0.11 | 0.01 | 0.03 | 0.04 | | 212.20 | | 0.01 | | 212.34 |
| Worker | 0.10 | 0.09 | 0.83 | 0.00 | 0.21 | 0.01 | 0.21 | 0.01 | 0.01 | 0.01 | | 137.05 | | 0.01 | | 137.21 |
| Total | 0.23 | 1.21 | 1.95 | 0.00 | 0.28 | 0.04 | 0.32 | 0.02 | 0.04 | 0.05 | | 349.25 | | 0.02 | | 349.55 |

3.2 Building Construction - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-----------------|-----------|-------------|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | 0.00 | 2,561.58 | | 0.37 | | 2,569.39 |
| Total | 4.15 | 21.74 | 15.92 | 0.03 | | 1.46 | 1.46 | | 1.46 | 1.46 | 0.00 | 2,561.58 | | 0.37 | | 2,569.39 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.13 | 1.12 | 1.12 | 0.00 | 0.01 | 0.03 | 0.04 | 0.01 | 0.03 | 0.04 | | 212.20 | | 0.01 | | 212.34 |
| Worker | 0.10 | 0.09 | 0.83 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | | 137.05 | | 0.01 | | 137.21 |
| Total | 0.23 | 1.21 | 1.95 | 0.00 | 0.02 | 0.04 | 0.05 | 0.02 | 0.04 | 0.05 | | 349.25 | | 0.02 | | 349.55 |

3.3 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |
| Total | 16.20 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | | 281.19 | | 0.04 | | 282.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.02 | 0.02 | 0.17 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 26.16 | | 0.00 | | 26.19 |
| Total | 0.02 | 0.02 | 0.17 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 26.16 | | 0.00 | | 26.19 |

3.3 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.49 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |
| Total | 16.20 | 2.96 | 1.94 | 0.00 | | 0.27 | 0.27 | | 0.27 | 0.27 | 0.00 | 281.19 | | 0.04 | | 282.10 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.02 | 0.02 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 26.16 | | 0.00 | | 26.19 |
| Total | 0.02 | 0.02 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 26.16 | | 0.00 | | 26.19 |

3.3 Architectural Coating - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.45 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | | 281.19 | | 0.04 | | 282.03 |
| Total | 16.16 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | | 281.19 | | 0.04 | | 282.03 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.02 | 0.02 | 0.16 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 25.70 | | 0.00 | | 25.73 |
| Total | 0.02 | 0.02 | 0.16 | 0.00 | 0.04 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | 25.70 | | 0.00 | | 25.73 |

3.3 Architectural Coating - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|--------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|-----------|-------------|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 15.71 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Off-Road | 0.45 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 281.19 | | 0.04 | | 282.03 |
| Total | 16.16 | 2.77 | 1.92 | 0.00 | | 0.24 | 0.24 | | 0.24 | 0.24 | 0.00 | 281.19 | | 0.04 | | 282.03 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|--------------|-----------|-------------|-----|--------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Worker | 0.02 | 0.02 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 25.70 | | 0.00 | | 25.73 |
| Total | 0.02 | 0.02 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 25.70 | | 0.00 | | 25.73 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy Construction (P4)
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|-------------|-------|----------|
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - PD construction schedule; overlapped bldg const and arch coatings in 2013 for conservative emissions estimates

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 0.46 | 1.47 | 1.10 | 0.00 | 0.01 | 0.10 | 0.11 | 0.00 | 0.10 | 0.10 | 0.00 | 158.01 | 158.01 | 0.02 | 0.00 | 158.49 |
| 2014 | 0.54 | 0.68 | 0.53 | 0.00 | 0.01 | 0.05 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 77.55 | 77.55 | 0.01 | 0.00 | 77.76 |
| Total | 1.00 | 2.15 | 1.63 | 0.00 | 0.02 | 0.15 | 0.16 | 0.00 | 0.15 | 0.15 | 0.00 | 235.56 | 235.56 | 0.03 | 0.00 | 236.25 |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2013 | 0.46 | 1.47 | 1.10 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.10 | 0.10 | 0.00 | 158.01 | 158.01 | 0.02 | 0.00 | 158.49 |
| 2014 | 0.54 | 0.68 | 0.53 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 77.55 | 77.55 | 0.01 | 0.00 | 77.76 |
| Total | 1.00 | 2.15 | 1.63 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.15 | 0.00 | 235.56 | 235.56 | 0.03 | 0.00 | 236.25 |

3.2 Building Construction - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.27 | 1.36 | 0.95 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 135.91 | 135.91 | 0.02 | 0.00 | 136.36 |
| Total | 0.27 | 1.36 | 0.95 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 135.91 | 135.91 | 0.02 | 0.00 | 136.36 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.01 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 11.25 | 11.25 | 0.00 | 0.00 | 11.26 |
| Worker | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 7.77 | 7.77 | 0.00 | 0.00 | 7.78 |
| Total | 0.02 | 0.08 | 0.12 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 19.02 | 19.02 | 0.00 | 0.00 | 19.04 |

3.2 Building Construction - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.27 | 1.36 | 0.95 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 135.91 | 135.91 | 0.02 | 0.00 | 136.36 |
| Total | 0.27 | 1.36 | 0.95 | 0.00 | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.00 | 135.91 | 135.91 | 0.02 | 0.00 | 136.36 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.01 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.25 | 11.25 | 0.00 | 0.00 | 11.26 |
| Worker | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.77 | 7.77 | 0.00 | 0.00 | 7.78 |
| Total | 0.02 | 0.08 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.02 | 19.02 | 0.00 | 0.00 | 19.04 |

3.2 Building Construction - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.11 | 0.58 | 0.42 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 61.56 | 61.56 | 0.01 | 0.00 | 61.75 |
| Total | 0.11 | 0.58 | 0.42 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 61.56 | 61.56 | 0.01 | 0.00 | 61.75 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.12 | 5.12 | 0.00 | 0.00 | 5.12 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.46 | 3.46 | 0.00 | 0.00 | 3.46 |
| Total | 0.00 | 0.03 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.58 | 8.58 | 0.00 | 0.00 | 8.58 |

3.2 Building Construction - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.11 | 0.58 | 0.42 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 61.56 | 61.56 | 0.01 | 0.00 | 61.75 |
| Total | 0.11 | 0.58 | 0.42 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 61.56 | 61.56 | 0.01 | 0.00 | 61.75 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.12 | 5.12 | 0.00 | 0.00 | 5.12 |
| Worker | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.46 | 3.46 | 0.00 | 0.00 | 3.46 |
| Total | 0.00 | 0.03 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.58 | 8.58 | 0.00 | 0.00 | 8.58 |

3.3 Architectural Coating - 2013

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.17 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.81 | 2.81 | 0.00 | 0.00 | 2.81 |
| Total | 0.18 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.81 | 2.81 | 0.00 | 0.00 | 2.81 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.27 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.27 |

3.3 Architectural Coating - 2013

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.17 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.81 | 2.81 | 0.00 | 0.00 | 2.81 |
| Total | 0.18 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.81 | 2.81 | 0.00 | 0.00 | 2.81 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.27 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.27 |

3.3 Architectural Coating - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.42 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.76 | 6.76 | 0.00 | 0.00 | 6.78 |
| Total | 0.43 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.76 | 6.76 | 0.00 | 0.00 | 6.78 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 |

3.3 Architectural Coating - 2014

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Archit. Coating | 0.42 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.76 | 6.76 | 0.00 | 0.00 | 6.78 | |
| Total | 0.43 | 0.07 | 0.05 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 6.76 | 6.76 | 0.00 | 0.00 | 6.78 | |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.65 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CVS Pharmacy
 Construction Air Quality and Greenhouse Gas Emissions

| Emissions Source | Pounds/day | | | | | | Total MT CO ₂ e |
|--|--------------|-----------------|--------------|-----------------|------------------|-------------------|-------------------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} | |
| Phase 1 - Demolition | 2 | 13.91 | 9.51 | 0.02 | 6.21 | 1.04 | 6.71 |
| | 1.29 | 11.8 | 9.51 | 0.02 | 0.46 | 0.46 | 8.85 |
| <i>Demolition Subtotal</i> | <i>3.29</i> | <i>25.71</i> | <i>19.02</i> | <i>0.04</i> | <i>6.67</i> | <i>1.5</i> | <i>15.56</i> |
| Phase 2 - Site Preparation | 1.72 | 12.58 | 8.68 | 0.01 | 0.81 | 0.81 | 82.88 |
| | 0.03 | 0.03 | 0.29 | 0 | 0.07 | 0 | 2.7 |
| <i>Site Preparation Subtotal</i> | <i>1.75</i> | <i>12.61</i> | <i>8.97</i> | <i>0.01</i> | <i>0.88</i> | <i>0.81</i> | <i>85.58</i> |
| Phase 2 - Grading | 2 | 13.91 | 9.51 | 0.02 | 1.85 | 1.45 | 87.24 |
| | 0.07 | 0.06 | 0.57 | 0 | 0.13 | 0.01 | 5.4 |
| <i>Grading Subtotal</i> | <i>2.07</i> | <i>13.97</i> | <i>10.08</i> | <i>0.02</i> | <i>1.98</i> | <i>1.46</i> | <i>92.64</i> |
| Phase 3 - Building Construction | 2.2 | 16.33 | 10.77 | 0.02 | 1.04 | 1.04 | 114.93 |
| | 0.09 | 0.49 | 0.76 | 0 | 0.11 | 0.02 | 7.39 |
| <i>Building Construction Subtotal</i> | <i>2.29</i> | <i>16.82</i> | <i>11.53</i> | <i>0.02</i> | <i>1.15</i> | <i>1.06</i> | <i>122.32</i> |
| Phase 3 - Asphalt Paving | 2.32 | 14.52 | 9.76 | 0.02 | 1.2 | 1.2 | 12.81 |
| | 0.12 | 0.11 | 1.03 | 0 | 0.24 | 0.01 | 1.5 |
| <i>Asphalt Paving Subtotal</i> | <i>2.44</i> | <i>14.63</i> | <i>10.79</i> | <i>0.02</i> | <i>1.44</i> | <i>1.21</i> | <i>14.31</i> |
| Phase 3 - Architectural Coating | 13.23 | 2.96 | 1.94 | 0 | 0.27 | 0.27 | 3.84 |
| | 0.01 | 0.01 | 0.06 | 0 | 0.01 | 0 | 0.12 |
| <i>Architectural Coating Subtotal</i> | <i>13.24</i> | <i>2.97</i> | <i>2</i> | <i>0</i> | <i>0.28</i> | <i>0.27</i> | <i>3.96</i> |
| Phase 4 - Building Construction | 4.54 | 23.27 | 16.29 | 0.03 | 1.61 | 1.61 | 198.11 |
| | 0.26 | 1.34 | 2.16 | 0 | 0.05 | 0.05 | 27.62 |
| <i>Building Construction Subtotal</i> | <i>4.8</i> | <i>24.61</i> | <i>18.45</i> | <i>0.03</i> | <i>1.66</i> | <i>1.66</i> | <i>225.73</i> |
| Phase 4 - Architectural Coating | 16.2 | 2.96 | 1.94 | 0 | 0.27 | 0.27 | 9.59 |
| | 0.02 | 0.02 | 0.17 | 0 | 0.04 | 0 | 0.92 |
| <i>Architectural Coating Subtotal</i> | <i>16.22</i> | <i>2.98</i> | <i>2.11</i> | <i>0</i> | <i>0.31</i> | <i>0.27</i> | <i>10.51</i> |
| | | | | | | | |
| Maximum Daily | 21.79 | 61.00 | 43.37 | 0.07 | 5.73 | 4.81 | 570.61 |

Notes: Maximum daily emissions occur during the overlap of Phase 2 and Phase 3.

**CVS Pharmacy
Sacramento County, Summer**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|-------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|----------|------------------|-----------|-------------|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Energy | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Mobile | 26.84 | 39.42 | 186.74 | 0.24 | 49.84 | 1.28 | 51.12 | 0.87 | 1.28 | 2.15 | | 24,071.07 | | 1.06 | | 24,093.37 |
| Total | 28.75 | 39.80 | 187.06 | 0.24 | 49.84 | 1.28 | 51.15 | 0.87 | 1.28 | 2.18 | | 24,531.45 | | 1.07 | 0.01 | 24,556.55 |

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|----------|------------------|-----------|-------------|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Energy | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Mobile | 26.84 | 39.42 | 186.74 | 0.24 | 49.84 | 1.28 | 51.12 | 0.87 | 1.28 | 2.15 | | 24,071.07 | | 1.06 | | 24,093.37 |
| Total | 28.75 | 39.80 | 187.06 | 0.24 | 49.84 | 1.28 | 51.15 | 0.87 | 1.28 | 2.18 | | 24,531.45 | | 1.07 | 0.01 | 24,556.55 |

3.0 Construction Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 26.84 | 39.42 | 186.74 | 0.24 | 49.84 | 1.28 | 51.12 | 0.87 | 1.28 | 2.15 | | 24,071.07 | | 1.06 | | 24,093.37 |
| Unmitigated | 26.84 | 39.42 | 186.74 | 0.24 | 49.84 | 1.28 | 51.12 | 0.87 | 1.28 | 2.15 | | 24,071.07 | | 1.06 | | 24,093.37 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Pharmacy/Drugstore with Drive Thru | 1,454.64 | 1,454.64 | 1454.64 | 1,677,702 | 1,677,702 |
| Supermarket | 5,201.97 | 5,201.97 | 5201.97 | 5,983,350 | 5,983,350 |
| Total | 6,656.61 | 6,656.61 | 6,656.61 | 7,661,052 | 7,661,052 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Pharmacy/Drugstore with Drive Thru | 10.80 | 7.30 | 7.30 | 7.50 | 73.50 | 19.00 |
| Supermarket | 10.80 | 7.30 | 7.30 | 6.50 | 74.50 | 19.00 |

5.0 Energy Detail

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| NaturalGas Unmitigated | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Pharmacy/Drugstore with Drive Thru | 255.411 | 0.00 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 30.05 | | 0.00 | 0.00 | 30.23 |
| Supermarket | 3657.78 | 0.04 | 0.36 | 0.30 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 430.33 | | 0.01 | 0.01 | 432.95 |
| Total | | 0.04 | 0.39 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |

5.2 Energy by Land Use - NaturalGas

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Pharmacy/Drugstore with Drive Thru | 0.255411 | 0.00 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 30.05 | | 0.00 | 0.00 | 30.23 |
| Supermarket | 3.65778 | 0.04 | 0.36 | 0.30 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 430.33 | | 0.01 | 0.01 | 432.95 |
| Total | | 0.04 | 0.39 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Unmitigated | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|------|-------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | | |
| Architectural Coating | 0.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Consumer Products | 1.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Total | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|------|-------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | | |
| Architectural Coating | 0.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Consumer Products | 1.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |
| Total | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | 0.00 |

7.0 Water Detail

**CVS Pharmacy
Sacramento County, Winter**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|-------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|----------|------------------|-----------|-------------|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Energy | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Mobile | 24.44 | 41.16 | 202.77 | 0.22 | 49.84 | 1.30 | 51.14 | 0.87 | 1.30 | 2.17 | | 21,560.15 | | 1.20 | | 21,585.41 |
| Total | 26.35 | 41.54 | 203.09 | 0.22 | 49.84 | 1.30 | 51.17 | 0.87 | 1.30 | 2.20 | | 22,020.53 | | 1.21 | 0.01 | 22,048.59 |

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|----------|------------------|-----------|-------------|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Energy | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Mobile | 24.44 | 41.16 | 202.77 | 0.22 | 49.84 | 1.30 | 51.14 | 0.87 | 1.30 | 2.17 | | 21,560.15 | | 1.20 | | 21,585.41 |
| Total | 26.35 | 41.54 | 203.09 | 0.22 | 49.84 | 1.30 | 51.17 | 0.87 | 1.30 | 2.20 | | 22,020.53 | | 1.21 | 0.01 | 22,048.59 |

3.0 Construction Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 24.44 | 41.16 | 202.77 | 0.22 | 49.84 | 1.30 | 51.14 | 0.87 | 1.30 | 2.17 | | 21,560.15 | | 1.20 | | 21,585.41 |
| Unmitigated | 24.44 | 41.16 | 202.77 | 0.22 | 49.84 | 1.30 | 51.14 | 0.87 | 1.30 | 2.17 | | 21,560.15 | | 1.20 | | 21,585.41 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Pharmacy/Drugstore with Drive Thru | 1,454.64 | 1,454.64 | 1454.64 | 1,677,702 | 1,677,702 |
| Supermarket | 5,201.97 | 5,201.97 | 5201.97 | 5,983,350 | 5,983,350 |
| Total | 6,656.61 | 6,656.61 | 6,656.61 | 7,661,052 | 7,661,052 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Pharmacy/Drugstore with Drive Thru | 10.80 | 7.30 | 7.30 | 7.50 | 73.50 | 19.00 |
| Supermarket | 10.80 | 7.30 | 7.30 | 6.50 | 74.50 | 19.00 |

5.0 Energy Detail

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| NaturalGas Unmitigated | 0.04 | 0.38 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Pharmacy/Drugstore with Drive Thru | 255.411 | 0.00 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 30.05 | | 0.00 | 0.00 | 30.23 |
| Supermarket | 3657.78 | 0.04 | 0.36 | 0.30 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 430.33 | | 0.01 | 0.01 | 432.95 |
| Total | | 0.04 | 0.39 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |

5.2 Energy by Land Use - NaturalGas

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------------|-----------|-------------|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Pharmacy/Drugstore with Drive Thru | 0.255411 | 0.00 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 30.05 | | 0.00 | 0.00 | 30.23 |
| Supermarket | 3.65778 | 0.04 | 0.36 | 0.30 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 430.33 | | 0.01 | 0.01 | 432.95 |
| Total | | 0.04 | 0.39 | 0.32 | 0.00 | | 0.00 | 0.03 | | 0.00 | 0.03 | | 460.38 | | 0.01 | 0.01 | 463.18 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Unmitigated | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|-------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Consumer Products | 1.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Total | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-----------|-------------|-----|-------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.43 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Consumer Products | 1.44 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Total | 1.87 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 |

7.0 Water Detail

**CVS Pharmacy
Sacramento County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|------------------------------------|-------|----------|
| Pharmacy/Drugstore with Drive Thru | 16.5 | 1000sqft |
| Supermarket | 50.88 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|---------------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 3.5 | Utility Company | Sacramento Municipal Utility District |
| Climate Zone | 6 | Precipitation Freq (Days) | 58 | | |

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Phase 1 (Demolition); Phase 2 (Site Preparation and Grading); Phase 3 (Building Construction)

Demolition -

Grading - Added 7.2 acres for project site grading. Default used for site preparation.

Mobile Land Use Mitigation -

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|--------------|-----------------|-----------------|-------------|-------------|-----------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.07 | 0.06 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 677.31 | 677.31 | 0.03 | 0.01 | 682.12 |
| Mobile | 4.25 | 7.31 | 35.82 | 0.04 | 7.37 | 0.23 | 7.61 | 0.16 | 0.23 | 0.39 | 0.00 | 3,690.48 | 3,690.48 | 0.18 | 0.00 | 3,694.33 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 68.32 | 0.00 | 68.32 | 4.04 | 0.00 | 153.12 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 11.01 | 11.01 | 0.23 | 0.01 | 17.60 |
| Total | 4.60 | 7.38 | 35.88 | 0.04 | 7.37 | 0.23 | 7.62 | 0.16 | 0.23 | 0.40 | 68.32 | 4,378.80 | 4,447.12 | 4.48 | 0.02 | 4,547.17 |

2.2 Overall Operational

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|--------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|--------------|-----------------|-----------------|-------------|-------------|-----------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.07 | 0.06 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 677.31 | 677.31 | 0.03 | 0.01 | 682.12 |
| Mobile | 4.25 | 7.31 | 35.82 | 0.04 | 7.37 | 0.23 | 7.61 | 0.16 | 0.23 | 0.39 | 0.00 | 3,690.48 | 3,690.48 | 0.18 | 0.00 | 3,694.33 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 68.32 | 0.00 | 68.32 | 4.04 | 0.00 | 153.12 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 22.03 | 22.03 | 0.45 | 0.01 | 35.21 |
| Total | 4.60 | 7.38 | 35.88 | 0.04 | 7.37 | 0.23 | 7.62 | 0.16 | 0.23 | 0.40 | 68.32 | 4,389.82 | 4,458.14 | 4.70 | 0.02 | 4,564.78 |

3.0 Construction Detail

3.1 Mitigation Measures Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.25 | 7.31 | 35.82 | 0.04 | 7.37 | 0.23 | 7.61 | 0.16 | 0.23 | 0.39 | 0.00 | 3,690.48 | 3,690.48 | 0.18 | 0.00 | 3,694.33 |
| Unmitigated | 4.25 | 7.31 | 35.82 | 0.04 | 7.37 | 0.23 | 7.61 | 0.16 | 0.23 | 0.39 | 0.00 | 3,690.48 | 3,690.48 | 0.18 | 0.00 | 3,694.33 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|------------------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Pharmacy/Drugstore with Drive Thru | 1,454.64 | 1,454.64 | 1454.64 | 1,677,702 | 1,677,702 |
| Supermarket | 5,201.97 | 5,201.97 | 5201.97 | 5,983,350 | 5,983,350 |
| Total | 6,656.61 | 6,656.61 | 6,656.61 | 7,661,052 | 7,661,052 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Pharmacy/Drugstore with Drive Thru | 10.80 | 7.30 | 7.30 | 7.50 | 73.50 | 19.00 |
| Supermarket | 10.80 | 7.30 | 7.30 | 6.50 | 74.50 | 19.00 |

5.0 Energy Detail

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 601.09 | 601.09 | 0.03 | 0.01 | 605.44 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 601.09 | 601.09 | 0.03 | 0.01 | 605.44 |
| NaturalGas Mitigated | 0.01 | 0.07 | 0.06 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 76.22 | 76.22 | 0.00 | 0.00 | 76.68 |
| NaturalGas Unmitigated | 0.01 | 0.07 | 0.06 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 76.22 | 76.22 | 0.00 | 0.00 | 76.68 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Pharmacy/Drugstore with Drive Thru | 93225 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 4.97 | 4.97 | 0.00 | 0.00 | 5.01 |
| Supermarket | 1.33509e+006 | 0.01 | 0.07 | 0.05 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 71.25 | 71.25 | 0.00 | 0.00 | 71.68 |
| Total | | 0.01 | 0.07 | 0.05 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 76.22 | 76.22 | 0.00 | 0.00 | 76.69 |

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Pharmacy/Drugstore with Drive Thru | 93225 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 4.97 | 4.97 | 0.00 | 0.00 | 5.01 |
| Supermarket | 1.33509e+006 | 0.01 | 0.07 | 0.05 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 71.25 | 71.25 | 0.00 | 0.00 | 71.68 |
| Total | | 0.01 | 0.07 | 0.05 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 76.22 | 76.22 | 0.00 | 0.00 | 76.69 |

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|-----------------|---------|-----|----|-----|---------------|-------------|-------------|---------------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 214005 | | | | | 53.90 | 0.00 | 0.00 | 54.29 |
| Supermarket | 2.17258e+006 | | | | | 547.19 | 0.03 | 0.01 | 551.15 |
| Total | | | | | | 601.09 | 0.03 | 0.01 | 605.44 |

Mitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|-----------------|---------|-----|----|-----|---------------|-------------|-------------|---------------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 214005 | | | | | 53.90 | 0.00 | 0.00 | 54.29 |
| Supermarket | 2.17258e+006 | | | | | 547.19 | 0.03 | 0.01 | 551.15 |
| Total | | | | | | 601.09 | 0.03 | 0.01 | 605.44 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Unmitigated | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.08 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.26 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

6.2 Area by SubCategory

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Architectural Coating | 0.08 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.26 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.34 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

7.0 Water Detail

7.1 Mitigation Measures Water

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 22.03 | 0.45 | 0.01 | 35.21 |
| Unmitigated | | | | | 11.01 | 0.23 | 0.01 | 17.60 |
| Total | NA |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|--------------------|---------|-----|----|-----|--------------|-------------|-------------|--------------|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 1.16238 / 0.712429 | | | | | 2.23 | 0.04 | 0.00 | 3.26 |
| Supermarket | 6.27189 / 0.193976 | | | | | 8.79 | 0.19 | 0.00 | 14.34 |
| Total | | | | | | 11.02 | 0.23 | 0.00 | 17.60 |

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|--------------------|---------|-----|----|-----|--------------|-------------|-------------|--------------|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 1.16238 / 0.712429 | | | | | 4.45 | 0.07 | 0.00 | 6.52 |
| Supermarket | 6.27189 / 0.193976 | | | | | 17.58 | 0.38 | 0.01 | 28.69 |
| Total | | | | | | 22.03 | 0.45 | 0.01 | 35.21 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 68.32 | 4.04 | 0.00 | 153.12 |
| Unmitigated | | | | | 68.32 | 4.04 | 0.00 | 153.12 |
| Total | NA |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|---------|-----|----|-----|--------------|-------------|-------------|---------------|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 49.62 | | | | | 10.07 | 0.60 | 0.00 | 22.57 |
| Supermarket | 286.96 | | | | | 58.25 | 3.44 | 0.00 | 130.54 |
| Total | | | | | | 68.32 | 4.04 | 0.00 | 153.11 |

Mitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------------------|----------------|---------|-----|----|-----|--------------|-------------|-------------|---------------|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Pharmacy/Drugstore with Drive Thru | 49.62 | | | | | 10.07 | 0.60 | 0.00 | 22.57 |
| Supermarket | 286.96 | | | | | 58.25 | 3.44 | 0.00 | 130.54 |
| Total | | | | | | 68.32 | 4.04 | 0.00 | 153.11 |

9.0 Vegetation

CVS Pharmacy
Proposed Project Operational Emissions Summary

| Daily Summer (lbs/day) | | | | | | |
|-------------------------|--------------|-----------------|---------------|-----------------|------------------|-------------------|
| Emissions Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area | 1.87 | | | | | |
| Energy | 0.04 | 0.38 | 0.32 | | 0.03 | 0.03 |
| Mobile | 26.84 | 39.42 | 188.74 | 0.24 | 51.12 | 2.15 |
| Daily Winter (lbs/day) | | | | | | |
| Emissions Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area | 1.87 | | | | | |
| Energy | 0.04 | 0.38 | 0.32 | | 0.03 | 0.03 |
| Mobile | 26.44 | 41.16 | 202.77 | 0.22 | 51.14 | 2.17 |
| Maximum Daily (lbs/day) | | | | | | |
| Emissions Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area | 1.87 | 0 | 0 | 0 | 0 | 0 |
| Energy | 0.04 | 0.38 | 0.32 | 0 | 0.03 | 0.03 |
| Mobile | 26.84 | 41.16 | 202.77 | 0.24 | 51.14 | 2.17 |
| Total | 28.75 | 41.54 | 203.09 | 0.24 | 51.17 | 2.20 |

**CVS Pharmacy
Operational Greenhouse Gas Emissions**

| Emissions Source | Proposed Project (MT CO₂e/yr) |
|-------------------------|---|
| Area | - |
| Energy | 682 |
| Mobile | 3,694 |
| Waste | 153 |
| Water | 18 |
| Total | 4,547 |

ATTACHMENT 2

Tree Inventory



April 14, 2008

Mr. George Julian
Hubacher
1 Cadillac Drive
Sacramento, CA 95825

RE: Tree Inventory and Analysis @ Howe Ave & Fair Oaks Intersection

Dear Mr. Julian:

As you requested and required by the City of Sacramento, I have inspected and inventoried the trees at 1 Cadillac Drive near the corner of Fair Oaks and Howe Ave. Below I have outlined my findings in relation to the overall condition of the tree.

Tree #: 778

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 41.4 inches

Canopy Radius: 39 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good, some bark inclusion at main branch union.

Foliage: Good, typical for species.

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

May want to consider a "Cobra" support system in canopy along with tip-weight reduction pruning if area underneath canopy will be frequently used.

Tree #: 779

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 41.1 inches

Canopy Radius: 29 feet

Root-Zone: Lawn and Landscaping

Trunk: Poor. Large cavity from ground to about 8 feet up trunk

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Poor. Due to trunk cavity.

General Comments:

Tree should be removed and replaced.

Tree #: 780

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 36.4 inches

Canopy Radius: 25 feet

Root-Zone: Landscaping

Trunk: Poor. Large cavity.

Limbs: Average. Decay in south lateral

Foliage: Good.

Canopy/Crown: Well balanced, but has major decay in lower south lateral.

3737 American Way, Hayward, CA 94545
1741 Leslie Street San Mateo, CA 94402
3207 Fitzgerald Road, Rancho Cordova, CA 95742

Phone: 1.888.989.8733
Fax: 510.881.5208
Web: www.arborwell.com

Overall Health/Vigor: Poor. Due to trunk cavity.

General Comments:

Tree should be removed and replaced.

Tree #: 781

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 40 inches

Canopy Radius: 32 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Tree could use some tip-weight reduction pruning, but is in good health with good structure.

Tree #: 782

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.7 inches

Canopy Radius: 7 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 783

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.3 inches

Canopy Radius: 8 feet

Root-Zone: Lawn

Trunk: Good

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 784

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 3.8 inches

Canopy Radius: 10 feet

Root-Zone: Landscaping

Trunk: Average. Leaning to south.

Limbs: Average

Foliage: Good, typical for species.

Canopy/Crown: Out of balance to the south. Tree has a dominant lean in that direction away from surrounding larger trees.

Overall Health/Vigor: Average

General Comments:

Tree very healthy, but has poor structure.

Tree #: 785

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 4.5 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Slightly out of balance to south, but overall structure good

Overall Health/Vigor: Good

General Comments:

Tree very healthy, slightly out of balance.

Tree #: 786

Species: *Quercus lobata* (Valley Oak)

Trunk Diameter: 4.2 inches

Canopy Radius: 12 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 787

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 5.8 inches

Canopy Radius: 10 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Excellent

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 788

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.9 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Good

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 789

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 5.2 inches

Canopy Radius: 9 feet

Root-Zone: Landscaping

Trunk: Excellent

Limbs: Excellent

Foliage: Excellent

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Excellent

General Comments:

Healthy and typical for species.

Tree #: 790

Species: *Lagerstroemia indica* (Crape Myrtle)

Trunk Diameter: 4.5 inches

Canopy Radius: 5 feet

Root-Zone: Landscaping

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 791

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 20.2 inches

Canopy Radius: 19 feet

Root-Zone: Lawn

Trunk: Excellent

Limbs: Good, some bark inclusion at main branch union.

Foliage: Good, typical for species.

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 792

Species: *Platanus acerifolia* (Plane Tree)

Trunk Diameter: 18.5 inches

Canopy Radius: 19 feet

Root-Zone: Lawn

Trunk: Good

Limbs: Good

Foliage: Good

Canopy/Crown: Well balanced with overall structure good

Overall Health/Vigor: Good

General Comments:

Healthy and typical for species.

Tree #: 793



Species: *Platanus acerifolia* (Plane Tree)
Trunk Diameter: 19 inches
Canopy Radius: 19 feet
Root-Zone: Lawn
Trunk: Good
Limbs: Good
Foliage: Good
Canopy/Crown: Well balanced with overall structure good
Overall Health/Vigor: Good
General Comments:
Healthy and typical for species.

Limiting Conditions

Analysis of these trees was visual in nature only. There was no root-crown excavation conducted which would be the only way to assess the condition of the root system accurately.

If there are further questions in regards to these trees please feel free to contact me.

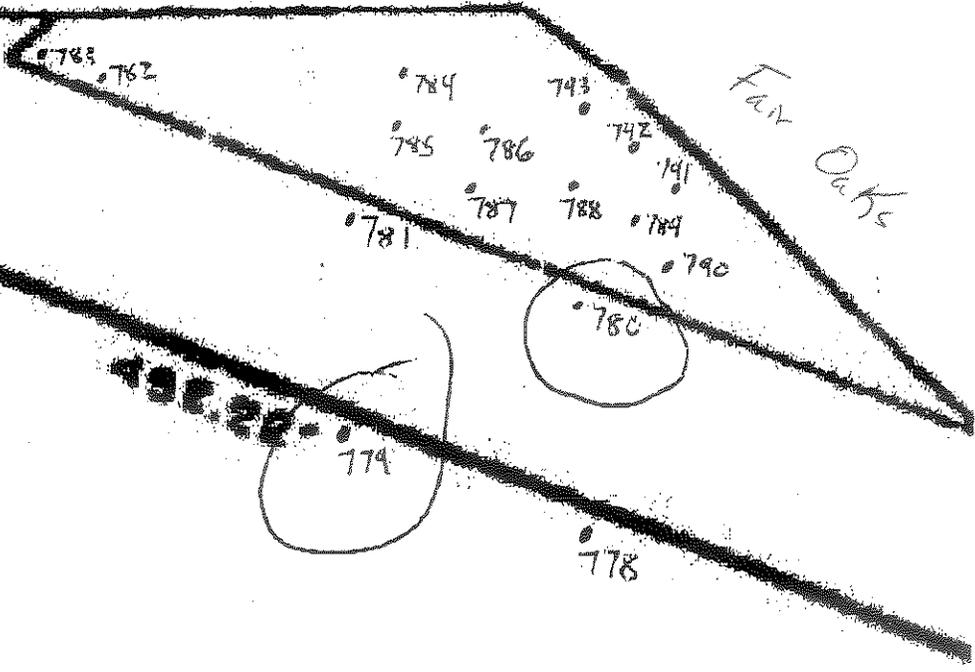
Best Regards,

Greg Rogers
ISA Certified Arborist, #WE-3127

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Fair Oaks



ATTACHMENT 3

Native American Consultation

October 24, 2012

Debbie Pilas-Treadway
Native American Heritage Commission
915 Capitol Mall
Room 364
Sacramento, CA 95814

RE: CVS Pharmacy Development

Dear Ms. Pilas-Treadway:

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

We would appreciate any information you can provide regarding prehistoric, historic, or ethnographic Native American land-use. We are also requesting a search of the Sacred Lands files for the project area and its vicinity. We are also interested in obtaining a list of Native American representatives and organizations that might have an interest in the proposed project or the archaeological investigations being proposed.

Please send via mail or facsimile a listing of local Native American groups or representatives, and the results of the Sacred Lands file search at your earliest convenience, so that we may contact appropriate individuals and account for their potential concerns in the planning process.

If you have any questions or comments feel free to contact me at my office. I can be reached by email at anna.starkey@aecom.com, or by phone at 916-414-1607. I look forward to hearing from you soon.

Sincerely,



Anna Starkey
Archaeologist

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390



November 6, 2012

Anna Starkey
Aecom
2020 L. St. # 400
Sacramento, CA 95811

Sent by Fax: 916-414-5850
Number of Pages: 2

Re: CVS Pharmacy, City of Sacramento, Sacramento County

Dear Ms. Starkey:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Pilas-Treadway".

Debbie Pilas-Treadway
Environmental Specialist III

**Native American Contacts
Sacramento County
November 5, 2012**

Rose Enos
15310 Bancroft Road
Auburn , CA 95603
(530) 878-2378

Maidu
Washoe

Shingle Springs Band of Miwok Indians
Daniel Fonseca
P.O. Box 1340
Shingle Springs , CA 95682
(530) 676-8010
(530) 676-8033 Fax

Miwok
Maidu

April Wallace Moore
19630 Placer Hills Road
Colfax , CA 95713
530-637-4279

Nisenan - So Maidu
Konkow
Washoe

T si-Akim Maidu
Eileen Moon, Vice Chairperson
1239 East Main St.
Grass Valley , CA 95945
(530) 477-0711

Maidu

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle
Lincoln , Cali 95648
916-670-5714
916-434-7876 - home

Miwok
Maidu

T'Si-akim Maidu
P.O. Box 1316
Colfax , CA 95713
akimmaidu@att.net
(530) 383-7234

Maidu

Shingle Springs Band of Miwok Indians
Sam Daniels, Vice Chairperson
P.O. Box 1340
Shingle Springs , CA 95682
(530) 676-8010
(530) 676-8033 Fax

Miwok
Maidu

United Auburn Indian Community of the Auburn Rancheria
David Keyser, Chairperson
10720 Indian Hill Road
Auburn , CA 95603
530-883-2390
530-883-2380 - Fax

Maidu
Miwok

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340
Shingle Springs , CA 95682
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Miwok
Maidu

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road
Auburn , CA 95603
mguerrero@auburnrancheria.com
530-883-2364
530-883-2320 - Fax

Maidu
Miwok

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed CVS Pharmacy Development, Sacramento County



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

November 30, 2012

Rose Enos
15310 Bancroft Road
Auburn, CA
95603

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Bancroft,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

November 30, 2012

Shingle Springs Band of Miwok Indians
Daniel Fonseca
P.O. Box 1340
Shingle Springs, CA
95682

Subject: CVS/pharmacy development (proposed project)

Dear Mr. Fonseca,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

April Wallace Moore
19630 Placer Hills Road
Colfax, CA
95713

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Moore,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

T si-Akim Maidu
Eileen Moon, Vice President
1239 East Main St.
Grass Valley, CA
95945

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Moon,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

T si-Akim Maidu
P.O. Box 1316
Colfax, CA
95713

Subject: CVS/pharmacy development (proposed project)

To whom it may concern,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle
Lincoln, CA
95648

Subject: CVS/pharmacy development (proposed project)

Dear Ms. Marks,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

AECOM has researched the archaeological literature and records and conducted an archaeological survey for the proposed project. Results of the records search at the North Central Information Center and the archaeological survey failed to identify archaeological resources within the project site. A search of the Sacred Land files by the Native American Heritage Commission (NACH) in October 2012 also failed to indicate the presence of Native American sacred sites in the immediate Project vicinity.

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Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road
Auburn, CA
95603

Subject: CVS/pharmacy development (proposed project)

Dear Mr. Guerrero,

AECOM is conducting cultural resources studies on behalf of the City of Sacramento, located on the East Sacramento U.S.G.S. 7.5-minute Topographical Quadrangle map, T8 North, R5 East, Section 64. A copy of this map is provided in the attachment.

The proposed CVS/pharmacy development would be located at the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive, Assessor Parcel Number [APN] 295-0020-004) in the City of Sacramento. The project site is approximately 6.47 acres. The project site was formerly occupied by a Hubacher Cadillac Dealership. The site is currently vacant. The project site would be divided into two separate parcels to accommodate the proposed project development. The proposed project involves the construction and operation of buildings that will house a retail pharmacy and other commercial uses on the project site.

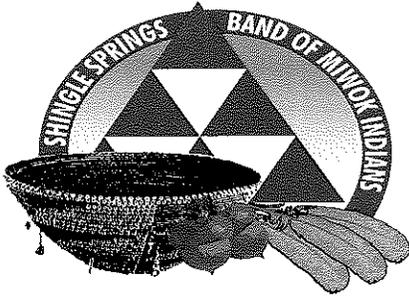
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If you know of any traditional cultural properties or values (e.g., burial sites, religious sites, or gathering sites) within the project area shown on the enclosed map, or if you have any concerns regarding Native American issues related to the overall project, please contact me at (916) 414-1607 or by mail, expressing your concerns at your earliest convenience; you may also contact me at anna.starkey@aecom.com

Your project comments and concerns are important to us. I look forward to hearing from you in the near future.

Sincerely,

Anna Starkey
Archaeologist



SHINGLE SPRINGS RANCHERIA
P.O. BOX 1340; SHINGLE SPRINGS, CA 95682
(530) 676-8010; FAX (530) 676-3582

December 11, 2012

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

RE: CVS/Pharmacy Development (Proposed Project)

Dear Anna Starkey

Thank you for your letter dated for November 30, 2012 seeking information regarding the proposed CVS Pharmacy Development Project that is located in Sacramento County. Based on the information provided, the Shingle Springs Band of Miwok Indians not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses this will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports.

If during the progress of the project new information or human remains are found we would like to be able to go over our process with you that we currently have in place to protect such important and sacred artifacts (especially near rivers and streams).

Please contact the following individuals if such finds are made:

Andrew Godsey, Assistant Cultural Resource Director / NAI
Office: (530) 698-1403 agodsey@ssband.org

And copy all communications to:
Angela Rivera, Administrative Assistant anrivera@ssband.org Office: (530) 698-1557

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendent (MLD)

From: [Marcos Guerrero](#)
To: [Starkey, Anna](#)
Subject: CVS/Pharmacy Development
Date: Thursday, December 13, 2012 11:47:29 AM

Hello Anna,

Thank you for the letter regarding the CVS/Pharmacy Development. Has the arch survey been completed? Will there be any testing done?

The tribe has a concern about this project due to its close proximity to Kadema and Sekumni.

Marcos Guerrero, RPA
Cultural Resources Manager
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603
Office: (530) 883-2364
Cell: (916) 300-8792
Fax: (530) 885-5476

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

Project Name: CVS/pharmacy Fair Oaks and Howe

Project Number: 60270722

Telephone Contact Report

CONFIDENTIAL

Call Participants: Marcos Guerrero

Title: Cultural Resources Manager

Initiated by: Anna Starkey, AECOM

Organization: United Auburn Indian
Community of the Auburn
Rancheria

Phone Number: (530) 883-2364

Location:

Subject: CVS/Pharmacy Development

Date/Time: 1-3-2013

Discussion Item(s): Marcos and I discussed his concerns from an email sent on 12-13-12 regarding the project's close proximity to Kadema and Sekumni. Those are known village sites located along the American River within a few miles of the project. His concerns are that the original buildings and pavement were built prior to the laws that are now in place to protect cultural resources and that there is a high potential that there may be a site underneath the built environment. He has requested that a monitor is on site during ground disturbing activities.

Action Item(s): Relay request to the City of Sacramento (CEQA lead agency) and project applicant. Incorporate record of correspondence into the Initial Study.

Distribution

ATTACHMENT 4

Traffic Data

PROJECT TRIP GENERATION

| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
|------------------------|-----------|-------------------|------------------------|--------------|--------------|--------------|--------------|-----------|------------|--------------|------------|------------|
| | | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | In | Out | Tot | In | Out | Tot |
| Supermarket | 50.88 ksf | 850 | 102.24 | 3.59 | 11.22 | 5,202 | 112 | 71 | 183 | 291 | 280 | 571 |
| Pharmacy w/ drive-thru | 16.5 ksf | 881 | 88.16 | 2.66 | 10.35 | 1,455 | 25 | 19 | 44 | 85 | 86 | 171 |
| Gross Trips | | | | | | 6,657 | 137 | 90 | 227 | 376 | 366 | 742 |
| Pass-by Trips | | | | | | -1,198 | -25 | -16 | -41 | -135 | -132 | -267 |
| New Trips | | | | | | 5,459 | 112 | 74 | 186 | 241 | 234 | 475 |

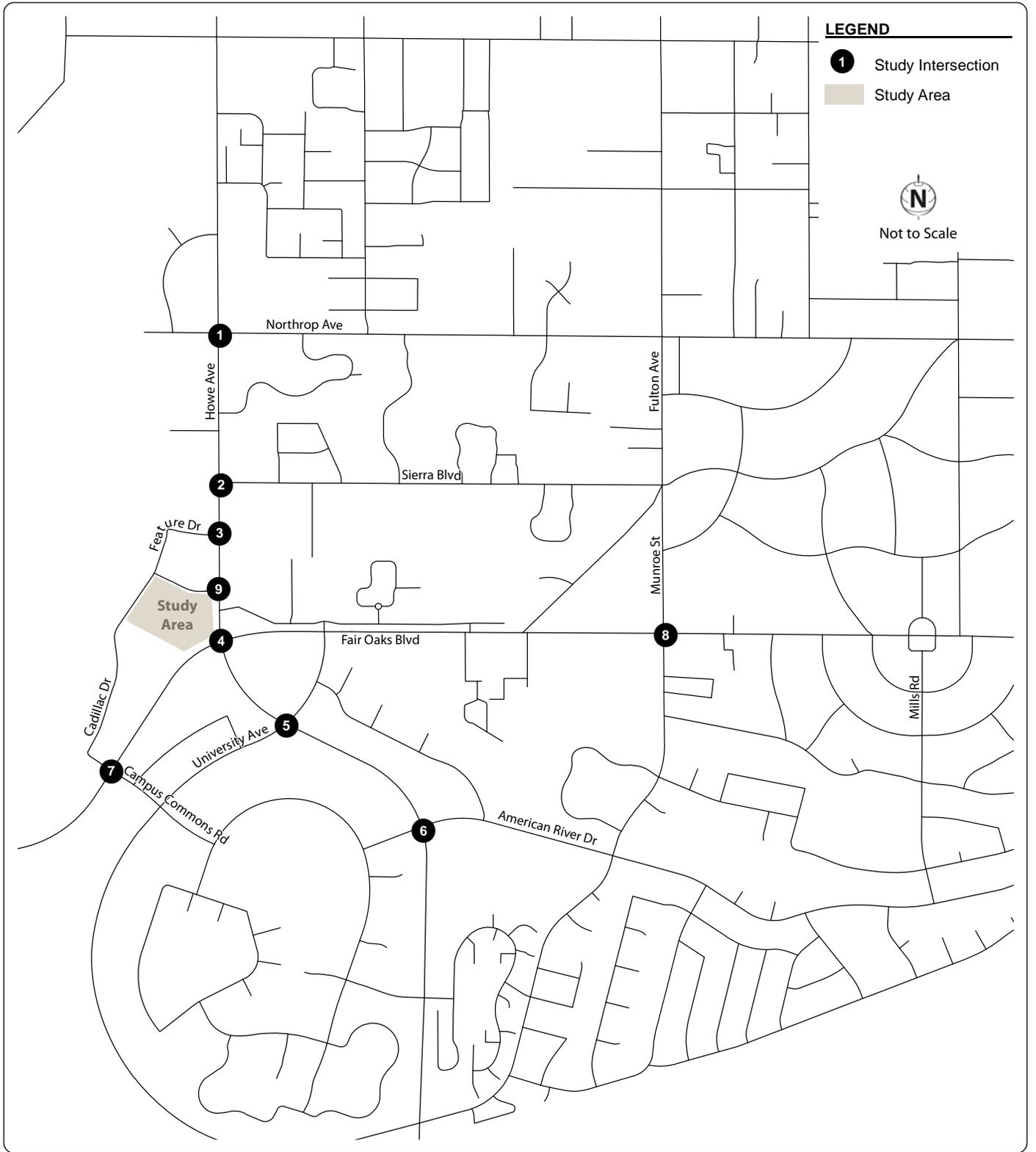
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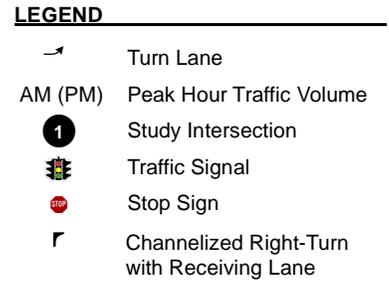
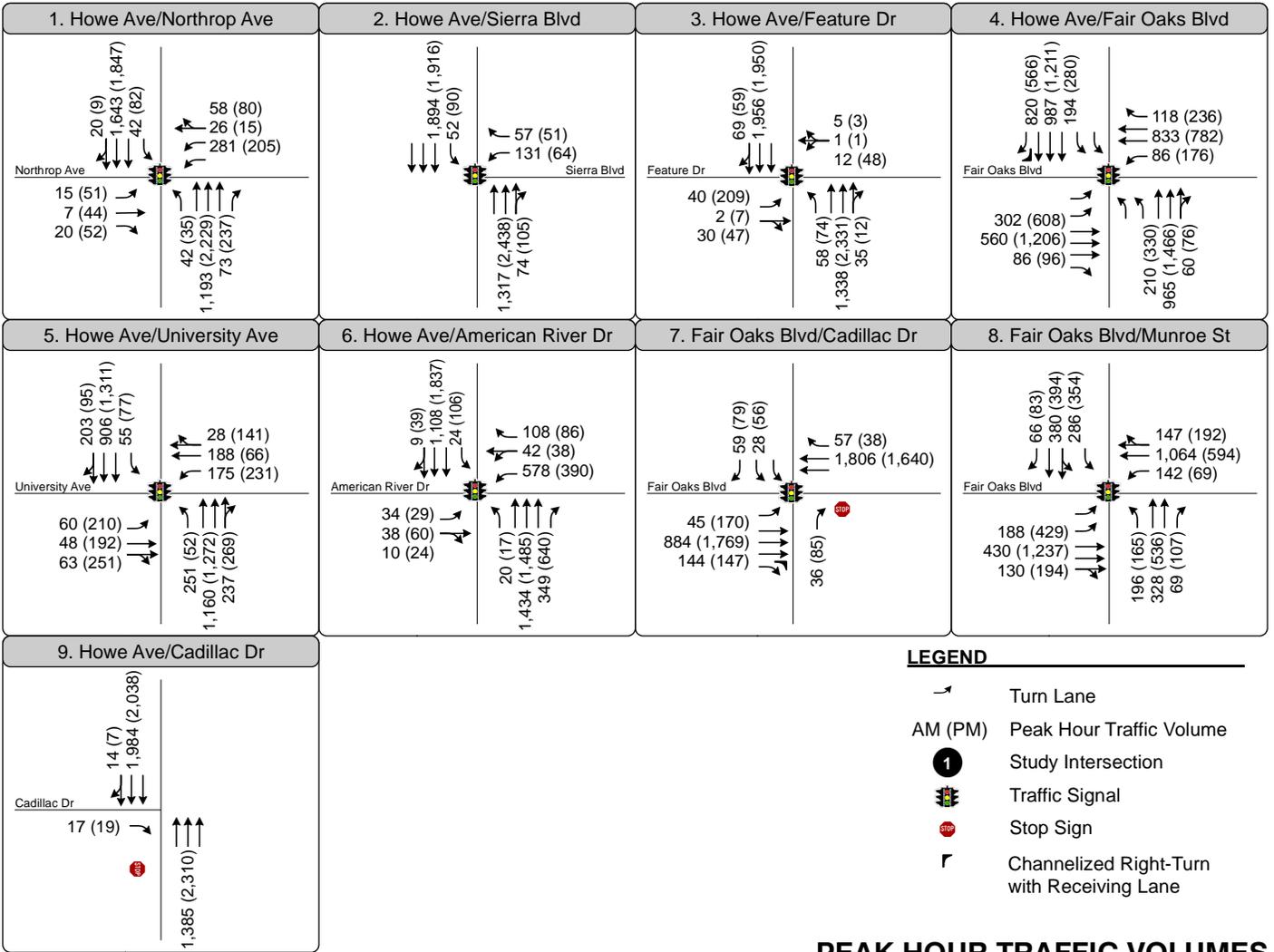
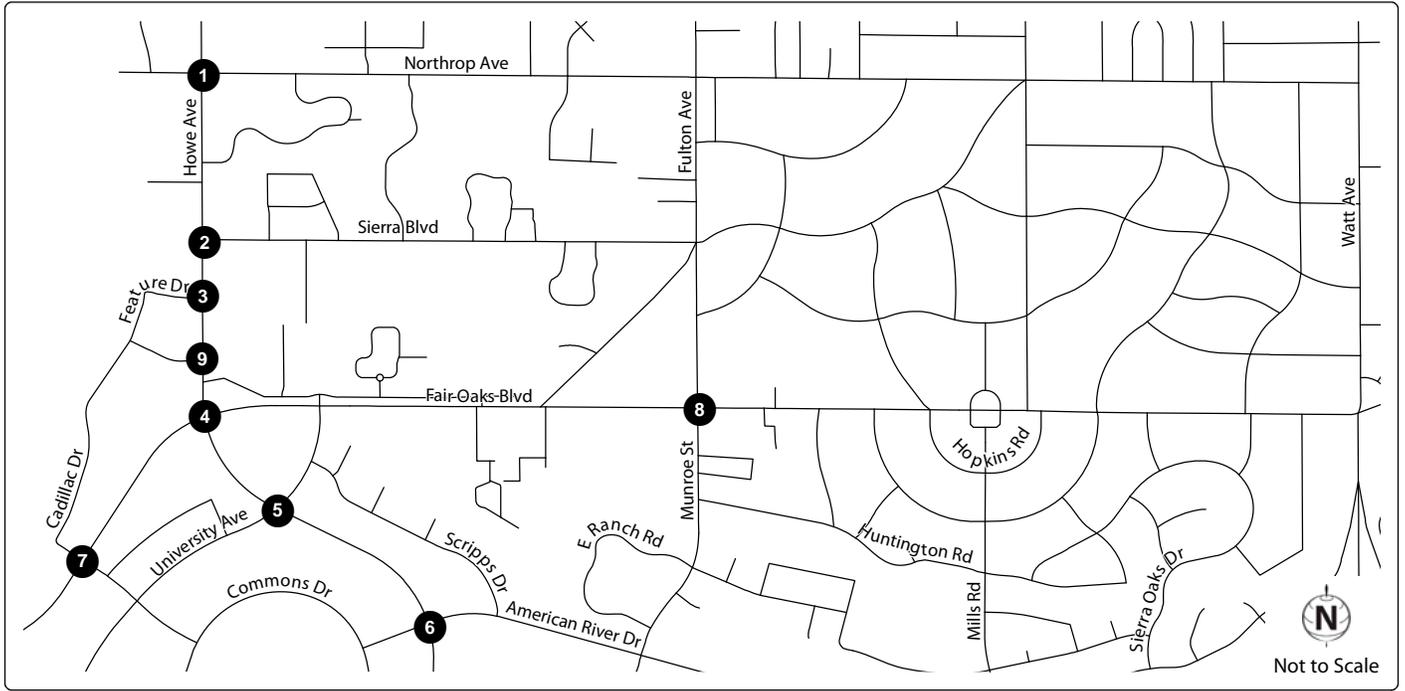
¹ Trip rates from *Trip Generation* (ITE, 2008). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during PM peak hour based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

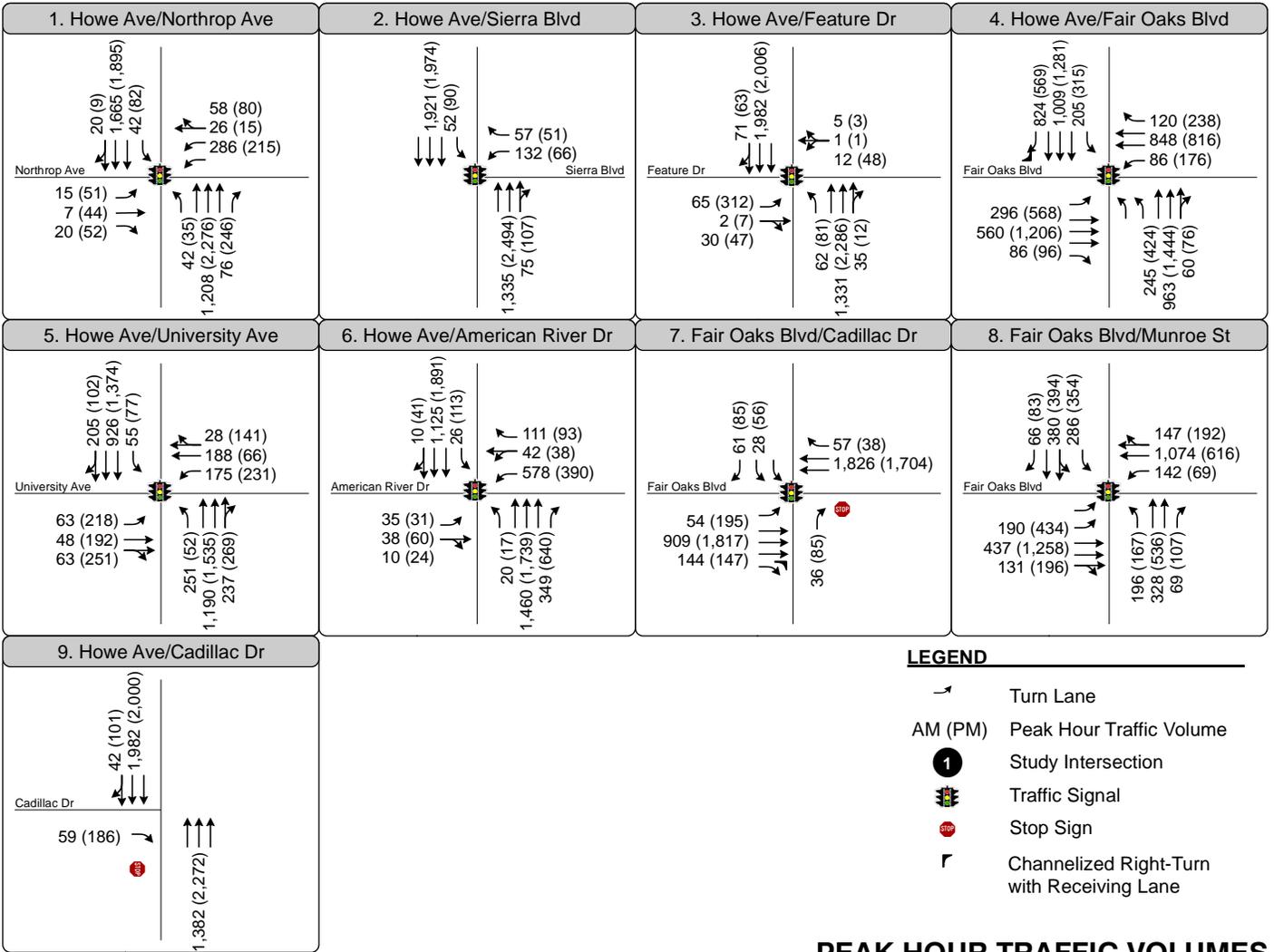
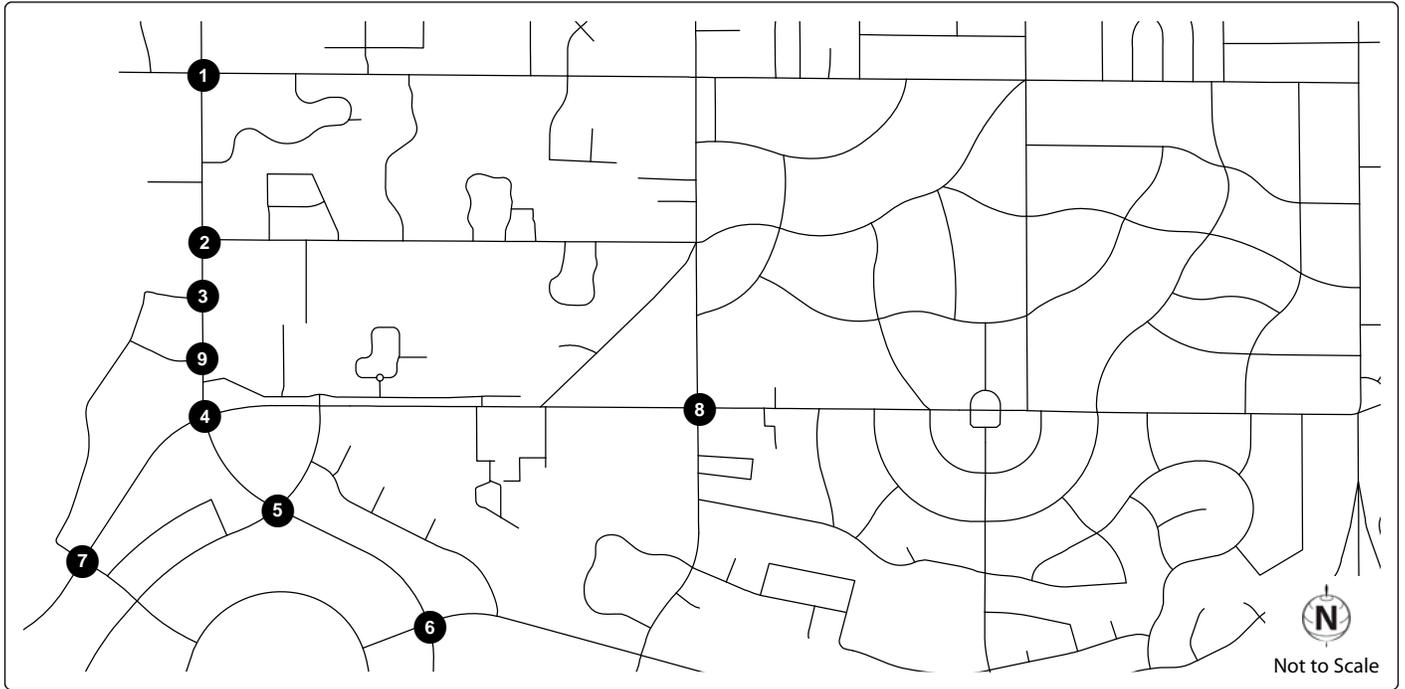
ksf = thousand square feet.

Source: Fehr & Peers Associates, 2012

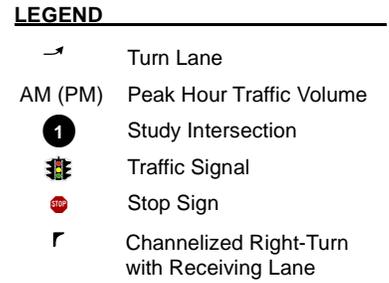
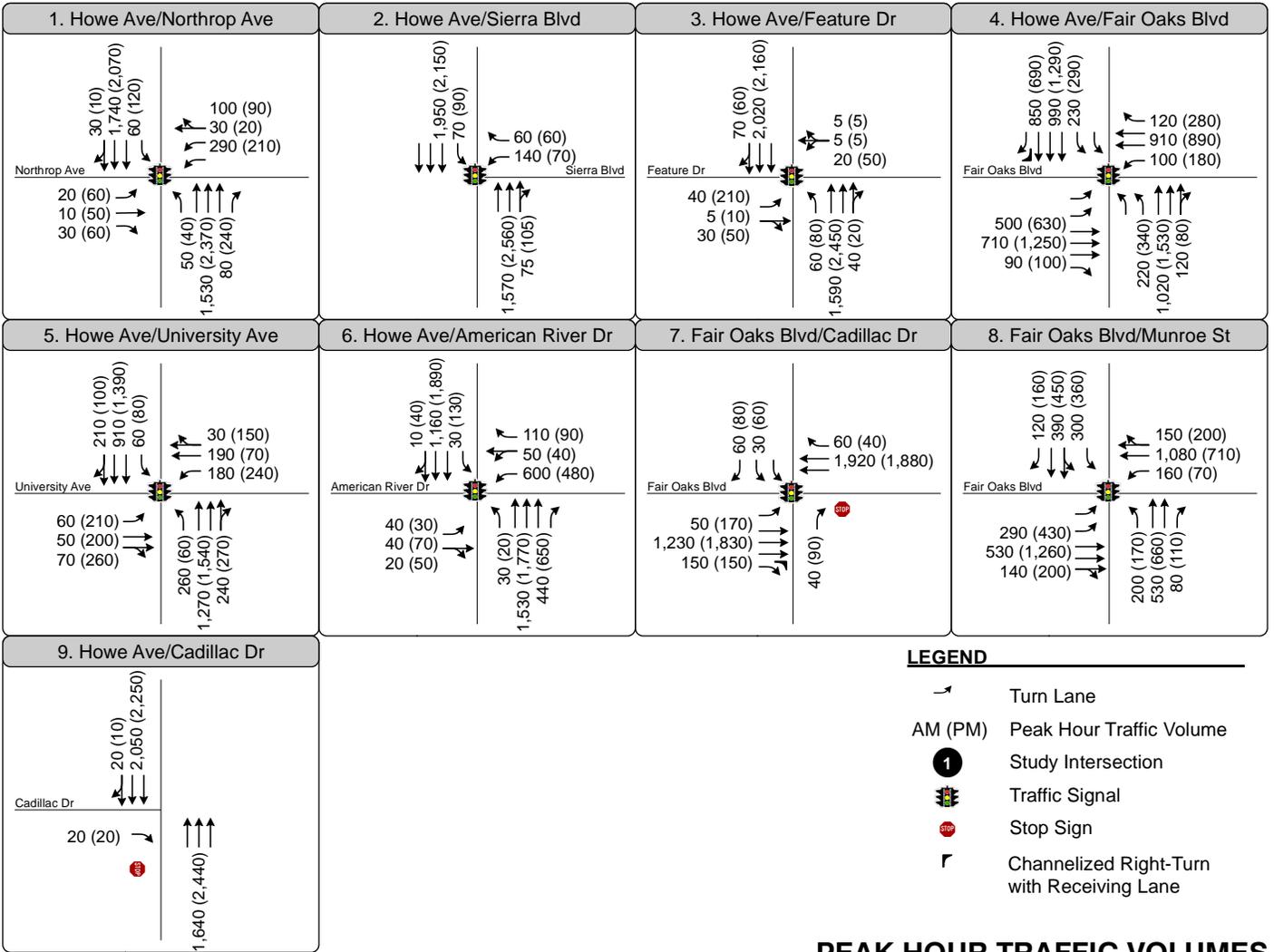
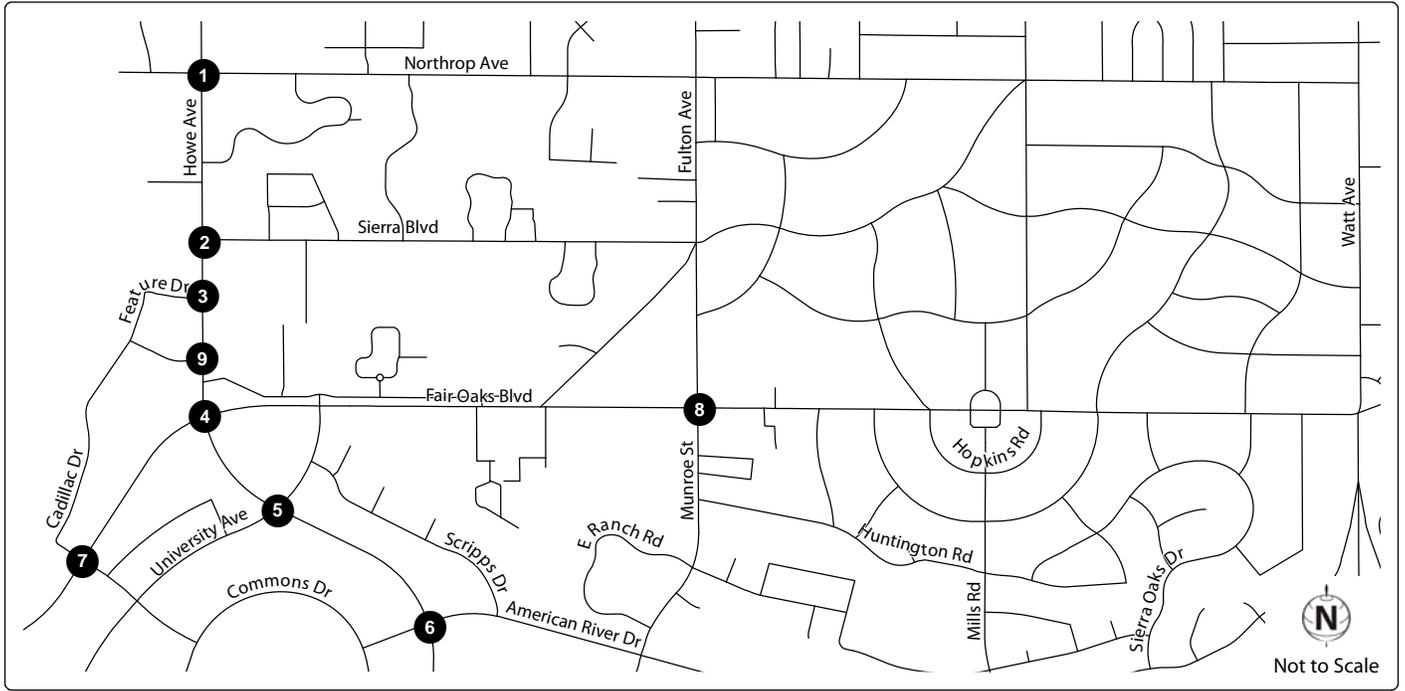




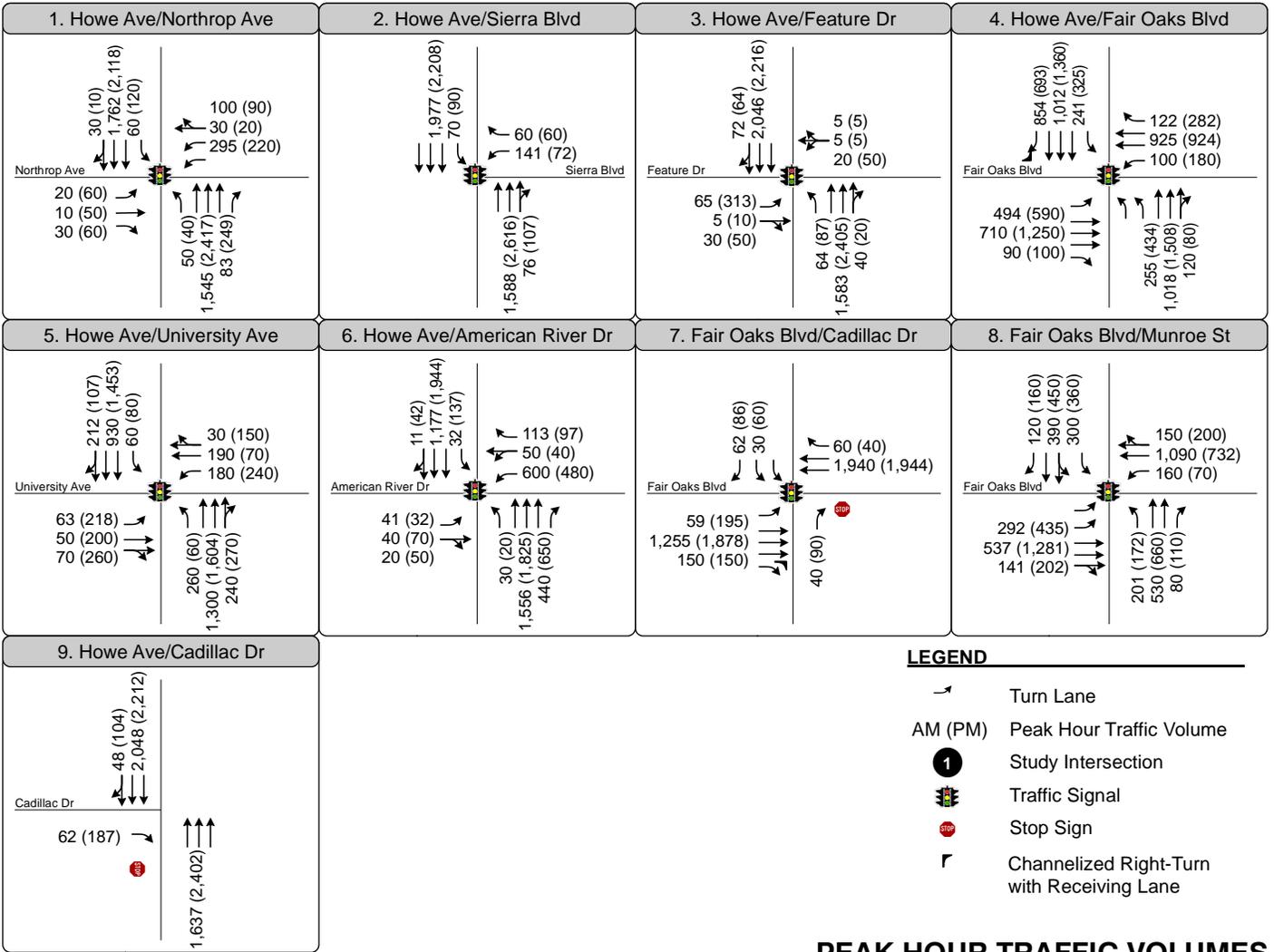
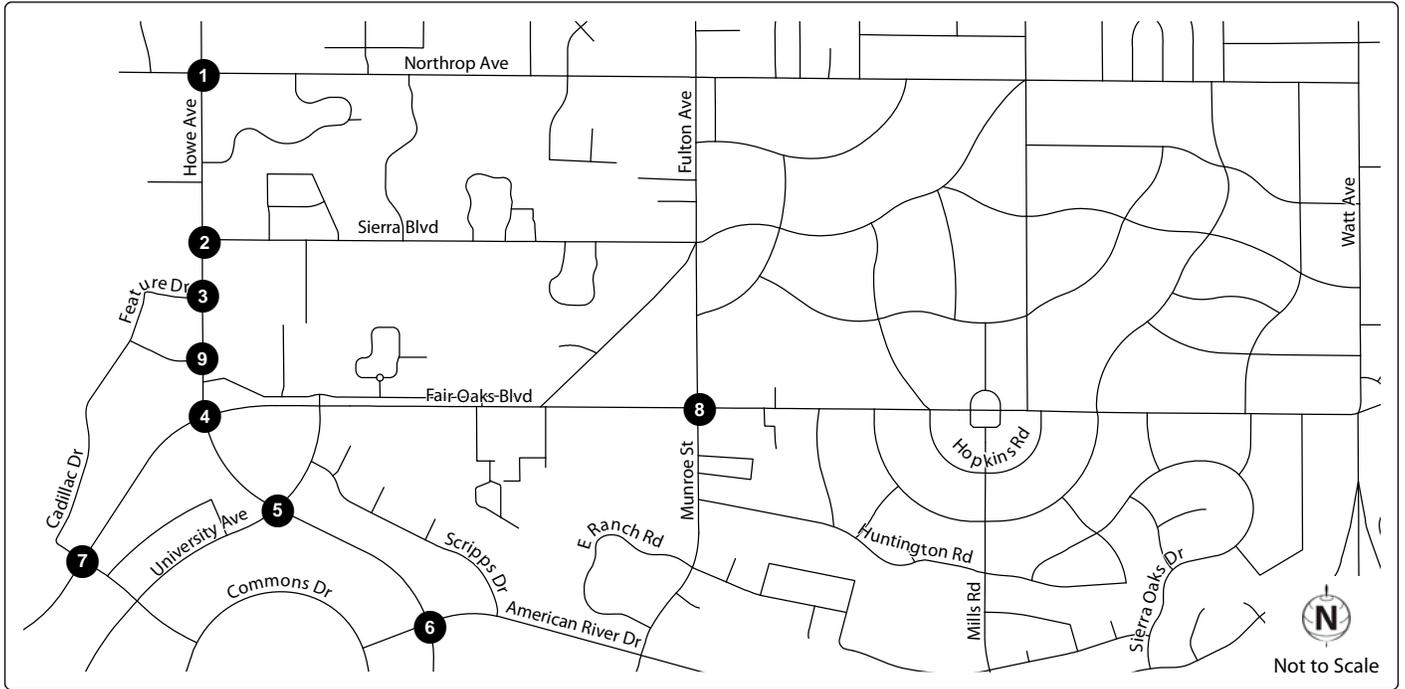
PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING CONDITIONS



PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING PLUS PROJECT CONDITIONS



PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE NO PROJECT CONDITIONS



LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- 1** Study Intersection
- Traffic Signal
- Stop Sign
- Channelized Right-Turn with Receiving Lane

PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE PLUS PROJECT CONDITIONS

APPENDIX B

Comments Received on NOP/IS



Dana Allen, Associate Planner
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

RE: CVS/pharmacy Development

Dear Ms. Allen:

Thank you for the opportunity to review the CVS/pharmacy Development.

The analysis and significance determinations for short-term (construction) and long-term (operational) Air Quality impact in the initial study appear consistent with the SMAQMD [CEQA Guide to Air Quality Assessment](#). Should the project undergo major changes in size or design, please re-evaluate these determinations.

The District notes that the proposed project may alter traffic flow and increase congestion at the intersection of Howe Avenue and Fair Oakes Boulevard and connecting roadway segments. Please include analysis and discussion of impacts to Air Quality associated with the potential increase in congestion.

The District notes that the proposed project includes a new driveway from Fair Oaks Boulevard into the project site. Please take bicycle and pedestrian user safety into consideration when developing the final design for the driveway.

Construction projects are subject to all applicable SMAQMD rules that may be in effect at the time of construction. An attachment outlining some of those rules is provided for you information and convenience. For details regarding all SMAQMD rules please refer www.airquality.org or call Compliance Assistance at (916) 874-4884.

Please contact me if there are any questions regarding these comments.

Regards,


JJ Hurley
Associate Air Quality Analyst

Attachment

c: Larry Robinson, Sacramento Metropolitan AQMD



SACRAMENTO AREA BICYCLE ADVOCATES

March 7, 2013

Dana Allen, Associate Planner
Community Development Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811-0218
dallen@cityofsacramento.org

Subject: Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the proposed CVS Pharmacy at Fair Oaks Boulevard and Howe Avenue

Dear Ms. Allen:

Thank you for the opportunity to comment on the subject NOP. The proposed project would be sited in an Urban district according to the City's General Plan. Bicycling and walking are common modes of travel in the surrounding neighborhoods, particularly because of the proximity of Sacramento State University and the American River Parkway bike path.

We note that the site plan in the project's initial study differs in some respects (e.g. location of entrances and exits between the project site and adjacent streets, locations of bike parking) from the site plan included with the NOP. We request that the EIR clarify these and other aspects of the site plan.

We request that the EIR address the following issues in its analysis of project impacts and benefits on transportation, circulation, and parking:

- Adequacy of bicycle parking facilities (i.e. quantities of short-term and long-term bike parking, bike parking designs, and locations of bike parking relative to building entrances) at the proposed pharmacy building and the proposed grocery building in compliance with the City's updated bicycle parking requirements (Ordinance No. 2012-043), and
- Adequacy of pedestrian and bicyclist safety features at the external intersections connecting the site to the surrounding streets.

We are particularly concerned about impacts on bicycle traffic along Fair Oaks Boulevard caused by the proposed right-in, right-out entrance to the project site. This entrance must be designed to protect bicyclists along Fair Oaks Boulevard from turning vehicles entering and exiting the project site.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments and requests.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Lang". The signature is written in a cursive, flowing style.

Jordan Lang
Project Analyst

CCs:

Ed Cox, Sacramento Alternatives Modes Coordinator (ecox@cityofsacramento.org)

Joseph Hurley, SMAQMD (jhurley@airquality.org)



3/8/2013

VIA EMAIL

Dana Allen, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

**RE: Notice of Preparation of a Draft Environmental Impact Report for the
CVS/Pharmacy Development Project**

Dear Ms. Allen:

Thank you for the opportunity to comment on the CVS/Pharmacy Development Project (CVS) NOP. We hope the following comments will encourage the City of Sacramento to evaluate the potential impacts to public health that may be caused by the proposed development.

WALKSacramento asks that the environmental impact report for the CVS/Pharmacy Development Project consider the health and safety impacts to people resulting from the CVS site plan and its relationship to the surrounding land uses and street network. Public health is affected by our transportation system and the facilities and access provided to pedestrians. For the public and their elected representatives to make informed conclusions and decisions regarding new development, the full impacts to the health and safety of people must be evaluated. The analysis should include vehicle miles travelled, vehicle collisions, walking mode share, pedestrian hazards and safety. Alternatives and mitigations for impacts to health and safety should also be identified.

Transportation systems and land-use patterns that rely on the automobile for mobility and access have a harmful impact on health. With extensive use of cars for everyday travel, most people lead sedentary, physically inactive lives, and as a result, there have been dramatic changes in the health of Americans. More than two-thirds of American adults are overweight. Rates continue to increase for diseases associated with a sedentary lifestyle, such as diabetes, heart disease, cancer, and high blood pressure. People in communities where there are few or inconvenient options for walking and biking are at greater risk for obesity and chronic diseases. In Sacramento County, only 37% of adults achieve the Centers for Disease Control and Prevention recommended minimum for physical activity.

Because of high vehicle speeds, many roads are hazardous for pedestrians and bicyclists. The roads are so unsafe that people use vehicles for travel even when the distances are short. In fact, a national study found that 25% of all car trips are less than one mile. High levels of vehicle traffic lead to more collisions, causing injuries and

deaths. Despite many advances in vehicle and road safety design, automobile crashes are so common today that they are the leading cause of death of children aged 1-24.

The CVS is proposed for a location that has several large multi-family complexes and senior living complexes, a hotel, and commercial and retail uses within walking distances. A pedestrian-friendly site plan in conjunction with appropriate street crossings and pedestrian facilities could encourage more daily physical activity for residents and employees in the vicinity of the CVS. However, a site plan and street network that prioritizes high-speed travel by automobile will have negative impacts to health due to increased vehicle-pedestrian collisions and by discouraging walking.

The California Environmental Quality Act (CEQA) has made protection of the human environment and the health and safety of the people a priority. The California Public Resources Code and the Code of Regulations (CCR) each include language that considers impacts on the health and safety of people.

The intent of the California State Legislature to protect human health is stated in Public Resource Code §21000 (b) *"It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man."*

CCR 15126.2 Consideration and Discussion of Significant Environmental Effects, provides that short-term and long-term effects of the project are to be considered by environmental impact reports and *"the discussion should include . . . health and safety problems caused by the physical changes"*.

Public Resource Code §21083 states that the Office of Planning and Research shall develop guidelines for implementation, including criteria for determining if a project may have a significant effect on the environment. One of the conditions under which such a determination of significance would be made is if *"the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."*

At the local level, the Public Health and Human Services section of the 2030 Sacramento General Plan speaks to the importance of good health for people in the City of Sacramento. Goal PHS 5.1 is to *"Improve the provision of human services and promote public health and safety."* Policy PHS 5.1.7 Healthy Communities reads *"The City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit."* [emphasis added]

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact us at (916) 446-9255 or either cholm@walksacramento.org or tduarte@walksacramento.org.

Sincerely,

Chris Holm
Project Analyst

Teri Duarte, MPH
Executive Director

APPENDIX C

Climate Action Plan Consistency Review Checklist

APPENDIX C

Climate Action Plan Consistency Review Checklist



Community Development Department

300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review.
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. All items listed to show that proposed project meets the requirements of the Checklist should also be listed in project description and shown on the submitted plans.

Application Information

Name of Applicant: Armstrong Development Properties, Inc.

Address: 1375 Exposition Blvd., Suite 101, Sacramento, CA 95815

Phone: (916) 643-9610 E-mail: _____

Address of Property: 1 Cadillac Drive, Sacramento, CA 95825

APN of Property: 295-0020-004, 295-0010-001

Applicant is owner of subject property Yes No. If no, complete following and the attached letter of agency.

Name of Owner: _____

Address: _____

Phone: _____ E-Mail: _____



Community Development Department

300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

| Checklist Item (Check the appropriate box, and provide explanation for your answer). | Yes | No | NA* |
|---|-----|----|-----|
| 1. Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan? | X | | |
| <p>Please explain how proposed project meets this requirement, or how it does not. If "not applicable", explain why this requirement does not apply.</p> <p>Please refer to Item 1 on page 4-11 in the CVS/pharmacy Development Draft EIR (August 2014).</p> | | | |
| 2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average? | X | | |
| <p>Please explain how proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet this requirement, see Directions for filling out CAP Consistency Review Checklist for alternatives to meeting checklist requirements.</p> <p>Please refer to Item 2 on page 4-11 in the CVS/pharmacy Development Draft EIR (August 2014).</p> <p>(Attach a copy of the VMT model input and output. Record the model and version here _____)</p> | | | |
| 3. Would the project incorporate traffic calming measures? <i>(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)</i> | | | X |
| <p>Please explain how the proposed project meets this requirement (list traffic calming measures). If project does not meet this requirement, explain why. If "not applicable", explain why traffic calming measures were not required.</p> <p>Please refer to Item 3 on page 4-12 in the CVS/pharmacy Development Draft EIR (August 2014).</p> | | | |



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| Checklist Item (Check the appropriate box, and provide explanation for your answer). | Yes | No | NA* |
|---|-----|----|-----|
| 4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? | X | | |
| <p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet Pedestrian Master Plan Requirements, explain why.</p> <p>Please refer to Item 4 on page 4-12 in the CVS/pharmacy Development Draft EIR (August 2014).</p> | | | |
| 5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? | X | | X |
| <p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet Bikeway Master Plan Requirements, explain why.</p> <p>Please refer to Item 5 on page 4-13 in the CVS/pharmacy Development Draft EIR (August 2014).</p> | | | |
| 6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2) | X | | |
| <p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.</p> <p>Please refer to Item 6 on page 4-13 in the CVS/pharmacy Development Draft EIR (August 2014).</p> <p>Attach a copy of the CalEEMod input and output. Record the model and version here _____.</p> <p>Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.</p> | | | |

Note: All of the above Checklist items should also be listed in project description and shown on the submitted plans.



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DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST

General Plan Consistency

1. **Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's [2030 General Plan](#)?**

Refer to the 2030 General Plan, Land Use and Urban Form Designations and Development Standards starting on page 2-29. If a project is not fully consistent with the General Plan, the project still may qualify for consistency with the CAP, but this determination will need to be closely coordinated with the City. The City will determine whether the proposed land uses under consideration could be found consistent with the growth projections and assumptions used to develop the GHG emissions inventory and projections in the CAP.

Sustainable Land Use

2. **Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average? (Applicable CAP Action: 1.1.1)**

The statewide VMT/capita in 2009 was 8,937 VMT/capita/year, which is approximately 24.5 VMT/capita/day^{1,2}. A 35% reduction below the 2009 statewide average would be 5,809 VMT/capita/year, or about 15.9 VMT/capita/day.

Steps to Determine if Proposed Project is Consistent with CAP Action 1.1.1:

Step 1: Consult VMT/Capita Screening Map:

The map below can be used as a quick screening tool to determine whether or not a proposed project is likely to meet the 35% reduction standard based on its geographic location.

If the proposed project is located in the green area of the map, it can be assumed to have a VMT/capita/day below 16, and no further action related to VMT is necessary. If the proposed project is located within one of the red areas, or in a white area adjacent to any red parcel, it cannot be assumed to achieve the standard, and further analysis is required to show that the project is below 16 VMT/capita/day. Proceed to Step 2, and estimate the project VMT using one of the computer modeling tools below.

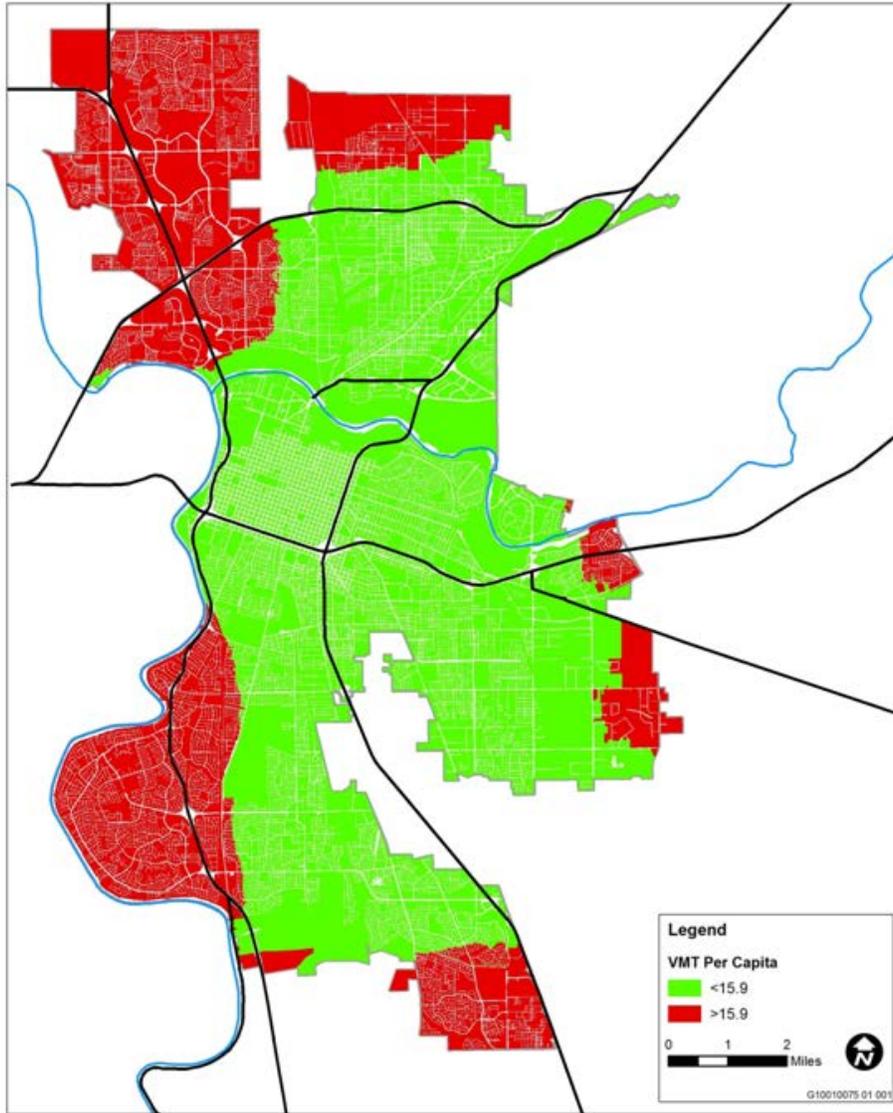
¹ Federal Highway Administration. 2009. Table VM-2 - Highway Statistics 2009. <http://www.fhwa.dot.gov/policyinformation/statistics/2009/vm2.cfm>.

² U.S. Census Bureau, 2005-2009 American Community Survey.

http://factfinder.census.gov/servlet/ACSSAFFacts?_event=Search&_lang=en&_sse=on&geo_id=04000US06&_state=04000US06

Exhibit 1: City of Sacramento Residential Daily VMT/Capita, 2008 Base Year

Source: SACOG, SACSIM Model, 2012.



Step 2: VMT Modeling

Download one of computer modeling tools from the following links and follow the user guide for the tool that you have selected. Select the year 2020 as the year of project operation and compare the modeled VMT/capita/day with the City's standard of 15.9 VMT/capita/day. If the result of the computer modeling supports the project's consistency with the City's VMT/capita standard, then the project is considered to comply with CAP Action 1.1.1. If the project's estimated VMT/capita exceeds the City's standard of 15.9, proceed to Step 3.



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Mobility

3. Would the project incorporate traffic calming measures? (Applicable CAP Action: 2.1.1)

List the traffic calming measures that have been incorporated into the project. These may include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.

Traffic calming measures included as part of the project shall be listed in the project description and shown on the plans. The project proponent and City staff should consult with staff in the Department of Public Works-Transportation Division to verify that traffic calming measures in the project description are adequate and in compliance with the City's Street Design Standards.

If the proposed project does not include any roadway or facility improvements, traffic calming measures may not apply. For example, certain infill projects may not result in on-street or transportation facility improvements because sufficient infrastructure already exists

4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Applicable CAP Action: 2.2.1)

List the pedestrian facilities and connections to public transportation that have been included in the proposed project on the Checklist. These may include, but are not limited to: sidewalks on both sides of streets, marked crosswalks, count-down signal timers, curb extensions, median islands, transit shelters, street lighting.

Pedestrian facilities included as part of the project shall also be listed in the project description and shown on the plans.

The project proponent and City staff should consult with Department of Public Works-Transportation Division staff to verify that pedestrian facilities in the project description are consistent with the [Pedestrian Master Plan](#). As in the previous example, if "not applicable", an explanation shall be documented in the Checklist. The "Pedestrian Review Process Guide" ([Appendix A to the Master Plan](#)) will be used to determine consistency, as follows:

- For typical infill development projects where existing streets will serve the site (no new streets are proposed): the level of pedestrian improvements necessary to determine Pedestrian Master Plan consistency will be measured according to the "Basic, Upgrade or Premium" categories defined in Appendix A to the Pedestrian Master Plan, which are based on project location, surrounding land uses, proximity to transit, etc. If the proposed project does not include the minimum level of improvements per the assigned category for the project's location, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.
- For new "greenfield" projects and/or larger infill development projects where new streets are proposed as part of the project, the following will apply:
 - "Basic, Upgrade or Premium" levels of improvement will be required based on the proposed project's location and context, where applicable, consistent with the criteria defined in the Master Plan. If the proposed project does not include the minimum level of improvements per the assigned category, the



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project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.

- The “Pedestrian Smart Growth Scorecard” (Appendix A to the Master Plan) will be required to be completed for the project, and a minimum score of 3 or better will need to be achieved. If the proposed project cannot achieve the minimum score, changes to the proposed project may be required, and/or the project may be required as a condition of approval to include certain improvements such that the average score will meet 3 or better. (Note: an Excel version of the Pedestrian Smart Growth Scorecard is available, to assist in automating the rating & scoring process)

5. Would the project incorporate bicycle facilities consistent with the City’s Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Applicable CAP Action: 2.3.1)

List the bicycle facilities that are incorporated into the proposed project on the Checklist. In addition, list bicycle facilities in the project description, and show on the plans. These include, but are not limited to: Class I bike trails and Class II bike lanes connecting the project site to an existing bike network and transit stations, bike parking [bike racks, indoor secure bike parking, bike lockers], end-of-trip facilities at non-residential land uses [showers, lockers]).

The project proponent and City staff should consult with staff in the Transportation Division of the Department of Public Works to verify that such facilities in the project description are consistent with the [Bikeway Master Plan](#) and meet or exceed Zoning Code and CALGreen standards. Generally, the following guidelines will be used:

- If existing on-street and off-street bikeways are already present and determined to be consistent with the Bikeway Master Plan, no additional on-street bikeways will be required. Check the “not applicable” box if appropriate. However, on-site facilities shall still be required to meet or exceed minimum Zoning and CALGreen requirements.
- If not applicable, fully document the reasons why using the Checklist.
- If on-street bicycle facilities are not present or are only partially consistent with the Master Plan, the project will be required as a condition of approval to construct or pay for its fair-share of on-street and/or off-street bikeways described in the Master Plan, in addition to meeting or exceeding minimum on-site facilities.
- In some cases, a combination of new or upgraded on-street and off-street bikeways may be used to determine consistency with the Master Plan, at the discretion of the Department of Public Works-Transportation Division staff.

Energy Efficiency and Renewable Energy

6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., solar photovoltaic, solar water heating etc.) that would generate at least 15% of the project’s total energy demand? (CAP Actions: 3.4.1 and 3.4.2)

For projects of the minimum size specified in this measure, a commitment in the project description or in a mitigation measure that the project shall generate a minimum of 15% of the project’s energy demand on-site is sufficient to demonstrate consistency with this measure. However, the project description or mitigation measure should specify the



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intended renewable energy technology to be used (e.g. solar photovoltaic, solar water heating, wind, etc.) and estimated size of the systems to meet project demand based on the project description.

“Total energy demand” refers to the energy (electricity and natural gas) consumed by the built environment (including HVAC systems, water heating systems, and lighting systems) as well as uses that are independent of the construction of buildings, such as office equipment and other plug-ins.

Applicants may estimate the total energy demand of their projects using California Emissions Estimator Model (CalEEMod 2013.2), the same software used to estimate greenhouse gas emissions. **For CalEEMod estimates of energy demand to meet this specific requirement, the user should NOT select the “use historical” box, otherwise they will be “double-counting” emissions reductions that have already been counted.** CalEEMod outputs for electricity demand are provided in annual kWh, and natural gas demand is provided in annual kBtu.

The energy demand estimate by CalEEMod is based on two datasets:

- The California Commercial End Use Survey (CEUS);
- The Residential Appliance Saturation Survey (RASS)

CalEEMod takes energy use intensity data (above) and forecasts energy demand based on climate zone, land use subtype (such as “hospital”, “arena”, or “apartments, mid rise”), building area, and the number of buildings or units. This is an appropriate level of analysis for use at the planning submittal stage, but it may not provide an accurate picture of actual project energy demand because it does not factor project specifics such as building design.

Therefore, the applicant is advised (but not required) to run a more comprehensive energy simulation once project-specific details are known: basic building design, square-footage, building envelope, lighting design (at least rudimentary), and the mechanical system (at least minimally zoned). Some of the energy simulation programs that are appropriate for this level of analysis include: DOE 2.2, Trace 700, and Energy Pro.

The U.S. DOE maintains a list of energy simulation programs that are available.

http://apps1.eere.energy.gov/buildings/tools_directory/subjects.cfm/pagename=subjects/pagename_menu=whole_building_analysis/pagename_submenu=energy_simulation

The applicant may then work with City staff to revise the estimate and make a final determination regarding the size of the PV system that is required.

Substitutions: Projects may substitute a quantity of energy efficiency for renewable energy, as long as the substituted GHG reduction does not “double count” GHG reductions already taken by the CAP. In other words, substitutions must reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

Additional mitigation may include individual measures or a combination of:

- Compliance with Tier 2 Energy Efficiency Standards per California Green Building Standards Code (CALGreen)
- Other land use (e.g., additional amenities), transportation, bicycle, or pedestrian improvements that would reduce VMT not already accounted for in Sketch 7 modeling under Step 2.



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The applicant should provide documentation (e.g., [California Emissions Estimator Model \[CalEEMod\]](#)) that the combination of mitigation selected would achieve the equivalent GHG emission reduction necessary to close the gap between the proposed project's VMT/capita/day and the City's standard of 15.9 VMT/capita/day. If the project applicant can present equivalent mitigation as defined by this section, the City would consider the project consistent with CAP Action 1.1.1. If the project applicant could not identify sufficient surplus mitigation to reduce equivalent project-generated GHG emissions, the project would not be consistent with CAP Action 1.1.1.

APPENDIX D

Trip Generation Memorandum and Transportation and
Circulation Technical Appendix



TECHNICAL MEMORANDUM

Date: June 9, 2014
 To: Aelita Milatzo – City of Sacramento
 From: John Gard – Fehr & Peers
 Subject: ***Trip Generation Comparison for Proposed Retail Center at Howe Avenue/Fair Oaks Boulevard Intersection in the City of Sacramento***

RS12-3046

Fehr & Peers has completed a comparison of how the proposed project’s trip generation compares to the trip generation estimate prepared in the Draft EIR Transportation and Circulation chapter.

Trip Generation Estimate from DEIR Transportation Chapter

Table 1 shows the gross trip generation of the proposed project based on trip rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). Adjustments to the trip generation totals were made to reflect “pass-by” trips, which enter the site en-route to a different primary destination. After accounting for pass-by trips, the proposed project is expected to generate approximately 5,460 new daily vehicle trips with 186 trips during the AM peak hour and 475 trips during the PM peak hour.

| TABLE 1 PROJECT TRIP GENERATION (FROM DEIR) | | | | | | | | | | | | |
|--|-----------|----------------------------|------------------------|--------------------|--------------------|--------------|--------------|-----------|------------|--------------|------------|------------|
| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
| | | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | In | Out | Tot | In | Out | Tot |
| Supermarket | 50.88 ksf | 850 | 102.24 | 3.59 | 11.22 | 5,202 | 112 | 71 | 183 | 291 | 280 | 571 |
| Pharmacy w/ drive-thru | 16.5 ksf | 881 | 88.16 | 2.66 | 10.35 | 1,455 | 25 | 19 | 44 | 85 | 86 | 171 |
| Gross Trips | | | | | | 6,657 | 137 | 90 | 227 | 376 | 366 | 742 |
| Pass-by Trips | | | | | | -1,198 | -25 | -16 | -41 | -135 | -132 | -267 |
| New Trips | | | | | | 5,459 | 112 | 74 | 186 | 241 | 234 | 475 |

Notes:

¹ Trip rates from *Trip Generation* (ITE, 2008). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during PM peak hour based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

ksf = thousand square feet.

Trip Generation Estimate Based on Currently Proposed Land Uses

According to the most recent project site plan (last updated May 23, 2014) and information provided by the City of Sacramento, the proposed project would consist of the following land uses:

- 27,870 square-foot Grocery Store
- 16,900 square-foot Pharmacy with Drive-Through Window
- 1,500 square-foot Fast Food Restaurant with Drive-Through Window
- 19,900 square feet of General Retail

It is worth noting that ITE released the 9th Edition of *Trip Generation* in late 2012. Accordingly, trip generation calculations are now routinely prepared using this updated edition.

Table 2 shows the gross trip generation of the proposed project based on trip rates published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). After accounting for pass-by trips, the proposed project is expected to generate approximately 4,757 new daily vehicle trips with 175 trips during the AM peak hour and 374 trips during the PM peak hour.

| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
|------------------------------------|-----------|-------------------|------------------------|--------------|--------------|--------------|--------------|-----------|------------|--------------|------------|------------|
| | | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | In | Out | Tot | In | Out | Tot |
| Supermarket | 27.87 ksf | 850 | 102.24 | 3.40 | 10.86 | 2,849 | 59 | 36 | 95 | 155 | 148 | 303 |
| Pharmacy w/ drive-thru | 16.9 ksf | 881 | 96.91 | 3.45 | 9.91 | 1,638 | 30 | 28 | 58 | 84 | 83 | 167 |
| Fast Food Restaurant w/ drive-thru | 1.5 ksf | 934 | 496.12 | 45.42 | 32.65 | 744 | 35 | 33 | 68 | 25 | 24 | 49 |
| Retail | 19.9 ksf | 820 | 42.70 | 0.96 | 3.71 | 850 | 12 | 7 | 19 | 36 | 38 | 74 |
| Gross Trips | | | | | | 6,081 | 136 | 104 | 240 | 300 | 293 | 593 |
| Pass-by Trips ² | | | | | | -1,324 | -36 | -29 | -65 | -111 | -108 | -219 |
| New Trips | | | | | | 4,757 | 100 | 75 | 175 | 189 | 185 | 374 |

Notes:

¹ Trip rates from *Trip Generation* (ITE, 2012). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations, poor R-squared values, or small land use quantity which would have caused an overestimate of trips had the equation been used).

² All pass-by data based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by of 36% for Supermarket and Pharmacy during PM peak hour. Pass-by for AM and daily conditions conservatively assumed to be 18%. 50% of trips for fast-food restaurant assumed to be pass-by for all analysis periods. Pass-by of 34% for retail during PM peak hour. Pass-by for AM and daily conditions conservatively assumed to be 17%.

ksf = thousand square feet.

Trip Generation Comparison

Table 3 compares the number of gross and new vehicle trips the project would generate according to the DEIR Transportation and Circulation chapter, and based on the current land uses. The gross trip estimate is relevant to the site access evaluation because gross trips include both new trips and pass-by trips made to the site. The new trip estimate is also relevant because it represents project-added traffic to adjacent study intersections.

| TABLE 3 | | | |
|--|-----------------------|---------------------|-----------------------|
| TRIP GENERATION COMPARISON | | | |
| Scenario | Daily | AM Peak Hour | PM Peak Hour |
| Gross Trips | | | |
| DEIR | 6,657 | 227 | 742 |
| Currently Proposed Land Uses | 6,081 | 240 | 593 |
| Difference <i>(Percent Change vs. DEIR)</i> | - 576 <i>(-9%)</i> | 13 <i>(-6%)</i> | -149 <i>(-20%)</i> |
| New Trips | | | |
| DEIR | 5,459 | 186 | 475 |
| Currently Proposed Land Uses | 4,757 | 175 | 374 |
| Difference <i>(Percent Change vs. DEIR)</i> | 702 <i>(-13%)</i> | 11 <i>(-6%)</i> | 101 <i>(-21%)</i> |
| Notes: These values include both inbound and outbound trips. | | | |

It is apparent from Table 3 that the proposed land uses result in a net reduction in gross trips and new trips when compared to the trip generation estimates presented in the DEIR Transportation and Circulation chapter. This is most noticeable during the weekday PM peak hour, which features both substantial adjacent street traffic volumes and the site's greatest weekday peak hour trip generation. During the PM peak hour, the proposed uses generate about 20 percent fewer gross and new trips when compared to the estimates in the DEIR. This occurs primarily due to the replacement of grocery store square footage with less intensive general retail.

Therefore, since the proposed land uses generate fewer trips than the uses analyzed in the DEIR, the transportation conclusions pertaining to off-site traffic impacts and access needs in the DEIR would be unchanged. In reviewing the detailed analysis results in the DEIR, it is unlikely that this reduction would change the significance of any of the identified impacts or lessen the type of mitigation that is required.

TRANSPORTATION AND CIRCULATION

TECHNICAL APPENDIX

CONTENTS

- Appendix A: Intersection Level of Service Technical Calculations
- Appendix B: Queue Length Technical Calculations
- Appendix C: Howe Avenue and Fair Oaks Boulevard Throughput
- Appendix D: Traffic Counts
- Appendix E: Trip Generation Memorandum

APPENDIX A:

INTERSECTION LEVEL OF SERVICE TECHNICAL CALCULATIONS

- Existing Conditions
- Existing Plus Project
- Existing Plus Project, Mitigation Measures
- Cumulative No Project
- Cumulative Plus Project
- Cumulative Plus Project, Mitigation Measures

EXISTING CONDITIONS

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 40 | 90.9% | 56.8 | 6.0 | E |
| | Through | 1192 | 1339 | 112.3% | 11.9 | 2.5 | B |
| | Right Turn | 72 | 77 | 106.7% | 10.0 | 2.0 | A |
| | Subtotal | 1308 | 1456 | 111.3% | 13.0 | 2.4 | B |
| SB | Left Turn | 44 | 42 | 95.5% | 62.5 | 9.9 | E |
| | Through | 1644 | 1620 | 98.5% | 10.5 | 2.8 | B |
| | Right Turn | 20 | 15 | 76.0% | 11.5 | 7.1 | B |
| | Subtotal | 1708 | 1677 | 98.2% | 11.8 | 2.7 | B |
| EB | Left Turn | 16 | 17 | 105.0% | 53.9 | 9.1 | D |
| | Through | 8 | 6 | 80.0% | 44.0 | 42.4 | D |
| | Right Turn | 20 | 20 | 102.0% | 24.7 | 7.7 | C |
| | Subtotal | 44 | 44 | 99.1% | 39.7 | 7.0 | D |
| WB | Left Turn | 280 | 270 | 96.6% | 56.7 | 4.0 | E |
| | Through | 28 | 26 | 92.9% | 48.5 | 12.5 | D |
| | Right Turn | 60 | 70 | 116.7% | 18.6 | 5.0 | B |
| | Subtotal | 368 | 366 | 99.6% | 48.8 | 3.6 | D |
| Total | | 3428 | 3542 | 103.3% | 16.5 | 2.3 | B |

Intersection 2

Howe Ave/Sierra Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1316 | 1343 | 102.0% | 8.4 | 2.6 | A |
| | Right Turn | 76 | 68 | 88.9% | 8.2 | 4.0 | A |
| | Subtotal | 1392 | 1410 | 101.3% | 8.4 | 2.6 | A |
| SB | Left Turn | 52 | 48 | 92.3% | 69.5 | 11.6 | E |
| | Through | 1896 | 1867 | 98.5% | 23.3 | 13.5 | C |
| | Right Turn | | | | | | |
| | Subtotal | 1948 | 1915 | 98.3% | 24.5 | 13.5 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 132 | 118 | 89.4% | 94.9 | 37.6 | F |
| | Through | | | | | | |
| | Right Turn | 56 | 56 | 100.0% | 9.1 | 2.7 | A |
| | Subtotal | 188 | 174 | 92.6% | 66.6 | 23.6 | E |
| Total | | 3528 | 3500 | 99.2% | 20.1 | 9.1 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 54 | 90.0% | 61.2 | 13.9 | E |
| | Through | 1340 | 1355 | 101.1% | 11.8 | 1.9 | B |
| | Right Turn | 36 | 29 | 80.0% | 13.6 | 4.6 | B |
| | Subtotal | 1436 | 1438 | 100.1% | 13.8 | 1.6 | B |
| SB | Left Turn | | | | | | |
| | Through | 1956 | 1941 | 99.2% | 19.6 | 2.8 | B |
| | Right Turn | 68 | 79 | 116.5% | 22.7 | 4.8 | C |
| | Subtotal | 2024 | 2020 | 99.8% | 19.7 | 2.7 | B |
| EB | Left Turn | 40 | 37 | 92.0% | 55.6 | 17.2 | E |
| | Through | 4 | 2 | 60.0% | 17.9 | 33.9 | B |
| | Right Turn | 32 | 29 | 91.3% | 26.3 | 6.4 | C |
| | Subtotal | 76 | 68 | 90.0% | 40.8 | 8.4 | D |
| WB | Left Turn | 12 | 13 | 110.0% | 33.4 | 33.0 | C |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 110.0% | 14.3 | 22.2 | B |
| | Subtotal | 16 | 18 | 110.0% | 27.5 | 20.0 | C |
| Total | | 3552 | 3544 | 99.8% | 17.8 | 1.9 | B |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1384 | 1398 | 101.0% | 2.9 | 0.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1384 | 1398 | 101.0% | 2.9 | 0.3 | A |
| SB | Left Turn | | | | | | |
| | Through | 1984 | 1950 | 98.3% | 7.4 | 1.0 | A |
| | Right Turn | 16 | 14 | 87.5% | 7.9 | 6.7 | A |
| | Subtotal | 2000 | 1964 | 98.2% | 7.4 | 1.0 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 16 | 18 | 110.0% | 59.8 | 46.8 | F |
| | Subtotal | 16 | 18 | 110.0% | 59.8 | 46.8 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 48 | 43 | 90.0% | 12.8 | 4.2 | B |
| | Subtotal | 48 | 43 | 90.0% | 12.8 | 4.2 | B |
| Total | | 3448 | 3423 | 99.3% | 5.9 | 0.7 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 212 | 230 | 108.5% | 58.9 | 12.5 | E |
| | Through | 964 | 984 | 102.0% | 44.6 | 8.7 | D |
| | Right Turn | 60 | 60 | 99.3% | 41.1 | 14.4 | D |
| | Subtotal | 1236 | 1273 | 103.0% | 46.9 | 6.6 | D |
| SB | Left Turn | 196 | 212 | 108.0% | 67.8 | 9.9 | E |
| | Through | 988 | 932 | 94.3% | 49.7 | 5.7 | D |
| | Right Turn | 820 | 796 | 97.1% | 14.8 | 2.7 | B |
| | Subtotal | 2004 | 1940 | 96.8% | 37.3 | 5.0 | D |
| EB | Left Turn | 304 | 307 | 101.1% | 61.1 | 7.7 | E |
| | Through | 560 | 567 | 101.3% | 35.1 | 4.8 | D |
| | Right Turn | 88 | 81 | 92.3% | 13.1 | 2.9 | B |
| | Subtotal | 952 | 956 | 100.4% | 41.5 | 4.3 | D |
| WB | Left Turn | 88 | 73 | 82.7% | 73.5 | 12.2 | E |
| | Through | 832 | 1063 | 127.7% | 38.8 | 3.7 | D |
| | Right Turn | 120 | 115 | 95.7% | 13.3 | 2.7 | B |
| | Subtotal | 1040 | 1250 | 120.2% | 38.4 | 3.6 | D |
| Total | | 5232 | 5419 | 103.6% | 40.6 | 3.1 | D |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 252 | 245 | 97.1% | 76.3 | 18.5 | E |
| | Through | 1160 | 1170 | 100.8% | 23.5 | 12.0 | C |
| | Right Turn | 236 | 238 | 100.7% | 24.1 | 14.4 | C |
| | Subtotal | 1648 | 1652 | 100.2% | 31.4 | 11.7 | C |
| SB | Left Turn | 56 | 47 | 84.3% | 82.6 | 19.7 | F |
| | Through | 908 | 913 | 100.5% | 34.5 | 8.5 | C |
| | Right Turn | 204 | 208 | 102.0% | 32.5 | 10.1 | C |
| | Subtotal | 1168 | 1168 | 100.0% | 36.1 | 7.8 | D |
| EB | Left Turn | 60 | 66 | 110.7% | 57.0 | 8.8 | E |
| | Through | 48 | 54 | 111.7% | 51.8 | 8.9 | D |
| | Right Turn | 64 | 56 | 87.5% | 18.7 | 6.7 | B |
| | Subtotal | 172 | 176 | 102.3% | 43.6 | 5.6 | D |
| WB | Left Turn | 176 | 167 | 94.8% | 52.9 | 15.5 | D |
| | Through | 188 | 172 | 91.3% | 50.3 | 6.8 | D |
| | Right Turn | 28 | 30 | 105.7% | 43.8 | 12.4 | D |
| | Subtotal | 392 | 368 | 93.9% | 51.1 | 9.2 | D |
| Total | | 3380 | 3364 | 99.5% | 35.7 | 6.0 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 20 | 98.0% | 80.0 | 29.0 | E |
| | Through | 1436 | 1356 | 94.5% | 23.8 | 2.1 | C |
| | Right Turn | 348 | 344 | 99.0% | 5.8 | 1.1 | A |
| | Subtotal | 1804 | 1720 | 95.4% | 20.7 | 1.6 | C |
| SB | Left Turn | 24 | 26 | 110.0% | 56.1 | 11.5 | E |
| | Through | 1108 | 985 | 88.9% | 24.4 | 6.0 | C |
| | Right Turn | 8 | 8 | 100.0% | 13.8 | 13.0 | B |
| | Subtotal | 1140 | 1020 | 89.4% | 25.1 | 6.1 | C |
| EB | Left Turn | 36 | 34 | 93.3% | 54.8 | 11.9 | D |
| | Through | 40 | 41 | 103.0% | 50.2 | 18.8 | D |
| | Right Turn | 12 | 13 | 110.0% | 23.2 | 22.5 | C |
| | Subtotal | 88 | 88 | 100.0% | 46.9 | 8.4 | D |
| WB | Left Turn | 580 | 607 | 104.7% | 49.6 | 13.6 | D |
| | Through | 44 | 44 | 100.0% | 49.2 | 20.8 | D |
| | Right Turn | 108 | 116 | 107.0% | 30.0 | 17.9 | C |
| | Subtotal | 732 | 767 | 104.8% | 46.7 | 14.8 | D |
| Total | | 3764 | 3595 | 95.5% | 28.3 | 4.0 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 36 | 35 | 97.8% | 0.9 | 0.2 | A |
| | Subtotal | 36 | 35 | 97.8% | 0.9 | 0.2 | A |
| SB | Left Turn | 28 | 28 | 100.0% | 31.9 | 11.1 | C |
| | Through | | | | | | |
| | Right Turn | 60 | 63 | 104.7% | 21.0 | 4.8 | C |
| | Subtotal | 88 | 91 | 103.2% | 24.2 | 4.4 | C |
| EB | Left Turn | 44 | 48 | 110.0% | 50.7 | 10.9 | D |
| | Through | 884 | 887 | 100.4% | 4.5 | 1.6 | A |
| | Right Turn | 144 | 133 | 92.5% | 7.3 | 0.4 | A |
| | Subtotal | 1072 | 1069 | 99.7% | 7.0 | 1.7 | A |
| WB | Left Turn | | | | | | |
| | Through | 1808 | 1751 | 96.8% | 12.5 | 5.5 | B |
| | Right Turn | 56 | 61 | 109.3% | 10.1 | 2.9 | B |
| | Subtotal | 1864 | 1812 | 97.2% | 12.5 | 5.4 | B |
| Total | | 3060 | 3007 | 98.3% | 10.7 | 3.8 | B |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module: Table with 12 columns showing capacity analysis metrics like Vol/Sat, Crit Volume, and Crit Moves.

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 38 | 105.6% | 67.2 | 12.6 | E |
| | Through | 2228 | 2105 | 94.5% | 32.1 | 3.1 | C |
| | Right Turn | 236 | 233 | 98.8% | 26.4 | 2.7 | C |
| | Subtotal | 2500 | 2376 | 95.1% | 32.1 | 3.0 | C |
| SB | Left Turn | 84 | 82 | 98.1% | 64.9 | 12.0 | E |
| | Through | 1848 | 1858 | 100.6% | 15.4 | 2.4 | B |
| | Right Turn | 8 | 10 | 130.0% | 13.4 | 10.8 | B |
| | Subtotal | 1940 | 1951 | 100.6% | 17.6 | 1.9 | B |
| EB | Left Turn | 52 | 51 | 97.7% | 68.3 | 16.0 | E |
| | Through | 44 | 37 | 83.6% | 64.4 | 17.9 | E |
| | Right Turn | 52 | 51 | 98.5% | 26.1 | 4.2 | C |
| | Subtotal | 148 | 139 | 93.8% | 51.4 | 9.8 | D |
| WB | Left Turn | 204 | 192 | 93.9% | 58.6 | 5.2 | E |
| | Through | 16 | 17 | 107.5% | 67.1 | 27.3 | E |
| | Right Turn | 80 | 77 | 96.5% | 28.2 | 5.3 | C |
| | Subtotal | 300 | 286 | 95.3% | 50.7 | 3.5 | D |
| Total | | 4888 | 4752 | 97.2% | 27.8 | 2.0 | C |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2440 | 2301 | 94.3% | 15.2 | 2.7 | B |
| | Right Turn | 104 | 106 | 102.3% | 12.8 | 3.6 | B |
| | Subtotal | 2544 | 2408 | 94.6% | 15.1 | 2.7 | B |
| SB | Left Turn | 92 | 86 | 93.5% | 94.9 | 14.0 | F |
| | Through | 1916 | 2014 | 105.1% | 33.1 | 21.1 | C |
| | Right Turn | | | | | | |
| | Subtotal | 2008 | 2100 | 104.6% | 35.6 | 20.7 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 64 | 57 | 89.4% | 92.2 | 44.9 | F |
| | Through | | | | | | |
| | Right Turn | 52 | 46 | 89.2% | 20.8 | 4.9 | C |
| | Subtotal | 116 | 104 | 89.3% | 59.6 | 22.0 | E |
| Total | | 4668 | 4611 | 98.8% | 25.5 | 11.1 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 76 | 66 | 87.4% | 62.9 | 10.4 | E |
| | Through | 2332 | 2223 | 95.3% | 34.1 | 9.4 | C |
| | Right Turn | 12 | 7 | 56.7% | 25.3 | 17.8 | C |
| | Subtotal | 2420 | 2296 | 94.9% | 35.0 | 9.3 | C |
| SB | Left Turn | | | | | | |
| | Through | 1952 | 1960 | 100.4% | 34.4 | 7.6 | C |
| | Right Turn | 60 | 49 | 81.3% | 47.1 | 12.6 | D |
| | Subtotal | 2012 | 2008 | 99.8% | 34.7 | 7.5 | C |
| EB | Left Turn | 208 | 184 | 88.3% | 166.1 | 61.0 | F |
| | Through | 8 | 7 | 90.0% | 163.8 | 113.1 | F |
| | Right Turn | 48 | 42 | 88.3% | 109.5 | 58.0 | F |
| | Subtotal | 264 | 233 | 88.3% | 156.3 | 61.9 | F |
| WB | Left Turn | 48 | 51 | 106.7% | 48.0 | 11.9 | D |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 90.0% | 20.9 | 25.3 | C |
| | Subtotal | 52 | 55 | 105.4% | 46.7 | 12.4 | D |
| Total | | 4748 | 4593 | 96.7% | 41.2 | 8.4 | D |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2312 | 2213 | 95.7% | 5.8 | 1.8 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2312 | 2213 | 95.7% | 5.8 | 1.8 | A |
| SB | Left Turn | | | | | | |
| | Through | 2040 | 2029 | 99.5% | 16.6 | 4.5 | C |
| | Right Turn | 8 | 6 | 75.0% | 13.2 | 14.0 | B |
| | Subtotal | 2048 | 2035 | 99.4% | 16.6 | 4.5 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 20 | 16 | 80.0% | 105.1 | 76.8 | F |
| | Subtotal | 20 | 16 | 80.0% | 105.1 | 76.8 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 108 | 112 | 103.7% | 89.0 | 65.8 | F |
| | Subtotal | 108 | 112 | 103.7% | 89.0 | 65.8 | F |
| Total | | 4488 | 4376 | 97.5% | 13.3 | 4.3 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 332 | 304 | 91.4% | 120.5 | 17.1 | F |
| | Through | 1468 | 1432 | 97.6% | 118.4 | 24.0 | F |
| | Right Turn | 76 | 76 | 100.5% | 131.6 | 32.2 | F |
| | Subtotal | 1876 | 1812 | 96.6% | 119.4 | 22.7 | F |
| SB | Left Turn | 280 | 276 | 98.7% | 103.8 | 9.4 | F |
| | Through | 1212 | 1239 | 102.2% | 79.5 | 9.4 | E |
| | Right Turn | 568 | 554 | 97.5% | 30.7 | 6.9 | C |
| | Subtotal | 2060 | 2069 | 100.4% | 69.7 | 8.7 | E |
| EB | Left Turn | 608 | 566 | 93.0% | 164.4 | 29.3 | F |
| | Through | 1208 | 1220 | 101.0% | 78.5 | 16.2 | E |
| | Right Turn | 96 | 101 | 105.4% | 51.6 | 16.5 | D |
| | Subtotal | 1912 | 1887 | 98.7% | 102.7 | 18.6 | F |
| WB | Left Turn | 176 | 176 | 100.0% | 92.8 | 8.0 | F |
| | Through | 784 | 754 | 96.1% | 70.4 | 8.5 | E |
| | Right Turn | 236 | 222 | 94.2% | 30.6 | 10.5 | C |
| | Subtotal | 1196 | 1152 | 96.3% | 66.3 | 7.0 | E |
| Total | | 7044 | 6920 | 98.2% | 91.1 | 6.2 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 51 | 97.7% | 95.0 | 18.2 | F |
| | Through | 1472 | 1402 | 95.3% | 54.3 | 26.7 | D |
| | Right Turn | 268 | 249 | 93.0% | 66.7 | 34.6 | E |
| | Subtotal | 1792 | 1702 | 95.0% | 57.3 | 27.1 | E |
| SB | Left Turn | 76 | 77 | 101.1% | 93.4 | 32.1 | F |
| | Through | 1312 | 1285 | 97.9% | 43.5 | 7.5 | D |
| | Right Turn | 96 | 91 | 94.6% | 40.2 | 10.0 | D |
| | Subtotal | 1484 | 1452 | 97.9% | 46.0 | 8.5 | D |
| EB | Left Turn | 212 | 216 | 102.1% | 49.4 | 15.0 | D |
| | Through | 192 | 180 | 94.0% | 53.3 | 14.8 | D |
| | Right Turn | 252 | 262 | 104.1% | 39.2 | 14.5 | D |
| | Subtotal | 656 | 659 | 100.5% | 46.4 | 14.4 | D |
| WB | Left Turn | 232 | 240 | 103.3% | 45.8 | 5.7 | D |
| | Through | 68 | 68 | 99.4% | 51.2 | 10.6 | D |
| | Right Turn | 140 | 145 | 103.7% | 36.8 | 11.0 | D |
| | Subtotal | 440 | 452 | 102.8% | 43.7 | 3.9 | D |
| Total | | 4372 | 4266 | 97.6% | 50.3 | 12.5 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Conditions
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 19 | 120.0% | 57.2 | 24.1 | E |
| | Through | 1684 | 1687 | 100.2% | 20.8 | 1.5 | C |
| | Right Turn | 640 | 661 | 103.3% | 13.8 | 4.6 | B |
| | Subtotal | 2340 | 2368 | 101.2% | 19.2 | 2.4 | B |
| SB | Left Turn | 108 | 104 | 95.9% | 74.2 | 17.3 | E |
| | Through | 1836 | 1863 | 101.5% | 21.7 | 2.9 | C |
| | Right Turn | 40 | 41 | 103.0% | 22.7 | 5.0 | C |
| | Subtotal | 1984 | 2008 | 101.2% | 24.6 | 3.3 | C |
| EB | Left Turn | 28 | 27 | 95.7% | 116.1 | 55.4 | F |
| | Through | 60 | 69 | 114.7% | 105.6 | 40.2 | F |
| | Right Turn | 24 | 24 | 98.3% | 90.6 | 57.1 | F |
| | Subtotal | 112 | 119 | 106.4% | 104.2 | 46.8 | F |
| WB | Left Turn | 392 | 372 | 95.0% | 53.4 | 4.6 | D |
| | Through | 40 | 34 | 84.0% | 51.4 | 18.9 | D |
| | Right Turn | 88 | 87 | 99.1% | 25.1 | 3.3 | C |
| | Subtotal | 520 | 493 | 94.8% | 48.4 | 5.0 | D |
| Total | | 4956 | 4988 | 100.6% | 26.4 | 2.8 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 84 | 92 | 110.0% | 1.2 | 0.4 | A |
| | Subtotal | 84 | 92 | 110.0% | 1.2 | 0.4 | A |
| SB | Left Turn | 56 | 57 | 101.4% | 32.9 | 7.0 | C |
| | Through | | | | | | |
| | Right Turn | 80 | 88 | 109.5% | 20.1 | 6.4 | C |
| | Subtotal | 136 | 144 | 106.2% | 25.0 | 5.9 | C |
| EB | Left Turn | 172 | 172 | 100.0% | 55.5 | 14.9 | E |
| | Through | 1768 | 1795 | 101.5% | 11.3 | 6.3 | B |
| | Right Turn | 148 | 154 | 104.1% | 11.6 | 3.3 | B |
| | Subtotal | 2088 | 2121 | 101.6% | 15.0 | 7.2 | B |
| WB | Left Turn | | | | | | |
| | Through | 1640 | 1590 | 97.0% | 19.7 | 3.0 | B |
| | Right Turn | 40 | 43 | 107.0% | 16.0 | 4.6 | B |
| | Subtotal | 1680 | 1633 | 97.2% | 19.6 | 3.0 | B |
| Total | | 3988 | 3991 | 100.1% | 16.9 | 4.1 | B |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 1 1 0 1 2 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 165 536 107 354 394 83 429 1237 194 69 594 192
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 536 107 354 394 83 429 1237 194 69 594 192
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 536 107 354 394 83 429 1237 194 69 594 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 536 107 354 394 83 429 1237 194 69 594 192
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 536 107 389 394 83 472 1237 194 69 594 192

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.49 1.51 1.00 2.00 2.59 0.41 1.00 1.51 0.49
Final Sat.: 1500 3000 1500 2237 2263 1500 3000 3890 610 1500 2267 733

Capacity Analysis Module:

Vol/Sat: 0.11 0.18 0.07 0.17 0.17 0.06 0.16 0.32 0.32 0.05 0.26 0.26
Crit Volume: 268 261 236 393
Crit Moves: **** **** **** ****

EXISTING PLUS PROJECT

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 43 | 97.3% | 65.6 | 10.5 | E |
| | Through | 1208 | 1291 | 106.9% | 11.4 | 1.4 | B |
| | Right Turn | 76 | 73 | 96.3% | 9.7 | 2.4 | A |
| | Subtotal | 1328 | 1407 | 106.0% | 12.9 | 1.4 | B |
| SB | Left Turn | 44 | 34 | 78.2% | 61.2 | 15.5 | E |
| | Through | 1664 | 1657 | 99.6% | 12.1 | 4.5 | B |
| | Right Turn | 20 | 20 | 98.0% | 14.9 | 14.0 | B |
| | Subtotal | 1728 | 1711 | 99.0% | 13.2 | 4.2 | B |
| EB | Left Turn | 16 | 14 | 90.0% | 51.8 | 23.5 | D |
| | Through | 8 | 9 | 115.0% | 55.0 | 31.3 | D |
| | Right Turn | 20 | 21 | 104.0% | 36.3 | 13.4 | D |
| | Subtotal | 44 | 44 | 100.9% | 48.7 | 8.7 | D |
| WB | Left Turn | 288 | 273 | 94.9% | 58.3 | 11.7 | E |
| | Through | 28 | 29 | 102.9% | 38.8 | 10.8 | D |
| | Right Turn | 60 | 56 | 92.7% | 21.6 | 4.5 | C |
| | Subtotal | 376 | 358 | 95.1% | 51.2 | 9.4 | D |
| Total | | 3476 | 3520 | 101.3% | 17.4 | 3.1 | B |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1336 | 1401 | 104.9% | 12.1 | 3.0 | B |
| | Right Turn | 76 | 77 | 101.1% | 11.4 | 5.0 | B |
| | Subtotal | 1412 | 1478 | 104.7% | 12.1 | 2.9 | B |
| SB | Left Turn | 52 | 64 | 123.8% | 64.6 | 13.8 | E |
| | Through | 1920 | 1919 | 99.9% | 37.7 | 16.4 | D |
| | Right Turn | | | | | | |
| | Subtotal | 1972 | 1983 | 100.6% | 38.5 | 15.8 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 132 | 116 | 87.9% | 105.4 | 46.3 | F |
| | Through | | | | | | |
| | Right Turn | 56 | 62 | 111.4% | 14.1 | 9.3 | B |
| | Subtotal | 188 | 178 | 94.9% | 74.0 | 37.0 | E |
| Total | | 3572 | 3640 | 101.9% | 29.7 | 10.5 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 69 | 108.1% | 60.7 | 11.2 | E |
| | Through | 1332 | 1376 | 103.3% | 13.3 | 2.6 | B |
| | Right Turn | 36 | 30 | 83.3% | 14.1 | 5.1 | B |
| | Subtotal | 1432 | 1475 | 103.0% | 15.6 | 2.2 | B |
| SB | Left Turn | | | | | | |
| | Through | 1984 | 1938 | 97.7% | 24.7 | 2.3 | C |
| | Right Turn | 72 | 71 | 98.9% | 32.7 | 10.3 | C |
| | Subtotal | 2056 | 2009 | 97.7% | 24.9 | 2.4 | C |
| EB | Left Turn | 64 | 54 | 85.0% | 49.8 | 6.9 | D |
| | Through | 4 | 3 | 70.0% | 16.9 | 25.7 | B |
| | Right Turn | 32 | 34 | 105.0% | 27.9 | 10.3 | C |
| | Subtotal | 100 | 91 | 90.8% | 41.0 | 6.1 | D |
| WB | Left Turn | 12 | 10 | 80.0% | 45.0 | 17.8 | D |
| | Through | | | | | | |
| | Right Turn | 4 | 6 | 150.0% | 14.5 | 18.8 | B |
| | Subtotal | 16 | 16 | 97.5% | 32.3 | 13.0 | C |
| Total | | 3604 | 3590 | 99.6% | 21.5 | 2.1 | C |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1384 | 1432 | 103.5% | 3.0 | 0.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1384 | 1432 | 103.5% | 3.0 | 0.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 1984 | 1936 | 97.6% | 10.0 | 2.3 | A |
| | Right Turn | 44 | 44 | 100.9% | 9.2 | 3.2 | A |
| | Subtotal | 2028 | 1980 | 97.7% | 10.0 | 2.3 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 60 | 66 | 110.0% | 68.9 | 30.3 | F |
| | Subtotal | 60 | 66 | 110.0% | 68.9 | 30.3 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 48 | 48 | 99.2% | 14.1 | 5.5 | B |
| | Subtotal | 48 | 48 | 99.2% | 14.1 | 5.5 | B |
| Total | | 3520 | 3526 | 100.2% | 8.3 | 1.7 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 244 | 241 | 98.9% | 66.8 | 6.5 | E |
| | Through | 964 | 1004 | 104.2% | 50.4 | 7.5 | D |
| | Right Turn | 60 | 68 | 114.0% | 47.8 | 10.9 | D |
| | Subtotal | 1268 | 1314 | 103.6% | 53.4 | 6.1 | D |
| SB | Left Turn | 208 | 202 | 97.3% | 78.2 | 9.3 | E |
| | Through | 1008 | 1043 | 103.5% | 56.1 | 6.7 | E |
| | Right Turn | 824 | 772 | 93.7% | 18.6 | 3.9 | B |
| | Subtotal | 2040 | 2018 | 98.9% | 44.0 | 6.0 | D |
| EB | Left Turn | 328 | 347 | 105.7% | 62.9 | 8.8 | E |
| | Through | 560 | 580 | 103.6% | 36.1 | 4.3 | D |
| | Right Turn | 88 | 73 | 83.2% | 12.7 | 2.7 | B |
| | Subtotal | 976 | 1000 | 102.5% | 43.6 | 3.6 | D |
| WB | Left Turn | 88 | 74 | 83.6% | 82.3 | 12.0 | F |
| | Through | 848 | 1082 | 127.6% | 48.0 | 3.5 | D |
| | Right Turn | 120 | 120 | 99.7% | 15.6 | 2.4 | B |
| | Subtotal | 1056 | 1275 | 120.8% | 46.9 | 3.2 | D |
| Total | | 5340 | 5608 | 105.0% | 46.8 | 3.1 | D |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 252 | 263 | 104.4% | 76.3 | 13.1 | E |
| | Through | 1192 | 1220 | 102.4% | 18.4 | 6.3 | B |
| | Right Turn | 236 | 216 | 91.7% | 21.0 | 9.6 | C |
| | Subtotal | 1680 | 1700 | 101.2% | 27.6 | 6.5 | C |
| SB | Left Turn | 56 | 50 | 90.0% | 71.9 | 15.6 | E |
| | Through | 928 | 967 | 104.2% | 39.7 | 11.4 | D |
| | Right Turn | 204 | 236 | 115.7% | 36.7 | 12.7 | D |
| | Subtotal | 1188 | 1254 | 105.5% | 40.4 | 11.5 | D |
| EB | Left Turn | 64 | 56 | 86.9% | 55.3 | 15.5 | E |
| | Through | 48 | 56 | 117.5% | 51.0 | 11.9 | D |
| | Right Turn | 64 | 60 | 94.4% | 19.7 | 9.8 | B |
| | Subtotal | 176 | 172 | 98.0% | 41.2 | 8.7 | D |
| WB | Left Turn | 176 | 167 | 95.0% | 46.9 | 8.0 | D |
| | Through | 188 | 194 | 103.0% | 48.9 | 8.0 | D |
| | Right Turn | 28 | 25 | 88.6% | 36.8 | 18.0 | D |
| | Subtotal | 392 | 386 | 98.4% | 47.1 | 7.0 | D |
| Total | | 3436 | 3512 | 102.2% | 35.1 | 6.9 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 21 | 106.0% | 79.4 | 30.3 | E |
| | Through | 1460 | 1372 | 94.0% | 24.5 | 3.3 | C |
| | Right Turn | 348 | 347 | 99.8% | 6.6 | 1.4 | A |
| | Subtotal | 1828 | 1741 | 95.2% | 21.6 | 2.8 | C |
| SB | Left Turn | 28 | 26 | 91.4% | 79.8 | 22.8 | E |
| | Through | 1124 | 1076 | 95.7% | 29.7 | 5.8 | C |
| | Right Turn | 12 | 11 | 93.3% | 23.7 | 16.6 | C |
| | Subtotal | 1164 | 1113 | 95.6% | 30.8 | 5.8 | C |
| EB | Left Turn | 36 | 41 | 114.4% | 57.7 | 11.3 | E |
| | Through | 40 | 35 | 87.0% | 45.3 | 9.7 | D |
| | Right Turn | 12 | 8 | 66.7% | 12.1 | 5.9 | B |
| | Subtotal | 88 | 84 | 95.5% | 48.9 | 7.9 | D |
| WB | Left Turn | 580 | 608 | 104.9% | 54.7 | 26.1 | D |
| | Through | 44 | 46 | 104.5% | 56.7 | 30.4 | E |
| | Right Turn | 112 | 124 | 110.7% | 35.4 | 22.9 | D |
| | Subtotal | 736 | 778 | 105.8% | 51.7 | 25.6 | D |
| Total | | 3816 | 3716 | 97.4% | 31.4 | 6.7 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 36 | 34 | 95.6% | 0.9 | 0.2 | A |
| | Subtotal | 36 | 34 | 95.6% | 0.9 | 0.2 | A |
| SB | Left Turn | 28 | 22 | 80.0% | 30.6 | 8.1 | C |
| | Through | | | | | | |
| | Right Turn | 60 | 69 | 115.3% | 20.4 | 5.2 | C |
| | Subtotal | 88 | 92 | 104.1% | 22.7 | 4.6 | C |
| EB | Left Turn | 56 | 48 | 85.0% | 50.0 | 9.9 | D |
| | Through | 908 | 941 | 103.7% | 4.1 | 1.0 | A |
| | Right Turn | 144 | 136 | 94.2% | 7.5 | 0.5 | A |
| | Subtotal | 1108 | 1124 | 101.5% | 6.4 | 1.0 | A |
| WB | Left Turn | | | | | | |
| | Through | 1828 | 1736 | 95.0% | 13.3 | 3.6 | B |
| | Right Turn | 56 | 47 | 84.3% | 10.0 | 3.3 | A |
| | Subtotal | 1884 | 1784 | 94.7% | 13.2 | 3.6 | B |
| Total | | 3116 | 3034 | 97.4% | 10.8 | 2.4 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 24 | 25 | 105.0% | 59.9 | 31.8 | F |
| | Subtotal | 24 | 25 | 105.0% | 59.9 | 31.8 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1856 | 1765 | 95.1% | 6.7 | 1.2 | A |
| | Right Turn | 92 | 83 | 90.4% | 6.7 | 1.0 | A |
| | Subtotal | 1948 | 1848 | 94.9% | 6.7 | 1.2 | A |
| Total | | 1972 | 1873 | 95.0% | 7.4 | 1.1 | A |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 1 1 0 1 2 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 196 328 69 286 380 66 190 437 131 142 1074 147
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 196 328 69 286 380 66 190 437 131 142 1074 147
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 196 328 69 286 380 66 190 437 131 142 1074 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 196 328 69 286 380 66 190 437 131 142 1074 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 196 328 69 315 380 66 209 437 131 142 1074 147

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.36 1.64 1.00 2.00 2.31 0.69 1.00 1.76 0.24
Final Sat.: 1500 3000 1500 2038 2462 1500 3000 3462 1038 1500 2639 361

Capacity Analysis Module:

Vol/Sat: 0.13 0.11 0.05 0.15 0.15 0.04 0.07 0.13 0.13 0.09 0.41 0.41
Crit Volume: 196 232 104 611
Crit Moves: ****

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 32 | 88.9% | 72.3 | 22.5 | E |
| | Through | 2276 | 2053 | 90.2% | 30.7 | 4.1 | C |
| | Right Turn | 248 | 219 | 88.4% | 25.7 | 3.5 | C |
| | Subtotal | 2560 | 2304 | 90.0% | 30.8 | 4.0 | C |
| SB | Left Turn | 84 | 76 | 90.0% | 68.4 | 12.9 | E |
| | Through | 1896 | 1865 | 98.4% | 16.2 | 4.1 | B |
| | Right Turn | 8 | 8 | 100.0% | 15.3 | 8.1 | B |
| | Subtotal | 1988 | 1948 | 98.0% | 18.2 | 3.8 | B |
| EB | Left Turn | 52 | 44 | 85.4% | 59.7 | 10.9 | E |
| | Through | 44 | 49 | 111.8% | 72.4 | 16.7 | E |
| | Right Turn | 52 | 53 | 102.3% | 23.6 | 8.5 | C |
| | Subtotal | 148 | 147 | 99.2% | 51.3 | 7.7 | D |
| WB | Left Turn | 216 | 216 | 100.2% | 60.2 | 5.7 | E |
| | Through | 16 | 12 | 77.5% | 65.2 | 23.5 | E |
| | Right Turn | 80 | 78 | 98.0% | 25.2 | 5.5 | C |
| | Subtotal | 312 | 307 | 98.5% | 51.4 | 4.4 | D |
| Total | | 5008 | 4707 | 94.0% | 27.5 | 3.2 | C |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2496 | 2239 | 89.7% | 13.5 | 3.1 | B |
| | Right Turn | 108 | 87 | 80.4% | 13.3 | 3.7 | B |
| | Subtotal | 2604 | 2326 | 89.3% | 13.5 | 3.0 | B |
| SB | Left Turn | 92 | 92 | 99.6% | 86.6 | 15.8 | F |
| | Through | 1976 | 2006 | 101.5% | 22.3 | 12.5 | C |
| | Right Turn | | | | | | |
| | Subtotal | 2068 | 2098 | 101.4% | 25.3 | 11.4 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 68 | 66 | 97.1% | 82.2 | 27.4 | F |
| | Through | | | | | | |
| | Right Turn | 52 | 60 | 114.6% | 16.3 | 4.4 | B |
| | Subtotal | 120 | 126 | 104.7% | 51.9 | 18.5 | D |
| Total | | 4792 | 4549 | 94.9% | 20.1 | 6.9 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 70 | 87.0% | 72.3 | 15.1 | E |
| | Through | 2288 | 2089 | 91.3% | 22.4 | 4.1 | C |
| | Right Turn | 12 | 11 | 93.3% | 25.5 | 13.8 | C |
| | Subtotal | 2380 | 2170 | 91.2% | 24.1 | 4.3 | C |
| SB | Left Turn | | | | | | |
| | Through | 2008 | 1943 | 96.8% | 27.5 | 10.5 | C |
| | Right Turn | 64 | 55 | 86.3% | 36.3 | 16.2 | D |
| | Subtotal | 2072 | 1998 | 96.4% | 27.7 | 10.6 | C |
| EB | Left Turn | 312 | 200 | 64.1% | 861.5 | 267.1 | F |
| | Through | 8 | 7 | 85.0% | 841.8 | 260.6 | F |
| | Right Turn | 48 | 33 | 69.2% | 835.0 | 273.8 | F |
| | Subtotal | 368 | 240 | 65.2% | 857.3 | 268.0 | F |
| WB | Left Turn | 48 | 45 | 94.2% | 88.7 | 24.0 | F |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 100.0% | 46.1 | 80.6 | D |
| | Subtotal | 52 | 49 | 94.6% | 86.2 | 20.9 | F |
| Total | | 4872 | 4458 | 91.5% | 70.4 | 15.4 | E |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|---------------|---------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2272 | 2063 | 90.8% | 4.2 | 0.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2272 | 2063 | 90.8% | 4.2 | 0.3 | A |
| SB | Left Turn | | | | | | |
| | Through | 2000 | 1932 | 96.6% | 24.4 | 9.1 | C |
| | Right Turn | 100 | 107 | 106.8% | 27.7 | 11.8 | D |
| | Subtotal | 2100 | 2038 | 97.1% | 24.6 | 9.1 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 188 | 78 | 41.3% | 612.6 | 334.7 | F |
| | Subtotal | 188 | 78 | 41.3% | 612.6 | 334.7 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 108 | 114 | 105.2% | 71.4 | 28.5 | F |
| | Subtotal | 108 | 114 | 105.2% | 71.4 | 28.5 | F |
| Total | | 4668 | 4292.4 | 92.0% | 24.3 | 5.5 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 424 | 396 | 93.4% | 135.7 | 18.8 | F |
| | Through | 1444 | 1373 | 95.1% | 123.2 | 15.7 | F |
| | Right Turn | 76 | 75 | 98.9% | 138.4 | 28.2 | F |
| | Subtotal | 1944 | 1844 | 94.9% | 126.7 | 15.3 | F |
| SB | Left Turn | 340 | 308 | 90.6% | 116.0 | 18.9 | F |
| | Through | 1280 | 1162 | 90.8% | 98.8 | 14.9 | F |
| | Right Turn | 568 | 529 | 93.2% | 42.3 | 11.9 | D |
| | Subtotal | 2188 | 1999 | 91.4% | 86.5 | 14.4 | F |
| EB | Left Turn | 656 | 500 | 76.3% | 252.9 | 23.1 | F |
| | Through | 1208 | 1160 | 96.0% | 128.8 | 21.5 | F |
| | Right Turn | 96 | 89 | 92.9% | 103.8 | 16.3 | F |
| | Subtotal | 1960 | 1750 | 89.3% | 163.1 | 21.0 | F |
| WB | Left Turn | 176 | 173 | 98.2% | 110.2 | 34.8 | F |
| | Through | 816 | 797 | 97.7% | 89.7 | 12.5 | F |
| | Right Turn | 240 | 233 | 97.2% | 35.3 | 12.6 | D |
| | Subtotal | 1232 | 1203 | 97.7% | 82.7 | 15.1 | F |
| Total | | 7324 | 6796 | 92.8% | 116.3 | 8.2 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 41 | 78.5% | 109.9 | 47.3 | F |
| | Through | 1536 | 1495 | 97.3% | 72.4 | 45.9 | E |
| | Right Turn | 268 | 267 | 99.6% | 83.1 | 45.0 | F |
| | Subtotal | 1856 | 1803 | 97.1% | 74.8 | 45.5 | E |
| SB | Left Turn | 76 | 70 | 92.6% | 96.0 | 27.0 | F |
| | Through | 1376 | 1233 | 89.6% | 46.2 | 9.0 | D |
| | Right Turn | 104 | 99 | 95.0% | 42.9 | 13.3 | D |
| | Subtotal | 1556 | 1402 | 90.1% | 48.5 | 9.9 | D |
| EB | Left Turn | 220 | 212 | 96.2% | 57.6 | 16.2 | E |
| | Through | 192 | 193 | 100.6% | 62.4 | 19.3 | E |
| | Right Turn | 252 | 277 | 109.8% | 45.9 | 15.4 | D |
| | Subtotal | 664 | 682 | 102.7% | 54.2 | 15.8 | D |
| WB | Left Turn | 232 | 245 | 105.5% | 46.2 | 6.5 | D |
| | Through | 68 | 70 | 103.5% | 47.8 | 7.9 | D |
| | Right Turn | 140 | 148 | 106.0% | 32.8 | 5.5 | C |
| | Subtotal | 440 | 464 | 105.4% | 42.2 | 3.7 | D |
| Total | | 4516 | 4350 | 96.3% | 59.4 | 21.2 | E |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 15 | 92.5% | 98.5 | 62.9 | F |
| | Through | 1740 | 1801 | 103.5% | 22.4 | 2.4 | C |
| | Right Turn | 640 | 645 | 100.8% | 13.0 | 3.8 | B |
| | Subtotal | 2396 | 2460 | 102.7% | 20.2 | 2.8 | C |
| SB | Left Turn | 112 | 101 | 90.4% | 89.2 | 20.8 | F |
| | Through | 1892 | 1779 | 94.0% | 21.7 | 3.1 | C |
| | Right Turn | 40 | 41 | 102.0% | 23.3 | 5.0 | C |
| | Subtotal | 2044 | 1921 | 94.0% | 25.4 | 2.8 | C |
| EB | Left Turn | 32 | 34 | 106.3% | 95.8 | 36.3 | F |
| | Through | 60 | 67 | 112.0% | 92.1 | 28.4 | F |
| | Right Turn | 24 | 20 | 81.7% | 56.6 | 33.6 | E |
| | Subtotal | 116 | 121 | 104.1% | 86.1 | 28.7 | F |
| WB | Left Turn | 392 | 403 | 102.9% | 56.6 | 8.1 | E |
| | Through | 40 | 41 | 102.0% | 62.6 | 14.7 | E |
| | Right Turn | 92 | 84 | 91.3% | 25.4 | 9.4 | C |
| | Subtotal | 524 | 528 | 100.8% | 52.2 | 8.0 | D |
| Total | | 5080 | 5030 | 99.0% | 27.2 | 2.8 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 84 | 90 | 106.7% | 1.3 | 0.3 | A |
| | Subtotal | 84 | 90 | 106.7% | 1.3 | 0.3 | A |
| SB | Left Turn | 56 | 54 | 95.7% | 46.7 | 16.3 | D |
| | Through | | | | | | |
| | Right Turn | 84 | 82 | 98.1% | 20.0 | 7.4 | B |
| | Subtotal | 140 | 136 | 97.1% | 30.8 | 9.3 | C |
| EB | Left Turn | 196 | 192 | 97.8% | 80.2 | 22.5 | F |
| | Through | 1816 | 1718 | 94.6% | 23.0 | 11.0 | C |
| | Right Turn | 148 | 163 | 110.0% | 8.6 | 3.4 | A |
| | Subtotal | 2160 | 2072 | 95.9% | 27.1 | 10.8 | C |
| WB | Left Turn | | | | | | |
| | Through | 1704 | 1604 | 94.1% | 26.2 | 6.0 | C |
| | Right Turn | 40 | 42 | 105.0% | 18.6 | 6.0 | B |
| | Subtotal | 1744 | 1646 | 94.4% | 26.0 | 6.0 | C |
| Total | | 4128 | 3944 | 95.5% | 26.1 | 5.6 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 92 | 92 | 100.4% | 25.6 | 8.4 | D |
| | Subtotal | 92 | 92 | 100.4% | 25.6 | 8.4 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1652 | 1550 | 93.8% | 5.4 | 0.7 | A |
| | Right Turn | 248 | 238 | 96.0% | 5.2 | 1.1 | A |
| | Subtotal | 1900 | 1788 | 94.1% | 5.4 | 0.7 | A |
| Total | | 1992 | 1881 | 94.4% | 6.4 | 0.9 | A |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

| | | | |
|------------------|-----|--------------------------|--------|
| Cycle (sec): | 100 | Critical Vol./Cap.(X): | 0.781 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 104 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 2 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 167 | 536 | 107 | 354 | 394 | 83 | 434 | 1258 | 196 | 69 | 616 | 192 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 536 | 107 | 354 | 394 | 83 | 434 | 1258 | 196 | 69 | 616 | 192 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 167 | 536 | 107 | 354 | 394 | 83 | 434 | 1258 | 196 | 69 | 616 | 192 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 167 | 536 | 107 | 354 | 394 | 83 | 434 | 1258 | 196 | 69 | 616 | 192 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 167 | 536 | 107 | 389 | 394 | 83 | 477 | 1258 | 196 | 69 | 616 | 192 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.49 | 1.51 | 1.00 | 2.00 | 2.60 | 0.40 | 1.00 | 1.52 | 0.48 |
| Final Sat.: | 1500 | 3000 | 1500 | 2237 | 2263 | 1500 | 3000 | 3893 | 607 | 1500 | 2287 | 713 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.18 | 0.07 | 0.17 | 0.17 | 0.06 | 0.16 | 0.32 | 0.32 | 0.05 | 0.27 | 0.27 |
| Crit Volume: | 268 | | | 261 | | | 239 | | | 404 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

EXISTING PLUS PROJECT

MITIGATION MEASURES

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 46 | 103.6% | 50.0 | 4.9 | D |
| | Through | 1208 | 1245 | 103.1% | 11.0 | 2.5 | B |
| | Right Turn | 76 | 74 | 97.4% | 7.6 | 1.6 | A |
| | Subtotal | 1328 | 1365 | 102.8% | 12.1 | 2.4 | B |
| SB | Left Turn | 44 | 43 | 97.3% | 61.7 | 8.8 | E |
| | Through | 1664 | 1682 | 101.1% | 10.6 | 1.5 | B |
| | Right Turn | 20 | 22 | 112.0% | 12.3 | 8.3 | B |
| | Subtotal | 1728 | 1747 | 101.1% | 11.9 | 1.7 | B |
| EB | Left Turn | 16 | 14 | 90.0% | 51.8 | 15.1 | D |
| | Through | 8 | 8 | 105.0% | 62.0 | 33.5 | E |
| | Right Turn | 20 | 20 | 98.0% | 20.8 | 10.1 | C |
| | Subtotal | 44 | 42 | 96.4% | 42.4 | 9.0 | D |
| WB | Left Turn | 288 | 269 | 93.3% | 52.7 | 6.5 | D |
| | Through | 28 | 23 | 82.9% | 39.4 | 18.5 | D |
| | Right Turn | 60 | 63 | 105.3% | 15.3 | 5.2 | B |
| | Subtotal | 376 | 355 | 94.5% | 45.2 | 6.6 | D |
| Total | | 3476 | 3510 | 101.0% | 15.7 | 2.1 | B |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1336 | 1359 | 101.7% | 9.5 | 2.2 | A |
| | Right Turn | 76 | 80 | 105.8% | 8.6 | 2.9 | A |
| | Subtotal | 1412 | 1440 | 102.0% | 9.5 | 2.2 | A |
| SB | Left Turn | 52 | 51 | 97.7% | 61.3 | 8.8 | E |
| | Through | 1920 | 1973 | 102.8% | 22.5 | 9.0 | C |
| | Right Turn | | | | | | |
| | Subtotal | 1972 | 2024 | 102.6% | 23.4 | 9.0 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 132 | 114 | 86.1% | 66.2 | 14.2 | E |
| | Through | | | | | | |
| | Right Turn | 56 | 56 | 100.0% | 7.4 | 2.2 | A |
| | Subtotal | 188 | 170 | 90.2% | 46.6 | 11.6 | D |
| Total | | 3572 | 3633 | 101.7% | 19.1 | 5.9 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 58 | 90.0% | 54.2 | 10.1 | D |
| | Through | 1332 | 1315 | 98.7% | 10.7 | 1.2 | B |
| | Right Turn | 36 | 33 | 92.2% | 9.9 | 3.2 | A |
| | Subtotal | 1432 | 1406 | 98.2% | 12.5 | 1.5 | B |
| SB | Left Turn | | | | | | |
| | Through | 1984 | 1995 | 100.5% | 20.7 | 2.2 | C |
| | Right Turn | 72 | 73 | 101.7% | 25.6 | 3.9 | C |
| | Subtotal | 2056 | 2068 | 100.6% | 20.9 | 2.2 | C |
| EB | Left Turn | 64 | 66 | 102.5% | 53.6 | 10.8 | D |
| | Through | 4 | 1 | 30.0% | 24.9 | 33.1 | C |
| | Right Turn | 32 | 33 | 103.8% | 27.4 | 9.1 | C |
| | Subtotal | 100 | 100 | 100.0% | 45.2 | 8.4 | D |
| WB | Left Turn | 12 | 12 | 103.3% | 38.8 | 19.4 | D |
| | Through | | | | | | |
| | Right Turn | 4 | 5 | 130.0% | 8.9 | 16.4 | A |
| | Subtotal | 16 | 18 | 110.0% | 30.0 | 17.1 | C |
| Total | | 3604 | 3591 | 99.6% | 18.3 | 1.6 | B |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1384 | 1431 | 103.4% | 2.8 | 0.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1384 | 1431 | 103.4% | 2.8 | 0.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 1984 | 1908 | 96.2% | 14.5 | 1.4 | B |
| | Right Turn | 44 | 48 | 109.1% | 24.8 | 5.2 | C |
| | Subtotal | 2028 | 1956 | 96.4% | 14.7 | 1.4 | B |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 60 | 46 | 77.3% | 916.2 | 737.5 | F |
| | Subtotal | 60 | 46 | 77.3% | 916.2 | 737.5 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 48 | 46 | 95.0% | 16.8 | 4.0 | C |
| | Subtotal | 48 | 46 | 95.0% | 16.8 | 4.0 | C |
| Total | | 3520 | 3479 | 98.8% | 19.6 | 4.8 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 244 | 217 | 88.9% | 74.6 | 44.8 | E |
| | Through | 964 | 950 | 98.6% | 23.3 | 2.8 | C |
| | Right Turn | 60 | 66 | 110.7% | 22.2 | 4.3 | C |
| | Subtotal | 1268 | 1234 | 97.3% | 32.7 | 10.1 | C |
| SB | Left Turn | 208 | 198 | 95.0% | 74.2 | 9.1 | E |
| | Through | 1008 | 1036 | 102.8% | 39.8 | 4.3 | D |
| | Right Turn | 824 | 822 | 99.8% | 34.0 | 4.1 | C |
| | Subtotal | 2040 | 2056 | 100.8% | 40.9 | 3.6 | D |
| EB | Left Turn | 328 | 338 | 103.0% | 82.7 | 26.7 | F |
| | Through | 560 | 525 | 93.7% | 37.6 | 3.7 | D |
| | Right Turn | 88 | 82 | 93.2% | 9.8 | 2.3 | A |
| | Subtotal | 976 | 945 | 96.8% | 51.6 | 11.1 | D |
| WB | Left Turn | 88 | 76 | 86.8% | 71.2 | 13.6 | E |
| | Through | 848 | 818 | 96.5% | 65.5 | 8.8 | E |
| | Right Turn | 120 | 121 | 101.0% | 13.8 | 2.0 | B |
| | Subtotal | 1056 | 1016 | 96.2% | 59.7 | 7.6 | E |
| Total | | 5340 | 5250 | 98.3% | 44.7 | 3.8 | D |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 252 | 254 | 100.6% | 71.2 | 12.2 | E |
| | Through | 1192 | 1142 | 95.8% | 46.1 | 6.4 | D |
| | Right Turn | 236 | 230 | 97.5% | 48.9 | 6.4 | D |
| | Subtotal | 1680 | 1626 | 96.8% | 50.3 | 5.7 | D |
| SB | Left Turn | 56 | 52 | 92.1% | 56.0 | 17.9 | E |
| | Through | 928 | 906 | 97.7% | 13.9 | 2.3 | B |
| | Right Turn | 204 | 209 | 102.4% | 14.7 | 2.9 | B |
| | Subtotal | 1188 | 1167 | 98.2% | 15.8 | 2.1 | B |
| EB | Left Turn | 64 | 62 | 96.3% | 60.0 | 14.2 | E |
| | Through | 48 | 42 | 88.3% | 53.6 | 14.5 | D |
| | Right Turn | 64 | 66 | 103.1% | 17.2 | 6.6 | B |
| | Subtotal | 176 | 170 | 96.6% | 41.0 | 5.6 | D |
| WB | Left Turn | 176 | 172 | 97.5% | 46.6 | 5.0 | D |
| | Through | 188 | 160 | 85.1% | 53.7 | 9.7 | D |
| | Right Turn | 28 | 28 | 100.0% | 36.0 | 11.8 | D |
| | Subtotal | 392 | 360 | 91.7% | 48.7 | 4.7 | D |
| Total | | 3436 | 3322 | 96.7% | 37.5 | 2.9 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 23 | 114.0% | 85.0 | 28.4 | F |
| | Through | 1460 | 1456 | 99.7% | 23.8 | 3.1 | C |
| | Right Turn | 348 | 367 | 105.4% | 5.8 | 1.0 | A |
| | Subtotal | 1828 | 1846 | 101.0% | 21.0 | 2.8 | C |
| SB | Left Turn | 28 | 26 | 91.4% | 53.6 | 15.8 | D |
| | Through | 1124 | 1120 | 99.6% | 14.1 | 2.2 | B |
| | Right Turn | 12 | 8 | 70.0% | 10.1 | 11.1 | B |
| | Subtotal | 1164 | 1154 | 99.1% | 14.9 | 2.0 | B |
| EB | Left Turn | 36 | 30 | 82.2% | 68.7 | 19.4 | E |
| | Through | 40 | 42 | 105.0% | 69.2 | 20.5 | E |
| | Right Turn | 12 | 8 | 66.7% | 36.9 | 34.9 | D |
| | Subtotal | 88 | 80 | 90.5% | 67.3 | 17.5 | E |
| WB | Left Turn | 580 | 584 | 100.8% | 64.2 | 21.0 | E |
| | Through | 44 | 43 | 97.3% | 67.8 | 23.5 | E |
| | Right Turn | 112 | 109 | 97.1% | 40.5 | 19.3 | D |
| | Subtotal | 736 | 736 | 100.0% | 61.0 | 20.2 | E |
| Total | | 3816 | 3815 | 100.0% | 27.9 | 5.5 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 36 | 31 | 85.6% | 0.8 | 0.1 | A |
| | Subtotal | 36 | 31 | 85.6% | 0.8 | 0.1 | A |
| SB | Left Turn | 28 | 28 | 101.4% | 38.3 | 14.3 | D |
| | Through | | | | | | |
| | Right Turn | 60 | 64 | 106.0% | 22.8 | 6.0 | C |
| | Subtotal | 88 | 92 | 104.5% | 27.8 | 7.5 | C |
| EB | Left Turn | 56 | 62 | 111.4% | 48.0 | 7.6 | D |
| | Through | 908 | 864 | 95.1% | 4.9 | 1.7 | A |
| | Right Turn | 144 | 131 | 91.1% | 7.5 | 0.4 | A |
| | Subtotal | 1108 | 1057 | 95.4% | 7.7 | 2.2 | A |
| WB | Left Turn | | | | | | |
| | Through | 1828 | 1772 | 96.9% | 13.2 | 3.9 | B |
| | Right Turn | 56 | 43 | 77.1% | 9.9 | 2.9 | A |
| | Subtotal | 1884 | 1815 | 96.3% | 13.1 | 3.8 | B |
| Total | | 3116 | 2995 | 96.1% | 11.5 | 3.1 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 24 | 20 | 83.3% | 68.7 | 48.1 | F |
| | Subtotal | 24 | 20 | 83.3% | 68.7 | 48.1 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1856 | 1790 | 96.4% | 4.9 | 0.4 | A |
| | Right Turn | 92 | 98 | 107.0% | 3.4 | 0.9 | A |
| | Subtotal | 1948 | 1888 | 96.9% | 4.8 | 0.4 | A |
| Total | | 1972 | 1908 | 96.8% | 5.5 | 0.4 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 30 | 83.3% | 73.8 | 19.4 | E |
| | Through | 2276 | 2052 | 90.2% | 33.2 | 4.2 | C |
| | Right Turn | 248 | 223 | 90.0% | 28.2 | 4.7 | C |
| | Subtotal | 2560 | 2305 | 90.0% | 33.3 | 4.0 | C |
| SB | Left Turn | 84 | 86 | 101.9% | 70.0 | 10.6 | E |
| | Through | 1896 | 1879 | 99.1% | 15.5 | 2.6 | B |
| | Right Turn | 8 | 11 | 135.0% | 16.3 | 13.3 | B |
| | Subtotal | 1988 | 1975 | 99.4% | 17.8 | 2.6 | B |
| EB | Left Turn | 52 | 56 | 108.5% | 59.3 | 9.9 | E |
| | Through | 44 | 42 | 95.5% | 65.4 | 7.8 | E |
| | Right Turn | 52 | 53 | 102.3% | 33.9 | 10.2 | C |
| | Subtotal | 148 | 152 | 102.4% | 52.6 | 5.9 | D |
| WB | Left Turn | 216 | 233 | 108.0% | 59.3 | 5.7 | E |
| | Through | 16 | 14 | 90.0% | 43.3 | 24.2 | D |
| | Right Turn | 80 | 74 | 93.0% | 27.5 | 8.0 | C |
| | Subtotal | 312 | 322 | 103.2% | 51.1 | 4.0 | D |
| Total | | 5008 | 4754 | 94.9% | 28.7 | 2.8 | C |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2496 | 2312 | 92.6% | 14.3 | 3.3 | B |
| | Right Turn | 108 | 96 | 88.5% | 13.7 | 1.4 | B |
| | Subtotal | 2604 | 2408 | 92.5% | 14.3 | 3.2 | B |
| SB | Left Turn | 92 | 92 | 100.0% | 84.6 | 11.7 | F |
| | Through | 1976 | 2058 | 104.1% | 26.6 | 14.2 | C |
| | Right Turn | | | | | | |
| | Subtotal | 2068 | 2150 | 103.9% | 29.0 | 13.8 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 68 | 65 | 95.3% | 90.5 | 27.1 | F |
| | Through | | | | | | |
| | Right Turn | 52 | 49 | 94.6% | 19.7 | 7.9 | B |
| | Subtotal | 120 | 114 | 95.0% | 60.3 | 19.9 | E |
| Total | | 4792 | 4672 | 97.5% | 22.2 | 7.8 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 78 | 98.0% | 89.6 | 25.1 | F |
| | Through | 2288 | 2202 | 96.2% | 41.4 | 6.6 | D |
| | Right Turn | 12 | 10 | 80.0% | 40.1 | 15.9 | D |
| | Subtotal | 2380 | 2290 | 96.2% | 42.9 | 6.8 | D |
| SB | Left Turn | | | | | | |
| | Through | 2008 | 1956 | 97.4% | 39.7 | 8.4 | D |
| | Right Turn | 64 | 59 | 91.9% | 51.3 | 9.4 | D |
| | Subtotal | 2072 | 2015 | 97.2% | 40.1 | 8.4 | D |
| EB | Left Turn | 312 | 210 | 67.3% | 849.6 | 209.8 | F |
| | Through | 8 | 4 | 55.0% | 725.1 | 187.4 | F |
| | Right Turn | 48 | 29 | 60.0% | 807.2 | 186.3 | F |
| | Subtotal | 368 | 243 | 66.1% | 843.8 | 205.8 | F |
| WB | Left Turn | 48 | 50 | 105.0% | 66.0 | 40.1 | E |
| | Through | | | | | | |
| | Right Turn | 4 | 4 | 110.0% | 14.8 | 26.5 | B |
| | Subtotal | 52 | 55 | 105.4% | 63.3 | 40.2 | E |
| Total | | 4872 | 4603 | 94.5% | 84.2 | 12.8 | F |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|---------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2272 | 2150 | 94.6% | 5.8 | 1.4 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2272 | 2150 | 94.6% | 5.8 | 1.4 | A |
| SB | Left Turn | | | | | | |
| | Through | 2000 | 1952 | 97.6% | 25.7 | 6.9 | D |
| | Right Turn | 100 | 89 | 89.2% | 35.1 | 12.0 | E |
| | Subtotal | 2100 | 2042 | 97.2% | 26.1 | 7.0 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 188 | 14 | 7.7% | 2529.4 | 2297.4 | F |
| | Subtotal | 188 | 14 | 7.7% | 2529.4 | 2297.4 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 108 | 86 | 79.6% | 256.9 | 239.1 | F |
| | Subtotal | 108 | 86 | 79.6% | 256.9 | 239.1 | F |
| Total | | 4668 | 4292 | 92.0% | 26.9 | 7.6 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 424 | 398 | 93.8% | 195.0 | 59.7 | F |
| | Through | 1444 | 1424 | 98.6% | 116.3 | 20.9 | F |
| | Right Turn | 76 | 68 | 90.0% | 136.9 | 25.1 | F |
| | Subtotal | 1944 | 1890 | 97.2% | 133.9 | 23.5 | F |
| SB | Left Turn | 340 | 266 | 78.2% | 120.9 | 24.5 | F |
| | Through | 1280 | 1116 | 87.2% | 100.8 | 30.8 | F |
| | Right Turn | 568 | 495 | 87.2% | 69.7 | 18.5 | E |
| | Subtotal | 2188 | 1877 | 85.8% | 95.1 | 22.7 | F |
| EB | Left Turn | 656 | 620 | 94.5% | 161.4 | 31.6 | F |
| | Through | 1208 | 1250 | 103.5% | 74.3 | 20.2 | E |
| | Right Turn | 96 | 101 | 105.4% | 52.7 | 21.1 | D |
| | Subtotal | 1960 | 1971 | 100.6% | 100.7 | 23.6 | F |
| WB | Left Turn | 176 | 174 | 98.9% | 121.6 | 31.8 | F |
| | Through | 816 | 811 | 99.4% | 101.0 | 48.2 | F |
| | Right Turn | 240 | 223 | 93.0% | 35.7 | 9.4 | D |
| | Subtotal | 1232 | 1208 | 98.1% | 93.0 | 38.5 | F |
| Total | | 7324 | 6946 | 94.8% | 106.4 | 14.5 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 52 | 100.0% | 66.9 | 21.7 | E |
| | Through | 1536 | 1456 | 94.8% | 37.4 | 14.6 | D |
| | Right Turn | 268 | 281 | 104.8% | 52.7 | 14.9 | D |
| | Subtotal | 1856 | 1789 | 96.4% | 40.8 | 14.4 | D |
| SB | Left Turn | 76 | 68 | 89.5% | 88.5 | 12.6 | F |
| | Through | 1376 | 1228 | 89.2% | 28.8 | 3.3 | C |
| | Right Turn | 104 | 90 | 86.2% | 29.3 | 7.3 | C |
| | Subtotal | 1556 | 1386 | 89.0% | 31.8 | 3.9 | C |
| EB | Left Turn | 220 | 248 | 112.9% | 56.4 | 5.2 | E |
| | Through | 192 | 204 | 106.3% | 56.0 | 4.5 | E |
| | Right Turn | 252 | 248 | 98.3% | 46.6 | 9.6 | D |
| | Subtotal | 664 | 700 | 105.4% | 52.7 | 3.8 | D |
| WB | Left Turn | 232 | 211 | 91.0% | 47.2 | 5.6 | D |
| | Through | 68 | 67 | 98.2% | 51.5 | 11.6 | D |
| | Right Turn | 140 | 130 | 92.9% | 36.3 | 26.6 | D |
| | Subtotal | 440 | 408 | 92.7% | 43.8 | 9.2 | D |
| Total | | 4516 | 4282 | 94.8% | 40.0 | 6.4 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 13 | 80.0% | 84.0 | 36.2 | F |
| | Through | 1740 | 1718 | 98.7% | 29.1 | 4.3 | C |
| | Right Turn | 640 | 640 | 100.1% | 19.4 | 4.9 | B |
| | Subtotal | 2396 | 2371 | 99.0% | 26.8 | 4.4 | C |
| SB | Left Turn | 112 | 108 | 96.8% | 50.8 | 12.8 | D |
| | Through | 1892 | 1757 | 92.9% | 12.1 | 1.8 | B |
| | Right Turn | 40 | 41 | 102.0% | 11.6 | 5.2 | B |
| | Subtotal | 2044 | 1906 | 93.2% | 14.4 | 2.4 | B |
| EB | Left Turn | 32 | 37 | 115.0% | 72.2 | 30.9 | E |
| | Through | 60 | 68 | 112.7% | 67.7 | 21.3 | E |
| | Right Turn | 24 | 19 | 78.3% | 35.1 | 23.2 | D |
| | Subtotal | 116 | 123 | 106.2% | 64.8 | 22.3 | E |
| WB | Left Turn | 392 | 396 | 100.9% | 57.9 | 8.5 | E |
| | Through | 40 | 44 | 110.0% | 61.7 | 9.0 | E |
| | Right Turn | 92 | 87 | 94.3% | 29.1 | 7.5 | C |
| | Subtotal | 524 | 526 | 100.5% | 53.4 | 8.2 | D |
| Total | | 5080 | 4927 | 97.0% | 25.9 | 3.3 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 84 | 86 | 102.9% | 1.1 | 0.2 | A |
| | Subtotal | 84 | 86 | 102.9% | 1.1 | 0.2 | A |
| SB | Left Turn | 56 | 59 | 105.0% | 41.5 | 8.4 | D |
| | Through | | | | | | |
| | Right Turn | 84 | 91 | 108.1% | 21.1 | 6.0 | C |
| | Subtotal | 140 | 150 | 106.9% | 28.7 | 6.6 | C |
| EB | Left Turn | 196 | 193 | 98.4% | 70.2 | 16.7 | E |
| | Through | 1816 | 1840 | 101.3% | 17.3 | 5.9 | B |
| | Right Turn | 148 | 153 | 103.2% | 13.7 | 2.0 | B |
| | Subtotal | 2160 | 2186 | 101.2% | 21.7 | 6.0 | C |
| WB | Left Turn | | | | | | |
| | Through | 1704 | 1599 | 93.8% | 22.5 | 6.2 | C |
| | Right Turn | 40 | 38 | 96.0% | 16.2 | 5.9 | B |
| | Subtotal | 1744 | 1637 | 93.9% | 22.3 | 6.2 | C |
| Total | | 4128 | 4059 | 98.3% | 21.8 | 5.4 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 96 | 93 | 97.1% | 26.3 | 7.4 | D |
| | Subtotal | 96 | 93 | 97.1% | 26.3 | 7.4 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1652 | 1556 | 94.2% | 4.5 | 0.2 | A |
| | Right Turn | 248 | 236 | 95.2% | 3.7 | 0.3 | A |
| | Subtotal | 1900 | 1792 | 94.3% | 4.4 | 0.2 | A |
| Total | | 1996 | 1885 | 94.4% | 5.5 | 0.4 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
E+P, Dual EB Left at Howe/Feature
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 74 | 92.0% | 77.3 | 11.3 | E |
| | Through | 2288 | 2108 | 92.1% | 42.3 | 7.8 | D |
| | Right Turn | 12 | 12 | 96.7% | 46.6 | 18.4 | D |
| | Subtotal | 2380 | 2193 | 92.2% | 43.5 | 7.5 | D |
| SB | Left Turn | | | | | | |
| | Through | 2008 | 1971 | 98.1% | 39.5 | 8.4 | D |
| | Right Turn | 64 | 68 | 106.9% | 46.9 | 12.5 | D |
| | Subtotal | 2072 | 2039 | 98.4% | 39.7 | 8.4 | D |
| EB | Left Turn | 312 | 321 | 102.9% | 108.8 | 41.1 | F |
| | Through | 8 | 6 | 75.0% | 112.7 | 80.6 | F |
| | Right Turn | 48 | 49 | 101.7% | 71.7 | 42.6 | E |
| | Subtotal | 368 | 376 | 102.2% | 104.1 | 40.8 | F |
| WB | Left Turn | 48 | 46 | 95.0% | 83.5 | 98.9 | F |
| | Through | | | | | | |
| | Right Turn | 4 | 2 | 50.0% | 40.8 | 74.9 | D |
| | Subtotal | 52 | 48 | 91.5% | 84.5 | 99.4 | F |
| Total | | 4872 | 4656 | 95.6% | 47.1 | 7.9 | D |

CUMULATIVE NO PROJECT

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 41 | 79.2% | 55.5 | 18.4 | E |
| | Through | 1532 | 1528 | 99.7% | 16.6 | 2.4 | B |
| | Right Turn | 80 | 71 | 89.0% | 12.4 | 1.9 | B |
| | Subtotal | 1664 | 1640 | 98.6% | 17.4 | 2.4 | B |
| SB | Left Turn | 60 | 60 | 100.0% | 54.0 | 8.5 | D |
| | Through | 1740 | 1725 | 99.1% | 15.5 | 3.1 | B |
| | Right Turn | 32 | 28 | 87.5% | 13.7 | 7.0 | B |
| | Subtotal | 1832 | 1813 | 99.0% | 16.8 | 3.0 | B |
| EB | Left Turn | 20 | 16 | 80.0% | 57.8 | 26.4 | E |
| | Through | 12 | 12 | 103.3% | 50.8 | 26.7 | D |
| | Right Turn | 32 | 37 | 116.3% | 29.9 | 5.8 | C |
| | Subtotal | 64 | 66 | 102.5% | 42.6 | 8.3 | D |
| WB | Left Turn | 292 | 289 | 98.9% | 57.8 | 8.9 | E |
| | Through | 32 | 30 | 92.5% | 45.8 | 13.6 | D |
| | Right Turn | 100 | 104 | 103.6% | 21.4 | 4.6 | C |
| | Subtotal | 424 | 422 | 99.5% | 47.9 | 6.7 | D |
| Total | | 3984 | 3941 | 98.9% | 20.8 | 2.1 | C |

Intersection 2

Howe Ave/Sierra Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1572 | 1477 | 94.0% | 10.1 | 2.5 | B |
| | Right Turn | 76 | 84 | 110.0% | 9.8 | 4.3 | A |
| | Subtotal | 1648 | 1561 | 94.7% | 10.0 | 2.6 | A |
| SB | Left Turn | 72 | 62 | 86.7% | 70.1 | 16.1 | E |
| | Through | 1952 | 1996 | 102.2% | 39.2 | 15.1 | D |
| | Right Turn | | | | | | |
| | Subtotal | 2024 | 2058 | 101.7% | 40.1 | 14.7 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 140 | 119 | 85.1% | 122.4 | 40.8 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 66 | 109.3% | 10.6 | 3.1 | B |
| | Subtotal | 200 | 185 | 92.4% | 82.9 | 27.5 | F |
| Total | | 3872 | 3804 | 98.2% | 29.8 | 8.5 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 63 | 104.7% | 65.2 | 13.6 | E |
| | Through | 1592 | 1512 | 94.9% | 13.5 | 1.9 | B |
| | Right Turn | 40 | 37 | 93.0% | 14.5 | 3.8 | B |
| | Subtotal | 1692 | 1612 | 95.2% | 15.6 | 1.9 | B |
| SB | Left Turn | | | | | | |
| | Through | 2020 | 2063 | 102.1% | 23.8 | 2.1 | C |
| | Right Turn | 72 | 70 | 97.8% | 29.5 | 7.7 | C |
| | Subtotal | 2092 | 2134 | 102.0% | 23.9 | 2.1 | C |
| EB | Left Turn | 40 | 34 | 86.0% | 54.6 | 13.1 | D |
| | Through | 4 | 8 | 190.0% | 39.2 | 30.8 | D |
| | Right Turn | 32 | 28 | 87.5% | 31.7 | 12.1 | C |
| | Subtotal | 76 | 70 | 92.1% | 45.6 | 8.5 | D |
| WB | Left Turn | 20 | 17 | 86.0% | 51.7 | 20.7 | D |
| | Through | 4 | 4 | 90.0% | 31.5 | 29.2 | C |
| | Right Turn | 4 | 5 | 130.0% | 11.1 | 13.0 | B |
| | Subtotal | 28 | 26 | 92.9% | 44.2 | 12.9 | D |
| Total | | 3888 | 3841 | 98.8% | 20.9 | 1.1 | C |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1640 | 1570 | 95.7% | 2.8 | 0.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1640 | 1570 | 95.7% | 2.8 | 0.3 | A |
| SB | Left Turn | | | | | | |
| | Through | 2052 | 2062 | 100.5% | 9.3 | 2.3 | A |
| | Right Turn | 20 | 13 | 66.0% | 7.1 | 2.8 | A |
| | Subtotal | 2072 | 2075 | 100.2% | 9.3 | 2.3 | A |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 20 | 18 | 88.0% | 61.6 | 28.6 | F |
| | Subtotal | 20 | 18 | 88.0% | 61.6 | 28.6 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 52 | 48 | 92.3% | 21.9 | 7.3 | C |
| | Subtotal | 52 | 48 | 92.3% | 21.9 | 7.3 | C |
| Total | | 3784 | 3711 | 98.1% | 7.0 | 1.5 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 220 | 214 | 97.5% | 78.4 | 9.9 | E |
| | Through | 1020 | 1001 | 98.1% | 59.1 | 8.1 | E |
| | Right Turn | 120 | 127 | 106.0% | 65.5 | 10.4 | E |
| | Subtotal | 1360 | 1342 | 98.7% | 62.8 | 7.2 | E |
| SB | Left Turn | 232 | 252 | 108.6% | 84.1 | 5.4 | F |
| | Through | 992 | 997 | 100.5% | 58.0 | 8.1 | E |
| | Right Turn | 852 | 850 | 99.8% | 17.5 | 4.1 | B |
| | Subtotal | 2076 | 2099 | 101.1% | 44.7 | 5.8 | D |
| EB | Left Turn | 500 | 481 | 96.2% | 76.8 | 7.6 | E |
| | Through | 712 | 708 | 99.4% | 37.3 | 3.1 | D |
| | Right Turn | 92 | 88 | 96.1% | 15.2 | 3.1 | B |
| | Subtotal | 1304 | 1277 | 97.9% | 50.6 | 4.1 | D |
| WB | Left Turn | 100 | 84 | 84.4% | 79.0 | 7.7 | E |
| | Through | 912 | 852 | 93.5% | 63.8 | 6.6 | E |
| | Right Turn | 120 | 110 | 91.7% | 12.2 | 1.8 | B |
| | Subtotal | 1132 | 1047 | 92.5% | 59.6 | 5.3 | E |
| Total | | 5872 | 5765 | 98.2% | 52.9 | 2.4 | D |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 260 | 249 | 95.8% | 79.3 | 8.1 | E |
| | Through | 1272 | 1257 | 98.8% | 18.7 | 4.6 | B |
| | Right Turn | 240 | 259 | 107.8% | 21.9 | 7.6 | C |
| | Subtotal | 1772 | 1765 | 99.6% | 27.7 | 5.3 | C |
| SB | Left Turn | 60 | 58 | 96.0% | 69.8 | 18.1 | E |
| | Through | 912 | 955 | 104.7% | 32.0 | 8.5 | C |
| | Right Turn | 212 | 200 | 94.5% | 27.3 | 7.9 | C |
| | Subtotal | 1184 | 1213 | 102.4% | 33.0 | 8.1 | C |
| EB | Left Turn | 60 | 57 | 94.7% | 50.7 | 6.0 | D |
| | Through | 52 | 51 | 97.7% | 56.9 | 12.9 | E |
| | Right Turn | 72 | 66 | 91.7% | 23.4 | 8.6 | C |
| | Subtotal | 184 | 174 | 94.3% | 42.4 | 8.7 | D |
| WB | Left Turn | 180 | 174 | 96.7% | 49.0 | 9.3 | D |
| | Through | 192 | 184 | 96.0% | 52.1 | 9.2 | D |
| | Right Turn | 32 | 28 | 88.8% | 40.8 | 8.8 | D |
| | Subtotal | 404 | 387 | 95.7% | 50.2 | 7.7 | D |
| Total | | 3544 | 3538 | 99.8% | 32.6 | 3.6 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 22 | 68.8% | 73.3 | 25.6 | E |
| | Through | 1532 | 1411 | 92.1% | 25.7 | 3.3 | C |
| | Right Turn | 440 | 439 | 99.7% | 7.4 | 1.2 | A |
| | Subtotal | 2004 | 1872 | 93.4% | 21.9 | 2.7 | C |
| SB | Left Turn | 32 | 30 | 95.0% | 68.7 | 16.4 | E |
| | Through | 1160 | 1128 | 97.2% | 27.4 | 4.9 | C |
| | Right Turn | 12 | 5 | 40.0% | 19.8 | 23.0 | B |
| | Subtotal | 1204 | 1163 | 96.6% | 28.5 | 4.9 | C |
| EB | Left Turn | 40 | 39 | 97.0% | 66.6 | 13.7 | E |
| | Through | 40 | 50 | 126.0% | 53.9 | 10.3 | D |
| | Right Turn | 20 | 20 | 98.0% | 31.6 | 20.0 | C |
| | Subtotal | 100 | 109 | 108.8% | 54.1 | 9.3 | D |
| WB | Left Turn | 600 | 617 | 102.8% | 61.9 | 14.4 | E |
| | Through | 52 | 50 | 96.2% | 63.3 | 15.1 | E |
| | Right Turn | 112 | 112 | 100.0% | 39.5 | 14.4 | D |
| | Subtotal | 764 | 779 | 101.9% | 58.9 | 14.5 | E |
| Total | | 4072 | 3922 | 96.3% | 32.0 | 3.8 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 40 | 32 | 79.0% | 0.9 | 0.1 | A |
| | Subtotal | 40 | 32 | 79.0% | 0.9 | 0.1 | A |
| SB | Left Turn | 32 | 26 | 80.0% | 32.8 | 12.6 | C |
| | Through | | | | | | |
| | Right Turn | 60 | 64 | 106.0% | 22.1 | 5.1 | C |
| | Subtotal | 92 | 89 | 97.0% | 25.8 | 5.3 | C |
| EB | Left Turn | 52 | 49 | 93.8% | 50.9 | 6.6 | D |
| | Through | 1232 | 1267 | 102.8% | 5.0 | 1.2 | A |
| | Right Turn | 152 | 156 | 102.4% | 7.8 | 0.5 | A |
| | Subtotal | 1436 | 1471 | 102.5% | 6.8 | 1.1 | A |
| WB | Left Turn | | | | | | |
| | Through | 1920 | 1853 | 96.5% | 14.8 | 4.8 | B |
| | Right Turn | 60 | 59 | 98.0% | 13.4 | 6.2 | B |
| | Subtotal | 1980 | 1912 | 96.5% | 14.8 | 4.8 | B |
| Total | | 3548 | 3504 | 98.7% | 11.6 | 3.2 | B |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Growth Adj, Initial Bse, User Adj, etc.

Saturation Flow Module: Table with 12 columns showing saturation flow rates and adjustment factors for different lanes.

Capacity Analysis Module: Table with 12 columns showing volume per saturation, critical volume, and critical moves.

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 29 | 73.0% | 83.6 | 22.0 | F |
| | Through | 2372 | 2076 | 87.5% | 43.5 | 7.4 | D |
| | Right Turn | 240 | 200 | 83.5% | 35.9 | 5.7 | D |
| | Subtotal | 2652 | 2306 | 87.0% | 43.4 | 7.3 | D |
| SB | Left Turn | 120 | 120 | 100.0% | 86.2 | 27.5 | F |
| | Through | 2072 | 1927 | 93.0% | 48.6 | 40.7 | D |
| | Right Turn | 12 | 9 | 73.3% | 96.0 | 132.7 | F |
| | Subtotal | 2204 | 2056 | 93.3% | 50.8 | 40.1 | D |
| EB | Left Turn | 60 | 58 | 97.3% | 82.4 | 50.8 | F |
| | Through | 52 | 53 | 101.5% | 70.1 | 14.8 | E |
| | Right Turn | 60 | 64 | 107.3% | 50.5 | 23.6 | D |
| | Subtotal | 172 | 176 | 102.1% | 66.7 | 23.1 | E |
| WB | Left Turn | 212 | 208 | 98.3% | 96.0 | 61.4 | F |
| | Through | 20 | 19 | 96.0% | 57.9 | 27.9 | E |
| | Right Turn | 92 | 92 | 100.4% | 37.0 | 32.3 | D |
| | Subtotal | 324 | 320 | 98.8% | 76.5 | 50.4 | E |
| Total | | 5352 | 4857 | 90.8% | 49.2 | 22.1 | D |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2560 | 2343 | 91.5% | 15.7 | 3.1 | B |
| | Right Turn | 104 | 93 | 89.2% | 16.7 | 5.3 | B |
| | Subtotal | 2664 | 2436 | 91.4% | 15.7 | 3.2 | B |
| SB | Left Turn | 92 | 77 | 83.5% | 101.5 | 22.3 | F |
| | Through | 2152 | 2116 | 98.3% | 78.5 | 29.4 | E |
| | Right Turn | | | | | | |
| | Subtotal | 2244 | 2192 | 97.7% | 79.3 | 28.8 | E |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 72 | 61 | 85.0% | 125.1 | 35.7 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 46 | 76.0% | 21.5 | 7.9 | C |
| | Subtotal | 132 | 107 | 80.9% | 81.0 | 22.8 | F |
| Total | | 5040 | 4735 | 93.9% | 46.4 | 13.8 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 74 | 93.0% | 67.9 | 12.1 | E |
| | Through | 2452 | 2230 | 90.9% | 34.2 | 8.5 | C |
| | Right Turn | 20 | 18 | 88.0% | 33.4 | 16.4 | C |
| | Subtotal | 2552 | 2322 | 91.0% | 35.2 | 8.2 | D |
| SB | Left Turn | | | | | | |
| | Through | 2160 | 2022 | 93.6% | 44.8 | 5.7 | D |
| | Right Turn | 60 | 63 | 104.7% | 45.9 | 7.8 | D |
| | Subtotal | 2220 | 2085 | 93.9% | 44.8 | 5.6 | D |
| EB | Left Turn | 212 | 199 | 94.0% | 175.5 | 56.0 | F |
| | Through | 12 | 10 | 80.0% | 154.7 | 93.9 | F |
| | Right Turn | 52 | 45 | 86.2% | 123.4 | 56.4 | F |
| | Subtotal | 276 | 254 | 91.9% | 166.2 | 55.9 | F |
| WB | Left Turn | 52 | 41 | 79.2% | 115.8 | 77.9 | F |
| | Through | 4 | 6 | 140.0% | 114.0 | 60.6 | F |
| | Right Turn | 4 | 8 | 200.0% | 91.2 | 81.4 | F |
| | Subtotal | 60 | 55 | 91.3% | 114.1 | 76.7 | F |
| Total | | 5108 | 4715 | 92.3% | 47.4 | 4.9 | D |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2440 | 2233 | 91.5% | 5.9 | 1.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2440 | 2233 | 91.5% | 5.9 | 1.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 2252 | 2118 | 94.0% | 19.6 | 6.5 | C |
| | Right Turn | 12 | 7 | 60.0% | 10.2 | 10.8 | B |
| | Subtotal | 2264 | 2125 | 93.9% | 19.6 | 6.5 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 20 | 16 | 78.0% | 98.8 | 73.8 | F |
| | Subtotal | 20 | 16 | 78.0% | 98.8 | 73.8 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 112 | 114 | 102.1% | 87.2 | 49.5 | F |
| | Subtotal | 112 | 114 | 102.1% | 87.2 | 49.5 | F |
| Total | | 4836 | 4488 | 92.8% | 14.5 | 2.8 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 340 | 294 | 86.4% | 137.6 | 13.8 | F |
| | Through | 1532 | 1426 | 93.1% | 139.5 | 16.0 | F |
| | Right Turn | 80 | 71 | 89.0% | 152.0 | 18.1 | F |
| | Subtotal | 1952 | 1791 | 91.8% | 139.6 | 14.5 | F |
| SB | Left Turn | 292 | 285 | 97.7% | 107.9 | 15.9 | F |
| | Through | 1292 | 1226 | 94.9% | 85.8 | 14.0 | F |
| | Right Turn | 692 | 614 | 88.7% | 34.3 | 8.9 | C |
| | Subtotal | 2276 | 2125 | 93.4% | 73.9 | 12.7 | E |
| EB | Left Turn | 632 | 554 | 87.7% | 210.6 | 29.1 | F |
| | Through | 1252 | 1184 | 94.6% | 106.0 | 23.6 | F |
| | Right Turn | 100 | 97 | 97.2% | 82.2 | 24.1 | F |
| | Subtotal | 1984 | 1836 | 92.5% | 136.4 | 23.7 | F |
| WB | Left Turn | 180 | 175 | 97.3% | 94.2 | 19.5 | F |
| | Through | 892 | 817 | 91.6% | 71.6 | 10.1 | E |
| | Right Turn | 280 | 251 | 89.6% | 33.5 | 6.2 | C |
| | Subtotal | 1352 | 1243 | 92.0% | 66.9 | 7.8 | E |
| Total | | 7564 | 6995 | 92.5% | 105.9 | 5.8 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 58 | 96.7% | 145.6 | 37.1 | F |
| | Through | 1540 | 1380 | 89.6% | 123.4 | 39.0 | F |
| | Right Turn | 272 | 246 | 90.6% | 144.7 | 42.0 | F |
| | Subtotal | 1872 | 1684 | 90.0% | 127.3 | 39.0 | F |
| SB | Left Turn | 80 | 74 | 92.0% | 153.0 | 91.3 | F |
| | Through | 1392 | 1285 | 92.3% | 63.2 | 24.2 | E |
| | Right Turn | 100 | 99 | 98.8% | 53.9 | 24.9 | D |
| | Subtotal | 1572 | 1458 | 92.7% | 67.2 | 27.9 | E |
| EB | Left Turn | 212 | 212 | 99.8% | 80.0 | 28.9 | E |
| | Through | 200 | 189 | 94.6% | 74.8 | 18.9 | E |
| | Right Turn | 260 | 247 | 94.9% | 66.4 | 33.0 | E |
| | Subtotal | 672 | 648 | 96.4% | 72.9 | 22.8 | E |
| WB | Left Turn | 240 | 231 | 96.2% | 46.4 | 5.6 | D |
| | Through | 72 | 77 | 107.2% | 53.7 | 11.1 | D |
| | Right Turn | 152 | 162 | 106.3% | 38.4 | 11.4 | D |
| | Subtotal | 464 | 470 | 101.2% | 44.8 | 4.3 | D |
| Total | | 4580 | 4259 | 93.0% | 88.9 | 22.6 | F |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative No Project
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 11 | 54.0% | 75.8 | 37.7 | E |
| | Through | 1772 | 1793 | 101.2% | 24.7 | 2.0 | C |
| | Right Turn | 652 | 666 | 102.1% | 15.7 | 2.8 | B |
| | Subtotal | 2444 | 2470 | 101.0% | 22.5 | 2.1 | C |
| SB | Left Turn | 132 | 119 | 90.0% | 127.7 | 43.3 | F |
| | Through | 1892 | 1784 | 94.3% | 21.1 | 1.8 | C |
| | Right Turn | 40 | 39 | 98.0% | 23.6 | 5.2 | C |
| | Subtotal | 2064 | 1942 | 94.1% | 27.6 | 2.8 | C |
| EB | Left Turn | 32 | 32 | 98.8% | 174.3 | 118.3 | F |
| | Through | 72 | 70 | 97.8% | 188.4 | 121.1 | F |
| | Right Turn | 52 | 36 | 69.2% | 145.1 | 118.3 | F |
| | Subtotal | 156 | 138 | 88.5% | 174.7 | 117.7 | F |
| WB | Left Turn | 480 | 480 | 99.9% | 111.1 | 39.4 | F |
| | Through | 40 | 42 | 105.0% | 110.1 | 36.8 | F |
| | Right Turn | 92 | 90 | 97.4% | 73.8 | 41.2 | E |
| | Subtotal | 612 | 611 | 99.9% | 105.5 | 39.7 | F |
| Total | | 5276 | 5160 | 97.8% | 38.6 | 5.8 | D |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 92 | 94 | 102.2% | 1.2 | 0.3 | A |
| | Subtotal | 92 | 94 | 102.2% | 1.2 | 0.3 | A |
| SB | Left Turn | 60 | 60 | 99.3% | 44.0 | 7.9 | D |
| | Through | | | | | | |
| | Right Turn | 80 | 80 | 100.0% | 19.4 | 4.9 | B |
| | Subtotal | 140 | 140 | 99.7% | 29.8 | 4.2 | C |
| EB | Left Turn | 172 | 162 | 94.2% | 63.2 | 18.3 | E |
| | Through | 1832 | 1777 | 97.0% | 10.6 | 6.8 | B |
| | Right Turn | 152 | 156 | 102.6% | 5.1 | 1.4 | A |
| | Subtotal | 2156 | 2095 | 97.2% | 14.3 | 7.2 | B |
| WB | Left Turn | | | | | | |
| | Through | 1880 | 1704 | 90.7% | 25.5 | 7.2 | C |
| | Right Turn | 40 | 40 | 99.0% | 21.2 | 6.9 | C |
| | Subtotal | 1920 | 1744 | 90.8% | 25.4 | 7.2 | C |
| Total | | 4308 | 4073 | 94.5% | 19.4 | 4.4 | B |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 1 1 0 1 2 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 170 660 110 360 450 160 430 1260 200 70 710 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 660 110 360 450 160 430 1260 200 70 710 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 660 110 360 450 160 430 1260 200 70 710 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 660 110 360 450 160 430 1260 200 70 710 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 660 110 396 450 160 473 1260 200 70 710 200

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.40 1.60 1.00 2.00 2.59 0.41 1.00 1.56 0.44
Final Sat.: 1500 3000 1500 2106 2394 1500 3000 3884 616 1500 2341 659

Capacity Analysis Module:
Vol/Sat: 0.11 0.22 0.07 0.19 0.19 0.11 0.16 0.32 0.32 0.05 0.30 0.30
Crit Volume: 330 282 237 455
Crit Moves: **** **** **** ****

CUMULATIVE PLUS PROJECT

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 50 | 96.2% | 69.3 | 19.7 | E |
| | Through | 1544 | 1534 | 99.4% | 15.1 | 2.4 | B |
| | Right Turn | 84 | 86 | 101.9% | 11.0 | 1.4 | B |
| | Subtotal | 1680 | 1670 | 99.4% | 16.5 | 2.3 | B |
| SB | Left Turn | 60 | 62 | 102.7% | 70.9 | 13.5 | E |
| | Through | 1764 | 1722 | 97.6% | 27.9 | 19.2 | C |
| | Right Turn | 32 | 29 | 91.3% | 34.7 | 31.7 | C |
| | Subtotal | 1856 | 1813 | 97.7% | 29.5 | 19.1 | C |
| EB | Left Turn | 20 | 14 | 68.0% | 73.0 | 44.3 | E |
| | Through | 12 | 12 | 103.3% | 61.2 | 22.0 | E |
| | Right Turn | 32 | 26 | 81.3% | 38.7 | 20.7 | D |
| | Subtotal | 64 | 52 | 81.3% | 57.2 | 19.6 | E |
| WB | Left Turn | 296 | 272 | 91.8% | 98.0 | 52.5 | F |
| | Through | 32 | 28 | 88.8% | 57.8 | 31.3 | E |
| | Right Turn | 100 | 84 | 83.6% | 39.5 | 35.7 | D |
| | Subtotal | 428 | 384 | 89.6% | 81.9 | 45.1 | F |
| Total | | 4028 | 3918 | 97.3% | 29.1 | 11.4 | C |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1588 | 1576 | 99.2% | 12.9 | 2.9 | B |
| | Right Turn | 76 | 70 | 92.1% | 15.8 | 4.7 | B |
| | Subtotal | 1664 | 1646 | 98.9% | 13.1 | 2.9 | B |
| SB | Left Turn | 72 | 68 | 94.4% | 63.6 | 11.7 | E |
| | Through | 1976 | 2003 | 101.4% | 64.7 | 7.9 | E |
| | Right Turn | | | | | | |
| | Subtotal | 2048 | 2071 | 101.1% | 64.6 | 7.6 | E |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 140 | 123 | 87.7% | 101.8 | 22.5 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 66 | 109.3% | 11.6 | 3.3 | B |
| | Subtotal | 200 | 188 | 94.2% | 71.6 | 20.8 | E |
| Total | | 3912 | 3905 | 99.8% | 43.2 | 4.5 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 62 | 96.9% | 62.6 | 12.5 | E |
| | Through | 1584 | 1484 | 93.7% | 15.4 | 1.7 | B |
| | Right Turn | 40 | 40 | 100.0% | 15.5 | 4.2 | B |
| | Subtotal | 1688 | 1586 | 93.9% | 17.2 | 1.7 | B |
| SB | Left Turn | | | | | | |
| | Through | 2048 | 1977 | 96.5% | 26.8 | 1.5 | C |
| | Right Turn | 72 | 65 | 90.6% | 41.6 | 17.3 | D |
| | Subtotal | 2120 | 2042 | 96.3% | 27.3 | 1.9 | C |
| EB | Left Turn | 64 | 71 | 111.3% | 53.2 | 5.0 | D |
| | Through | 4 | 8 | 190.0% | 34.7 | 34.6 | C |
| | Right Turn | 32 | 33 | 102.5% | 29.9 | 11.5 | C |
| | Subtotal | 100 | 112 | 111.6% | 45.5 | 6.2 | D |
| WB | Left Turn | 20 | 13 | 64.0% | 50.6 | 15.0 | D |
| | Through | 4 | 9 | 220.0% | 32.7 | 28.8 | C |
| | Right Turn | 4 | 6 | 140.0% | 15.4 | 22.1 | B |
| | Subtotal | 28 | 27 | 97.1% | 38.5 | 11.8 | D |
| Total | | 3936 | 3767 | 95.7% | 23.6 | 1.4 | C |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1636 | 1531 | 93.6% | 2.8 | 0.3 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1636 | 1531 | 93.6% | 2.8 | 0.3 | A |
| SB | Left Turn | | | | | | |
| | Through | 2048 | 1958 | 95.6% | 11.6 | 2.3 | B |
| | Right Turn | 48 | 54 | 111.7% | 13.5 | 4.7 | B |
| | Subtotal | 2096 | 2012 | 96.0% | 11.6 | 2.3 | B |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 64 | 66 | 103.1% | 102.2 | 55.7 | F |
| | Subtotal | 64 | 66 | 103.1% | 102.2 | 55.7 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 52 | 44 | 85.4% | 21.6 | 10.4 | C |
| | Subtotal | 52 | 44 | 85.4% | 21.6 | 10.4 | C |
| Total | | 3848 | 3653 | 94.9% | 9.7 | 2.1 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 256 | 231 | 90.2% | 82.1 | 12.1 | F |
| | Through | 1020 | 934 | 91.6% | 57.5 | 6.3 | E |
| | Right Turn | 120 | 124 | 103.0% | 62.4 | 10.2 | E |
| | Subtotal | 1396 | 1289 | 92.3% | 62.4 | 6.2 | E |
| SB | Left Turn | 244 | 235 | 96.2% | 85.8 | 10.7 | F |
| | Through | 1012 | 960 | 94.9% | 64.8 | 5.2 | E |
| | Right Turn | 856 | 794 | 92.8% | 21.8 | 3.8 | C |
| | Subtotal | 2112 | 1989 | 94.2% | 50.0 | 4.5 | D |
| EB | Left Turn | 528 | 520 | 98.5% | 81.4 | 14.5 | F |
| | Through | 712 | 756 | 106.1% | 38.1 | 6.0 | D |
| | Right Turn | 92 | 88 | 95.7% | 16.6 | 4.2 | B |
| | Subtotal | 1332 | 1364 | 102.4% | 53.3 | 8.1 | D |
| WB | Left Turn | 100 | 80 | 80.4% | 79.9 | 14.3 | E |
| | Through | 924 | 887 | 96.0% | 77.7 | 13.9 | E |
| | Right Turn | 124 | 110 | 88.7% | 15.4 | 3.4 | B |
| | Subtotal | 1148 | 1077 | 93.8% | 71.3 | 11.6 | E |
| Total | | 5988 | 5719 | 95.5% | 57.4 | 3.7 | E |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 260 | 261 | 100.3% | 76.7 | 14.1 | E |
| | Through | 1300 | 1212 | 93.2% | 19.2 | 5.0 | B |
| | Right Turn | 240 | 234 | 97.3% | 20.4 | 6.1 | C |
| | Subtotal | 1800 | 1706 | 94.8% | 28.1 | 4.6 | C |
| SB | Left Turn | 60 | 62 | 104.0% | 70.1 | 26.1 | E |
| | Through | 932 | 946 | 101.5% | 34.8 | 9.5 | C |
| | Right Turn | 212 | 194 | 91.3% | 31.1 | 8.4 | C |
| | Subtotal | 1204 | 1202 | 99.8% | 36.0 | 8.9 | D |
| EB | Left Turn | 64 | 60 | 93.1% | 55.6 | 14.2 | E |
| | Through | 52 | 43 | 82.3% | 53.0 | 10.1 | D |
| | Right Turn | 72 | 74 | 103.3% | 14.7 | 7.1 | B |
| | Subtotal | 188 | 177 | 94.0% | 37.9 | 9.1 | D |
| WB | Left Turn | 180 | 162 | 90.0% | 45.8 | 6.1 | D |
| | Through | 192 | 173 | 90.2% | 50.5 | 8.7 | D |
| | Right Turn | 32 | 27 | 85.0% | 35.2 | 17.2 | D |
| | Subtotal | 404 | 362 | 89.7% | 47.3 | 6.4 | D |
| Total | | 3596 | 3447 | 95.9% | 33.2 | 4.2 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 30 | 95.0% | 72.4 | 14.0 | E |
| | Through | 1556 | 1448 | 93.0% | 26.8 | 2.5 | C |
| | Right Turn | 440 | 444 | 100.8% | 8.1 | 2.0 | A |
| | Subtotal | 2028 | 1922 | 94.8% | 23.2 | 2.1 | C |
| SB | Left Turn | 32 | 28 | 86.3% | 70.9 | 15.8 | E |
| | Through | 1176 | 1098 | 93.3% | 30.5 | 3.9 | C |
| | Right Turn | 12 | 10 | 80.0% | 24.3 | 16.6 | C |
| | Subtotal | 1220 | 1135 | 93.0% | 31.3 | 3.8 | C |
| EB | Left Turn | 40 | 38 | 95.0% | 60.9 | 19.7 | E |
| | Through | 40 | 36 | 89.0% | 55.0 | 7.0 | D |
| | Right Turn | 20 | 25 | 124.0% | 20.8 | 10.8 | C |
| | Subtotal | 100 | 98 | 98.4% | 48.1 | 5.6 | D |
| WB | Left Turn | 600 | 625 | 104.2% | 74.7 | 54.2 | E |
| | Through | 52 | 46 | 89.2% | 87.0 | 68.0 | F |
| | Right Turn | 112 | 111 | 99.3% | 55.5 | 45.8 | E |
| | Subtotal | 764 | 783 | 102.5% | 72.6 | 53.4 | E |
| Total | | 4112 | 3938 | 95.8% | 35.9 | 10.7 | D |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 40 | 35 | 88.0% | 0.9 | 0.1 | A |
| | Subtotal | 40 | 35 | 88.0% | 0.9 | 0.1 | A |
| SB | Left Turn | 32 | 36 | 113.8% | 38.4 | 6.3 | D |
| | Through | | | | | | |
| | Right Turn | 64 | 56 | 86.9% | 22.1 | 6.9 | C |
| | Subtotal | 96 | 92 | 95.8% | 28.6 | 3.6 | C |
| EB | Left Turn | 60 | 60 | 100.7% | 49.8 | 7.3 | D |
| | Through | 1256 | 1274 | 101.4% | 6.0 | 1.2 | A |
| | Right Turn | 152 | 146 | 95.8% | 8.1 | 0.7 | A |
| | Subtotal | 1468 | 1480 | 100.8% | 8.0 | 1.3 | A |
| WB | Left Turn | | | | | | |
| | Through | 1940 | 1788 | 92.2% | 15.0 | 3.9 | B |
| | Right Turn | 60 | 57 | 94.7% | 11.4 | 3.2 | B |
| | Subtotal | 2000 | 1845 | 92.3% | 14.9 | 3.9 | B |
| Total | | 3604 | 3452 | 95.8% | 12.1 | 2.5 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 24 | 27 | 113.3% | 73.2 | 30.1 | F |
| | Subtotal | 24 | 27 | 113.3% | 73.2 | 30.1 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1972 | 1862 | 94.4% | 7.3 | 1.6 | A |
| | Right Turn | 92 | 81 | 88.3% | 7.5 | 2.7 | A |
| | Subtotal | 2064 | 1943 | 94.1% | 7.3 | 1.6 | A |
| Total | | 2088 | 1970 | 94.3% | 8.2 | 1.9 | A |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 1 1 0 1 2 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 201 530 80 300 390 120 292 537 141 160 1090 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 201 530 80 300 390 120 292 537 141 160 1090 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 201 530 80 300 390 120 292 537 141 160 1090 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 201 530 80 300 390 120 292 537 141 160 1090 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 201 530 80 330 390 120 321 537 141 160 1090 150

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.38 1.62 1.00 2.00 2.38 0.62 1.00 1.76 0.24
Final Sat.: 1500 3000 1500 2063 2438 1500 3000 3564 936 1500 2637 363

Capacity Analysis Module:

Vol/Sat: 0.13 0.18 0.05 0.16 0.16 0.08 0.11 0.15 0.15 0.11 0.41 0.41
Crit Volume: 265 240 161 620
Crit Moves: **** **** **** ****

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 40 | 101.0% | 71.5 | 14.0 | E |
| | Through | 2416 | 2001 | 82.8% | 36.1 | 3.5 | D |
| | Right Turn | 248 | 210 | 84.8% | 30.0 | 3.9 | C |
| | Subtotal | 2704 | 2252 | 83.3% | 36.2 | 3.5 | D |
| SB | Left Turn | 120 | 102 | 85.0% | 89.9 | 11.4 | F |
| | Through | 2120 | 1962 | 92.5% | 51.5 | 22.7 | D |
| | Right Turn | 12 | 6 | 53.3% | 49.4 | 63.1 | D |
| | Subtotal | 2252 | 2070 | 91.9% | 53.4 | 22.1 | D |
| EB | Left Turn | 60 | 59 | 98.0% | 99.5 | 41.8 | F |
| | Through | 52 | 61 | 117.7% | 69.1 | 18.8 | E |
| | Right Turn | 60 | 55 | 92.0% | 49.9 | 18.8 | D |
| | Subtotal | 172 | 175 | 101.9% | 72.8 | 18.7 | E |
| WB | Left Turn | 220 | 195 | 88.5% | 92.1 | 33.7 | F |
| | Through | 20 | 24 | 120.0% | 99.8 | 132.6 | F |
| | Right Turn | 92 | 79 | 86.1% | 30.9 | 9.0 | C |
| | Subtotal | 332 | 298 | 89.8% | 73.9 | 26.3 | E |
| Total | | 5460 | 4795 | 87.8% | 47.2 | 12.5 | D |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2616 | 2226 | 85.1% | 15.7 | 1.9 | B |
| | Right Turn | 108 | 98 | 90.4% | 13.5 | 2.1 | B |
| | Subtotal | 2724 | 2323 | 85.3% | 15.6 | 1.8 | B |
| SB | Left Turn | 92 | 77 | 83.9% | 110.9 | 30.7 | F |
| | Through | 2208 | 2090 | 94.7% | 93.3 | 23.4 | F |
| | Right Turn | | | | | | |
| | Subtotal | 2300 | 2168 | 94.2% | 93.9 | 23.5 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 72 | 62 | 86.1% | 120.3 | 26.7 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 58 | 96.7% | 21.6 | 6.3 | C |
| | Subtotal | 132 | 120 | 90.9% | 71.6 | 16.4 | E |
| Total | | 5156 | 4611 | 89.4% | 53.7 | 9.9 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 89 | 100.9% | 84.3 | 20.9 | F |
| | Through | 2404 | 2129 | 88.6% | 23.8 | 6.0 | C |
| | Right Turn | 20 | 14 | 72.0% | 26.4 | 10.1 | C |
| | Subtotal | 2512 | 2232 | 88.9% | 26.2 | 5.9 | C |
| SB | Left Turn | | | | | | |
| | Through | 2216 | 1977 | 89.2% | 49.4 | 6.9 | D |
| | Right Turn | 64 | 49 | 76.9% | 63.1 | 15.4 | E |
| | Subtotal | 2280 | 2026 | 88.9% | 49.7 | 7.0 | D |
| EB | Left Turn | 312 | 187 | 60.0% | 1072.9 | 351.2 | F |
| | Through | 12 | 6 | 53.3% | 972.9 | 310.4 | F |
| | Right Turn | 52 | 28 | 54.6% | 1018.8 | 313.7 | F |
| | Subtotal | 376 | 222 | 59.0% | 1064.7 | 344.9 | F |
| WB | Left Turn | 52 | 52 | 99.2% | 84.7 | 19.4 | F |
| | Through | 4 | 6 | 150.0% | 100.1 | 68.8 | F |
| | Right Turn | 4 | 3 | 80.0% | 28.2 | 35.1 | C |
| | Subtotal | 60 | 61 | 101.3% | 86.0 | 19.4 | F |
| Total | | 5228 | 4541 | 86.9% | 86.5 | 14.0 | F |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|---------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2404 | 2121 | 88.2% | 4.4 | 0.7 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2404 | 2121 | 88.2% | 4.4 | 0.7 | A |
| SB | Left Turn | | | | | | |
| | Through | 2212 | 2006 | 90.7% | 34.7 | 6.7 | D |
| | Right Turn | 104 | 90 | 86.5% | 35.5 | 9.9 | E |
| | Subtotal | 2316 | 2096 | 90.5% | 34.7 | 6.7 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 188 | 53 | 28.1% | 4700.6 | 3324.9 | F |
| | Subtotal | 188 | 53 | 28.1% | 4700.6 | 3324.9 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 112 | 111 | 98.9% | 90.2 | 41.5 | F |
| | Subtotal | 112 | 111 | 98.9% | 90.2 | 41.5 | F |
| Total | | 5020 | 4381 | 87.3% | 64.0 | 11.5 | F |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 436 | 382 | 87.5% | 142.9 | 17.5 | F |
| | Through | 1508 | 1364 | 90.5% | 136.5 | 21.9 | F |
| | Right Turn | 80 | 63 | 78.5% | 154.3 | 25.7 | F |
| | Subtotal | 2024 | 1808 | 89.3% | 138.5 | 20.3 | F |
| SB | Left Turn | 348 | 315 | 90.6% | 138.0 | 12.0 | F |
| | Through | 1360 | 1149 | 84.5% | 115.7 | 13.6 | F |
| | Right Turn | 692 | 573 | 82.8% | 54.8 | 9.5 | D |
| | Subtotal | 2400 | 2037 | 84.9% | 102.1 | 12.3 | F |
| EB | Left Turn | 680 | 523 | 76.9% | 253.1 | 22.0 | F |
| | Through | 1252 | 1216 | 97.1% | 135.5 | 22.6 | F |
| | Right Turn | 100 | 103 | 103.2% | 112.1 | 23.1 | F |
| | Subtotal | 2032 | 1842 | 90.6% | 167.6 | 22.7 | F |
| WB | Left Turn | 180 | 154 | 85.3% | 118.8 | 26.0 | F |
| | Through | 924 | 825 | 89.3% | 125.2 | 29.4 | F |
| | Right Turn | 284 | 273 | 96.1% | 39.0 | 6.1 | D |
| | Subtotal | 1388 | 1252 | 90.2% | 105.8 | 22.5 | F |
| Total | | 7844 | 6939 | 88.5% | 129.1 | 7.8 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 48 | 80.7% | 177.9 | 69.6 | F |
| | Through | 1604 | 1445 | 90.1% | 127.6 | 61.1 | F |
| | Right Turn | 272 | 227 | 83.4% | 146.2 | 67.3 | F |
| | Subtotal | 1936 | 1720 | 88.9% | 131.5 | 61.9 | F |
| SB | Left Turn | 80 | 77 | 96.0% | 124.2 | 48.9 | F |
| | Through | 1452 | 1243 | 85.6% | 52.5 | 13.2 | D |
| | Right Turn | 108 | 97 | 90.0% | 48.7 | 12.4 | D |
| | Subtotal | 1640 | 1417 | 86.4% | 56.1 | 15.3 | E |
| EB | Left Turn | 220 | 219 | 99.6% | 84.3 | 38.2 | F |
| | Through | 200 | 196 | 97.8% | 78.0 | 32.5 | E |
| | Right Turn | 260 | 254 | 97.8% | 64.7 | 28.9 | E |
| | Subtotal | 680 | 669 | 98.4% | 75.2 | 32.6 | E |
| WB | Left Turn | 240 | 256 | 106.7% | 57.3 | 8.8 | E |
| | Through | 72 | 64 | 88.3% | 56.2 | 19.2 | E |
| | Right Turn | 152 | 151 | 99.2% | 41.8 | 18.1 | D |
| | Subtotal | 464 | 470 | 101.4% | 52.7 | 9.0 | D |
| Total | | 4720 | 4277 | 90.6% | 88.1 | 29.6 | F |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 16 | 80.0% | 90.8 | 54.1 | F |
| | Through | 1824 | 1842 | 101.0% | 26.1 | 3.6 | C |
| | Right Turn | 652 | 664 | 101.8% | 16.0 | 2.7 | B |
| | Subtotal | 2496 | 2522 | 101.0% | 23.8 | 3.1 | C |
| SB | Left Turn | 136 | 118 | 86.5% | 113.5 | 41.8 | F |
| | Through | 1944 | 1750 | 90.0% | 23.0 | 3.2 | C |
| | Right Turn | 44 | 31 | 70.9% | 21.7 | 7.9 | C |
| | Subtotal | 2124 | 1899 | 89.4% | 28.7 | 5.4 | C |
| EB | Left Turn | 32 | 32 | 101.3% | 164.3 | 93.7 | F |
| | Through | 72 | 68 | 93.9% | 140.4 | 80.2 | F |
| | Right Turn | 52 | 44 | 85.4% | 102.2 | 74.3 | F |
| | Subtotal | 156 | 144 | 92.6% | 134.2 | 80.6 | F |
| WB | Left Turn | 480 | 478 | 99.6% | 102.9 | 55.9 | F |
| | Through | 40 | 39 | 98.0% | 106.5 | 50.5 | F |
| | Right Turn | 96 | 85 | 88.3% | 84.9 | 81.7 | F |
| | Subtotal | 616 | 602 | 97.7% | 100.0 | 58.3 | F |
| Total | | 5392 | 5167 | 95.8% | 37.5 | 7.5 | D |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 92 | 95 | 103.5% | 1.3 | 0.3 | A |
| | Subtotal | 92 | 95 | 103.5% | 1.3 | 0.3 | A |
| SB | Left Turn | 60 | 50 | 84.0% | 65.2 | 22.3 | E |
| | Through | | | | | | |
| | Right Turn | 88 | 79 | 89.5% | 23.2 | 7.0 | C |
| | Subtotal | 148 | 129 | 87.3% | 38.8 | 12.6 | D |
| EB | Left Turn | 196 | 183 | 93.3% | 110.0 | 58.0 | F |
| | Through | 1880 | 1808 | 96.2% | 40.1 | 37.3 | D |
| | Right Turn | 152 | 145 | 95.3% | 20.6 | 25.5 | C |
| | Subtotal | 2228 | 2136 | 95.9% | 44.5 | 37.5 | D |
| WB | Left Turn | | | | | | |
| | Through | 1944 | 1688 | 86.9% | 27.2 | 6.8 | C |
| | Right Turn | 40 | 35 | 88.0% | 19.8 | 7.2 | B |
| | Subtotal | 1984 | 1724 | 86.9% | 27.0 | 6.7 | C |
| Total | | 4452 | 4084 | 91.7% | 35.4 | 17.8 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 96 | 97 | 100.8% | 34.4 | 14.9 | D |
| | Subtotal | 96 | 97 | 100.8% | 34.4 | 14.9 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1892 | 1617 | 85.5% | 5.6 | 0.8 | A |
| | Right Turn | 248 | 222 | 89.7% | 5.6 | 1.4 | A |
| | Subtotal | 2140 | 1839 | 85.9% | 5.6 | 0.8 | A |
| Total | | 2236 | 1936 | 86.6% | 7.0 | 1.3 | A |

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Fair Oaks Boulevard / Munroe Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 1 1 0 1 2 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 172 660 110 360 450 160 435 1281 202 70 732 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 172 660 110 360 450 160 435 1281 202 70 732 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 172 660 110 360 450 160 435 1281 202 70 732 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 172 660 110 360 450 160 435 1281 202 70 732 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 172 660 110 396 450 160 479 1281 202 70 732 200

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.40 1.60 1.00 2.00 2.59 0.41 1.00 1.57 0.43
Final Sat.: 1500 3000 1500 2106 2394 1500 3000 3887 613 1500 2356 644

Capacity Analysis Module:
Vol/Sat: 0.11 0.22 0.07 0.19 0.19 0.11 0.16 0.33 0.33 0.05 0.31 0.31
Crit Volume: 330 282 239 466
Crit Moves: **** **** **** ****

CUMULATIVE PLUS PROJECT

MITIGATION MEASURES

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 51 | 98.5% | 63.9 | 13.3 | E |
| | Through | 1544 | 1536 | 99.5% | 20.1 | 5.2 | C |
| | Right Turn | 84 | 84 | 100.0% | 14.0 | 4.8 | B |
| | Subtotal | 1680 | 1672 | 99.5% | 21.1 | 5.0 | C |
| SB | Left Turn | 60 | 66 | 110.0% | 82.7 | 15.4 | F |
| | Through | 1764 | 1706 | 96.7% | 53.3 | 32.3 | D |
| | Right Turn | 32 | 22 | 70.0% | 97.1 | 90.9 | F |
| | Subtotal | 1856 | 1794 | 96.7% | 54.8 | 31.9 | D |
| EB | Left Turn | 20 | 19 | 94.0% | 116.2 | 94.1 | F |
| | Through | 12 | 10 | 86.7% | 67.8 | 30.3 | E |
| | Right Turn | 32 | 37 | 115.0% | 58.2 | 26.9 | E |
| | Subtotal | 64 | 66 | 103.1% | 83.2 | 65.3 | F |
| WB | Left Turn | 296 | 279 | 94.3% | 96.6 | 48.6 | F |
| | Through | 32 | 37 | 115.0% | 68.1 | 22.1 | E |
| | Right Turn | 100 | 106 | 105.6% | 36.6 | 15.1 | D |
| | Subtotal | 428 | 422 | 98.5% | 78.6 | 35.2 | E |
| Total | | 4028 | 3954 | 98.2% | 43.0 | 17.3 | D |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1588 | 1624 | 102.3% | 13.3 | 2.3 | B |
| | Right Turn | 76 | 67 | 88.4% | 12.0 | 4.0 | B |
| | Subtotal | 1664 | 1691 | 101.6% | 13.3 | 2.2 | B |
| SB | Left Turn | 72 | 70 | 96.7% | 65.0 | 5.3 | E |
| | Through | 1976 | 1966 | 99.5% | 69.9 | 7.1 | E |
| | Right Turn | | | | | | |
| | Subtotal | 2048 | 2036 | 99.4% | 69.8 | 6.9 | E |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 140 | 132 | 94.3% | 128.4 | 54.8 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 62 | 102.7% | 12.7 | 4.8 | B |
| | Subtotal | 200 | 194 | 96.8% | 92.3 | 41.4 | F |
| Total | | 3912 | 3920 | 100.2% | 46.4 | 2.9 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 66 | 102.5% | 55.8 | 7.1 | E |
| | Through | 1584 | 1554 | 98.1% | 12.0 | 1.5 | B |
| | Right Turn | 40 | 33 | 82.0% | 11.4 | 4.3 | B |
| | Subtotal | 1688 | 1653 | 97.9% | 13.8 | 1.6 | B |
| SB | Left Turn | | | | | | |
| | Through | 2048 | 1951 | 95.3% | 29.5 | 2.5 | C |
| | Right Turn | 72 | 62 | 85.6% | 39.0 | 9.1 | D |
| | Subtotal | 2120 | 2012 | 94.9% | 29.8 | 2.7 | C |
| EB | Left Turn | 64 | 62 | 96.9% | 54.2 | 12.6 | D |
| | Through | 4 | 4 | 90.0% | 15.8 | 18.9 | B |
| | Right Turn | 32 | 29 | 90.0% | 29.4 | 9.9 | C |
| | Subtotal | 100 | 94 | 94.4% | 44.9 | 7.9 | D |
| WB | Left Turn | 20 | 17 | 84.0% | 44.1 | 22.3 | D |
| | Through | 4 | 2 | 50.0% | 20.9 | 31.9 | C |
| | Right Turn | 4 | 4 | 110.0% | 13.9 | 19.4 | B |
| | Subtotal | 28 | 23 | 82.9% | 44.9 | 20.8 | D |
| Total | | 3936 | 3783 | 96.1% | 23.3 | 1.8 | C |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 1636 | 1565 | 95.6% | 2.8 | 0.2 | A |
| | Right Turn | | | | | | |
| | Subtotal | 1636 | 1565 | 95.6% | 2.8 | 0.2 | A |
| SB | Left Turn | | | | | | |
| | Through | 2048 | 1842 | 90.0% | 15.7 | 1.5 | C |
| | Right Turn | 48 | 40 | 82.5% | 24.0 | 7.9 | C |
| | Subtotal | 2096 | 1882 | 89.8% | 15.8 | 1.6 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 64 | 30 | 46.9% | 933.4 | 470.4 | F |
| | Subtotal | 64 | 30 | 46.9% | 933.4 | 470.4 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 52 | 45 | 86.9% | 20.3 | 5.7 | C |
| | Subtotal | 52 | 45 | 86.9% | 20.3 | 5.7 | C |
| Total | | 3848 | 3522 | 91.5% | 16.8 | 2.9 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 256 | 239 | 93.4% | 71.4 | 23.6 | E |
| | Through | 1020 | 1057 | 103.6% | 26.7 | 5.0 | C |
| | Right Turn | 120 | 122 | 102.0% | 28.5 | 8.0 | C |
| | Subtotal | 1396 | 1418 | 101.6% | 34.7 | 6.0 | C |
| SB | Left Turn | 244 | 231 | 94.8% | 78.3 | 7.9 | E |
| | Through | 1012 | 1043 | 103.1% | 53.7 | 5.5 | D |
| | Right Turn | 856 | 752 | 87.9% | 39.3 | 4.8 | D |
| | Subtotal | 2112 | 2026 | 95.9% | 51.2 | 5.2 | D |
| EB | Left Turn | 528 | 484 | 91.7% | 210.0 | 47.5 | F |
| | Through | 712 | 705 | 99.0% | 70.7 | 31.5 | E |
| | Right Turn | 92 | 98 | 107.0% | 47.5 | 31.9 | D |
| | Subtotal | 1332 | 1288 | 96.7% | 121.4 | 37.1 | F |
| WB | Left Turn | 100 | 89 | 88.8% | 84.1 | 35.9 | F |
| | Through | 924 | 827 | 89.5% | 95.6 | 41.8 | F |
| | Right Turn | 124 | 112 | 90.3% | 14.3 | 5.3 | B |
| | Subtotal | 1148 | 1028 | 89.5% | 86.3 | 39.3 | F |
| Total | | 5988 | 5760 | 96.2% | 69.0 | 6.9 | E |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 260 | 253 | 97.2% | 91.9 | 27.3 | F |
| | Through | 1300 | 1363 | 104.8% | 52.1 | 9.2 | D |
| | Right Turn | 240 | 238 | 99.0% | 52.9 | 8.0 | D |
| | Subtotal | 1800 | 1853 | 103.0% | 57.7 | 11.0 | E |
| SB | Left Turn | 60 | 54 | 90.0% | 50.7 | 17.6 | D |
| | Through | 932 | 940 | 100.9% | 14.8 | 2.7 | B |
| | Right Turn | 212 | 214 | 101.1% | 13.8 | 4.5 | B |
| | Subtotal | 1204 | 1208 | 100.4% | 16.2 | 2.9 | B |
| EB | Left Turn | 64 | 54 | 83.8% | 48.1 | 10.7 | D |
| | Through | 52 | 47 | 90.0% | 51.3 | 9.6 | D |
| | Right Turn | 72 | 76 | 105.6% | 22.3 | 12.2 | C |
| | Subtotal | 188 | 176 | 93.8% | 37.9 | 6.6 | D |
| WB | Left Turn | 180 | 180 | 100.0% | 47.9 | 5.1 | D |
| | Through | 192 | 207 | 107.7% | 53.6 | 11.8 | D |
| | Right Turn | 32 | 40 | 123.8% | 42.8 | 22.9 | D |
| | Subtotal | 404 | 426 | 105.5% | 50.5 | 7.9 | D |
| Total | | 3596 | 3664 | 101.9% | 42.2 | 6.2 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 28 | 86.3% | 78.3 | 15.6 | E |
| | Through | 1556 | 1589 | 102.1% | 27.0 | 2.2 | C |
| | Right Turn | 440 | 443 | 100.6% | 8.5 | 1.7 | A |
| | Subtotal | 2028 | 2060 | 101.6% | 23.7 | 2.1 | C |
| SB | Left Turn | 32 | 27 | 85.0% | 52.1 | 18.5 | D |
| | Through | 1176 | 1173 | 99.8% | 16.0 | 3.5 | B |
| | Right Turn | 12 | 8 | 66.7% | 9.8 | 11.8 | A |
| | Subtotal | 1220 | 1208 | 99.0% | 16.7 | 3.3 | B |
| EB | Left Turn | 40 | 36 | 90.0% | 65.7 | 14.1 | E |
| | Through | 40 | 37 | 92.0% | 62.7 | 11.5 | E |
| | Right Turn | 20 | 22 | 110.0% | 36.4 | 25.9 | D |
| | Subtotal | 100 | 95 | 94.8% | 56.6 | 11.1 | E |
| WB | Left Turn | 600 | 615 | 102.5% | 101.2 | 55.8 | F |
| | Through | 52 | 53 | 101.5% | 104.7 | 54.0 | F |
| | Right Turn | 112 | 105 | 93.6% | 79.6 | 57.9 | E |
| | Subtotal | 764 | 773 | 101.2% | 98.5 | 55.7 | F |
| Total | | 4112 | 4136 | 100.6% | 36.2 | 9.2 | D |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 40 | 48 | 120.0% | 0.9 | 0.1 | A |
| | Subtotal | 40 | 48 | 120.0% | 0.9 | 0.1 | A |
| SB | Left Turn | 32 | 31 | 97.5% | 32.8 | 9.6 | C |
| | Through | | | | | | |
| | Right Turn | 64 | 61 | 95.6% | 18.3 | 5.8 | B |
| | Subtotal | 96 | 92 | 96.3% | 23.8 | 4.0 | C |
| EB | Left Turn | 60 | 60 | 100.0% | 46.6 | 4.7 | D |
| | Through | 1256 | 1242 | 98.9% | 4.8 | 1.4 | A |
| | Right Turn | 152 | 168 | 110.3% | 3.3 | 0.5 | A |
| | Subtotal | 1468 | 1470 | 100.1% | 6.3 | 1.6 | A |
| WB | Left Turn | | | | | | |
| | Through | 1940 | 1747 | 90.1% | 14.2 | 4.4 | B |
| | Right Turn | 60 | 52 | 87.3% | 10.5 | 4.8 | B |
| | Subtotal | 2000 | 1800 | 90.0% | 14.1 | 4.4 | B |
| Total | | 3604 | 3410 | 94.6% | 10.8 | 2.8 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 24 | 24 | 98.3% | 66.8 | 30.4 | F |
| | Subtotal | 24 | 24 | 98.3% | 66.8 | 30.4 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1972 | 1770 | 89.8% | 4.3 | 0.2 | A |
| | Right Turn | 92 | 85 | 92.2% | 3.1 | 1.5 | A |
| | Subtotal | 2064 | 1855 | 89.9% | 4.2 | 0.2 | A |
| Total | | 2088 | 1878 | 90.0% | 4.9 | 0.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 1

Howe Ave/Northrop Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 36 | 90.0% | 74.5 | 14.1 | E |
| | Through | 2416 | 2002 | 82.9% | 41.6 | 4.1 | D |
| | Right Turn | 248 | 220 | 88.9% | 30.4 | 3.7 | C |
| | Subtotal | 2704 | 2259 | 83.5% | 41.0 | 3.9 | D |
| SB | Left Turn | 120 | 110 | 91.7% | 87.3 | 11.8 | F |
| | Through | 2120 | 1988 | 93.8% | 43.8 | 10.7 | D |
| | Right Turn | 12 | 10 | 80.0% | 120.0 | 96.5 | F |
| | Subtotal | 2252 | 2108 | 93.6% | 46.3 | 10.9 | D |
| EB | Left Turn | 60 | 56 | 93.3% | 77.3 | 20.7 | E |
| | Through | 52 | 51 | 98.5% | 79.5 | 26.1 | E |
| | Right Turn | 60 | 58 | 96.0% | 66.1 | 26.6 | E |
| | Subtotal | 172 | 165 | 95.8% | 75.2 | 19.5 | E |
| WB | Left Turn | 220 | 203 | 92.4% | 86.9 | 23.5 | F |
| | Through | 20 | 15 | 76.0% | 75.3 | 34.2 | E |
| | Right Turn | 92 | 87 | 94.8% | 32.3 | 7.6 | C |
| | Subtotal | 332 | 306 | 92.0% | 70.5 | 14.0 | E |
| Total | | 5460 | 4837 | 88.6% | 46.2 | 6.3 | D |

Intersection 2

Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2616 | 2293 | 87.6% | 15.4 | 1.5 | B |
| | Right Turn | 108 | 101 | 93.3% | 15.8 | 3.0 | B |
| | Subtotal | 2724 | 2394 | 87.9% | 15.4 | 1.5 | B |
| SB | Left Turn | 92 | 74 | 80.0% | 154.8 | 14.6 | F |
| | Through | 2208 | 2026 | 91.8% | 110.8 | 16.4 | F |
| | Right Turn | | | | | | |
| | Subtotal | 2300 | 2100 | 91.3% | 112.3 | 16.1 | F |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | 72 | 56 | 77.8% | 173.1 | 60.6 | F |
| | Through | | | | | | |
| | Right Turn | 60 | 73 | 121.3% | 20.4 | 4.6 | C |
| | Subtotal | 132 | 129 | 97.6% | 86.4 | 28.9 | F |
| Total | | 5156 | 4622 | 89.7% | 61.4 | 7.6 | E |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 69 | 78.6% | 145.2 | 163.9 | F |
| | Through | 2404 | 2203 | 91.6% | 43.1 | 3.8 | D |
| | Right Turn | 20 | 18 | 90.0% | 43.6 | 11.2 | D |
| | Subtotal | 2512 | 2290 | 91.2% | 45.1 | 4.8 | D |
| SB | Left Turn | | | | | | |
| | Through | 2216 | 2024 | 91.3% | 51.4 | 3.3 | D |
| | Right Turn | 64 | 56 | 86.9% | 57.9 | 8.8 | E |
| | Subtotal | 2280 | 2079 | 91.2% | 51.6 | 3.2 | D |
| EB | Left Turn | 312 | 196 | 62.9% | 1103.1 | 234.3 | F |
| | Through | 12 | 7 | 60.0% | 1066.7 | 294.2 | F |
| | Right Turn | 52 | 27 | 51.5% | 1048.4 | 260.6 | F |
| | Subtotal | 376 | 230 | 61.3% | 1097.6 | 237.5 | F |
| WB | Left Turn | 52 | 50 | 95.4% | 78.7 | 37.8 | E |
| | Through | 4 | 4 | 100.0% | 18.1 | 26.2 | B |
| | Right Turn | 4 | 4 | 90.0% | 78.5 | 91.6 | E |
| | Subtotal | 60 | 57 | 95.3% | 78.9 | 37.5 | E |
| Total | | 5228 | 4657 | 89.1% | 100.2 | 14.6 | F |

Intersection 4

Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|---------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | 2404 | 2140 | 89.0% | 4.9 | 0.6 | A |
| | Right Turn | | | | | | |
| | Subtotal | 2404 | 2140 | 89.0% | 4.9 | 0.6 | A |
| SB | Left Turn | | | | | | |
| | Through | 2212 | 1854 | 83.8% | 15.9 | 2.1 | C |
| | Right Turn | 104 | 94 | 90.4% | 23.4 | 6.4 | C |
| | Subtotal | 2316 | 1948 | 84.1% | 16.2 | 2.2 | C |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 188 | 91 | 48.3% | 1941.0 | 2168.5 | F |
| | Subtotal | 188 | 91 | 48.3% | 1941.0 | 2168.5 | F |
| WB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 112 | 129 | 115.4% | 248.7 | 153.5 | F |
| | Subtotal | 112 | 129 | 115.4% | 248.7 | 153.5 | F |
| Total | | 5020 | 4308 | 85.8% | 50.2 | 20.6 | F |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 5

Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 436 | 395 | 90.6% | 174.2 | 51.9 | F |
| | Through | 1508 | 1421 | 94.2% | 132.1 | 17.9 | F |
| | Right Turn | 80 | 80 | 100.0% | 154.1 | 21.8 | F |
| | Subtotal | 2024 | 1896 | 93.7% | 142.3 | 13.6 | F |
| SB | Left Turn | 348 | 268 | 76.9% | 121.2 | 18.1 | F |
| | Through | 1360 | 1151 | 84.6% | 96.1 | 19.1 | F |
| | Right Turn | 692 | 531 | 76.7% | 79.5 | 17.4 | E |
| | Subtotal | 2400 | 1949 | 81.2% | 95.1 | 18.2 | F |
| EB | Left Turn | 680 | 574 | 84.4% | 207.0 | 41.0 | F |
| | Through | 1252 | 1265 | 101.0% | 98.2 | 26.1 | F |
| | Right Turn | 100 | 95 | 95.2% | 79.4 | 26.3 | E |
| | Subtotal | 2032 | 1934 | 95.2% | 129.6 | 29.7 | F |
| WB | Left Turn | 180 | 150 | 83.6% | 108.1 | 33.2 | F |
| | Through | 924 | 829 | 89.7% | 120.7 | 43.2 | F |
| | Right Turn | 284 | 280 | 98.6% | 33.3 | 6.6 | C |
| | Subtotal | 1388 | 1260 | 90.7% | 100.1 | 32.7 | F |
| Total | | 7844 | 7039 | 89.7% | 118.0 | 10.5 | F |

Intersection 6

Howe Ave/University Ave

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 49 | 82.0% | 75.3 | 21.9 | E |
| | Through | 1604 | 1522 | 94.9% | 60.3 | 27.6 | E |
| | Right Turn | 272 | 254 | 93.4% | 77.3 | 32.3 | E |
| | Subtotal | 1936 | 1825 | 94.3% | 63.0 | 27.5 | E |
| SB | Left Turn | 80 | 67 | 84.0% | 93.2 | 23.5 | F |
| | Through | 1452 | 1236 | 85.2% | 30.0 | 7.8 | C |
| | Right Turn | 108 | 87 | 80.7% | 25.3 | 5.7 | C |
| | Subtotal | 1640 | 1391 | 84.8% | 32.7 | 8.1 | C |
| EB | Left Turn | 220 | 220 | 100.2% | 50.4 | 6.9 | D |
| | Through | 200 | 203 | 101.4% | 56.1 | 9.6 | E |
| | Right Turn | 260 | 269 | 103.4% | 50.6 | 18.1 | D |
| | Subtotal | 680 | 692 | 101.8% | 52.4 | 10.8 | D |
| WB | Left Turn | 240 | 237 | 98.8% | 47.6 | 7.8 | D |
| | Through | 72 | 58 | 81.1% | 53.9 | 18.9 | D |
| | Right Turn | 152 | 164 | 107.9% | 36.9 | 14.9 | D |
| | Subtotal | 464 | 460 | 99.1% | 45.0 | 9.8 | D |
| Total | | 4720 | 4367 | 92.5% | 49.4 | 11.0 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 7

Howe Ave/American River Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|---------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 20 | 100.0% | 71.2 | 11.9 | E |
| | Through | 1824 | 1826 | 100.1% | 34.0 | 3.7 | C |
| | Right Turn | 652 | 657 | 100.7% | 21.6 | 5.4 | C |
| | Subtotal | 2496 | 2502 | 100.3% | 31.1 | 4.0 | C |
| SB | Left Turn | 136 | 114 | 83.8% | 51.7 | 15.6 | D |
| | Through | 1944 | 1771 | 91.1% | 13.6 | 1.8 | B |
| | Right Turn | 44 | 38 | 86.4% | 14.2 | 7.5 | B |
| | Subtotal | 2124 | 1923 | 90.5% | 15.9 | 1.9 | B |
| EB | Left Turn | 32 | 34 | 105.0% | 79.7 | 24.3 | E |
| | Through | 72 | 72 | 100.0% | 79.8 | 18.1 | E |
| | Right Turn | 52 | 48 | 93.1% | 50.4 | 18.3 | D |
| | Subtotal | 156 | 154 | 98.7% | 70.5 | 18.0 | E |
| WB | Left Turn | 480 | 474 | 98.8% | 91.9 | 35.6 | F |
| | Through | 40 | 37 | 92.0% | 95.2 | 36.6 | F |
| | Right Turn | 96 | 105 | 109.2% | 54.0 | 31.8 | D |
| | Subtotal | 616 | 616 | 100.0% | 85.7 | 34.4 | F |
| Total | | 5392 | 5196 | 96.4% | 33.2 | 5.1 | C |

Intersection 8

Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|-------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 92 | 81 | 87.8% | 1.1 | 0.2 | A |
| | Subtotal | 92 | 81 | 87.8% | 1.1 | 0.2 | A |
| SB | Left Turn | 60 | 47 | 78.0% | 40.8 | 15.7 | D |
| | Through | | | | | | |
| | Right Turn | 88 | 84 | 95.9% | 21.2 | 4.5 | C |
| | Subtotal | 148 | 131 | 88.6% | 28.1 | 5.0 | C |
| EB | Left Turn | 196 | 177 | 90.2% | 78.4 | 30.1 | E |
| | Through | 1880 | 1830 | 97.3% | 20.2 | 16.4 | C |
| | Right Turn | 152 | 159 | 104.7% | 8.8 | 5.5 | A |
| | Subtotal | 2228 | 2166 | 97.2% | 24.0 | 16.0 | C |
| WB | Left Turn | | | | | | |
| | Through | 1944 | 1674 | 86.1% | 21.7 | 2.8 | C |
| | Right Turn | 40 | 31 | 77.0% | 19.0 | 6.6 | B |
| | Subtotal | 1984 | 1705 | 85.9% | 21.6 | 2.8 | C |
| Total | | 4452 | 4082 | 91.7% | 22.6 | 8.5 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 10

Project Dwy/Fair Oaks Blvd

Unsignalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|-----------|------------|-----------------|--------|----------|-----------------------|-----------|-----|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| SB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | 96 | 92 | 95.4% | 32.9 | 7.6 | D |
| | Subtotal | 96 | 92 | 95.4% | 32.9 | 7.6 | D |
| EB | Left Turn | | | | | | |
| | Through | | | | | | |
| | Right Turn | | | | | | |
| | Subtotal | | | | | | |
| WB | Left Turn | | | | | | |
| | Through | 1892 | 1630 | 86.2% | 5.1 | 0.2 | A |
| | Right Turn | 248 | 202 | 81.6% | 4.3 | 1.0 | A |
| | Subtotal | 2140 | 1833 | 85.6% | 5.0 | 0.2 | A |
| Total | | 2236 | 1924 | 86.1% | 6.3 | 0.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Howe/Fair Oaks Retail EIR
Cumulative Plus Project, Dual EB Left at Howe/Feature
PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

Signalized

| Direction | Movement | Volume (veh/hr) | | | Total Delay (sec/veh) | | |
|--------------|-----------------|-----------------|-------------|--------------|-----------------------|--------------|----------|
| | | Demand | Served | % Served | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 76 | 86.4% | 101.6 | 25.1 | F |
| | Through | 2404 | 2154 | 89.6% | 40.8 | 4.5 | D |
| | Right Turn | 20 | 14 | 68.0% | 42.4 | 19.7 | D |
| | Subtotal | 2512 | 2244 | 89.3% | 42.9 | 4.6 | D |
| SB | Left Turn | | | | | | |
| | Through | 2216 | 1961 | 88.5% | 53.0 | 4.0 | D |
| | Right Turn | 64 | 60 | 93.1% | 68.9 | 9.0 | E |
| | Subtotal | 2280 | 2020 | 88.6% | 53.5 | 4.0 | D |
| EB | Left Turn | 312 | 275 | 88.1% | 250.9 | 239.0 | F |
| | Through | 12 | 9 | 76.7% | 212.0 | 250.5 | F |
| | Right Turn | 52 | 52 | 100.0% | 215.3 | 234.1 | F |
| | Subtotal | 376 | 336 | 89.4% | 244.8 | 238.6 | F |
| WB | Left Turn | 52 | 41 | 78.5% | 65.6 | 28.0 | E |
| | Through | 4 | 6 | 140.0% | 43.6 | 39.1 | D |
| | Right Turn | 4 | 6 | 140.0% | 25.3 | 36.1 | C |
| | Subtotal | 60 | 52 | 86.7% | 62.0 | 23.5 | E |
| Total | | 5228 | 4652 | 89.0% | 61.9 | 18.5 | E |

APPENDIX B:

QUEUE LENGTH TECHNICAL CALCULATIONS

- Existing Conditions
- Existing Plus Project
- Existing Plus Project, Mitigation Measures
- Cumulative No Project
- Cumulative Plus Project
- Cumulative Plus Project, Mitigation Measures

Intersection 2 Howe Ave/Sierra Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 442 | 315 | 687 | 342 | 672 | 314 | 1 | 0 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 35 | 14 | 69 | 23 | 79 | 40 | 1 | 0 |

Intersection 4 Howe Ave/Cadillac Dr Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 17 | 7 | 40 | 12 | 34 | 10 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 91 | 22 | 159 | 50 | 157 | 51 | 0 | 0 |
| SB | Right Turn | 180 | 160 | 79 | 514 | 171 | 537 | 137 | 0 | 1 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 33 | 11 | 65 | 19 | 64 | 16 | 0 | 0 |
| EB | Left Turn | 160 | 41 | 16 | 78 | 24 | 74 | 25 | 0 | 0 |
| | Through | 741 | 47 | 17 | 117 | 31 | 138 | 44 | 1 | 0 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Existing Conditions
PM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 498 | 231 | 760 | 290 | 717 | 269 | 9 | 0 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 300 | 26 | 300 | 26 | 300 | 26 | 72 | 36 |

Intersection 4 Howe Ave / Cadillac Dr Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 20 | 11 | 50 | 22 | 57 | 15 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 338 | 103 | 605 | 146 | 574 | 107 | 2 | 12 |
| SB | Right Turn | 180 | 338 | 107 | 757 | 115 | 651 | 36 | 0 | 6 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 43 | 16 | 71 | 28 | 72 | 27 | 0 | 0 |
| EB | Left Turn | 160 | 118 | 26 | 187 | 19 | 177 | 14 | 7 | 0 |
| | Through | 1,500 | 140 | 79 | 354 | 201 | 414 | 201 | 3 | 1 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Existing Plus Project
AM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 665 | 311 | 1036 | 501 | 958 | 351 | 3 | 3 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 47 | 10 | 91 | 23 | 90 | 22 | 1 | 0 |

Intersection 4 Howe Ave / Cadillac Dr Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 62 | 15 | 112 | 28 | 107 | 22 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 108 | 24 | 168 | 43 | 172 | 47 | 0 | 0 |
| SB | Right Turn | 180 | 275 | 122 | 669 | 146 | 627 | 68 | 0 | 2 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 33 | 10 | 63 | 22 | 68 | 20 | 0 | 0 |
| EB | Left Turn | 160 | 41 | 7 | 82 | 16 | 84 | 21 | 0 | 0 |
| | Through | 741 | 41 | 16 | 100 | 31 | 106 | 29 | 0 | 0 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Existing Plus Project
PM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 373 | 233 | 613 | 345 | 571 | 272 | 5 | 0 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 940 | 13 | 940 | 11 | 965 | 28 | 85 | 166 |

Intersection 4 Howe Ave / Cadillac Dr Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 360 | 10 | 390 | 15 | 388 | 19 | 0 | 93 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 410 | 82 | 663 | 93 | 593 | 65 | 12 | 0 |
| SB | Right Turn | 180 | 486 | 36 | 805 | 29 | 220 | 0 | 0 | 2 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 40 | 8 | 84 | 17 | 90 | 19 | 0 | 0 |
| EB | Left Turn | 160 | 69 | 78 | 428 | 206 | 464 | 243 | 0 | 0 |
| | Through | 1,500 | 490 | 262 | 1004 | 399 | 1198 | 373 | 18 | 10 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
AM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 418 | 214 | 710 | 298 | 673 | 278 | 2 | 0 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 58 | 13 | 99 | 22 | 100 | 25 | 3 | 0 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 67 | 15 | 123 | 25 | 115 | 21 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 117 | 62 | 173 | 71 | 169 | 65 | 1 | 0 |
| SB | Right Turn | 180 | 257 | 56 | 435 | 135 | 444 | 135 | 23 | 0 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 160 | 48 | 14 | 84 | 21 | 82 | 26 | 0 | 0 |
| | Through | 741 | 48 | 24 | 111 | 47 | 113 | 49 | 1 | 0 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Existing Plus Project, Mitigation 5.9-1
PM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 424 | 150 | 704 | 197 | 688 | 206 | 5 | 0 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 939 | 4 | 983 | 13 | 975 | 15 | 85 | 86 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 360 | 3 | 387 | 4 | 383 | 3 | 0 | 95 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 399 | 142 | 553 | 196 | 526 | 169 | 40 | 0 |
| SB | Right Turn | 180 | 454 | 131 | 642 | 134 | 612 | 39 | 19 | 0 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 50 | 10 | 92 | 19 | 87 | 17 | 0 | 0 |
| EB | Left Turn | 160 | 138 | 16 | 194 | 24 | 178 | 11 | 12 | 0 |
| | Through | 1,500 | 270 | 188 | 574 | 281 | 591 | 256 | 6 | 0 |

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length

Howe/Fair Oaks Retail EIR
 Existing Plus Project, Dual EB Left at Howe/Feature
 PM Peak Hour

Intersection 3 Howe Ave/Feature Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 291 | 85 | 392 | 62 | 396 | 73 | 64 | 14 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Cumulative No Project
AM Peak Hour

Intersection 2 Howe Ave/Sierra Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,247 | 769 | 323 | 1116 | 444 | 1063 | 358 | 1 | 2 |

Intersection 3 Howe Ave/Feature Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 37 | 10 | 76 | 18 | 71 | 14 | 0 | 0 |

Intersection 4 Howe Ave/Cadillac Dr

Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 20 | 8 | 53 | 20 | 54 | 25 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 113 | 24 | 200 | 70 | 219 | 96 | 0 | 0 |
| SB | Right Turn | 180 | 214 | 128 | 602 | 197 | 573 | 107 | 0 | 2 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 31 | 8 | 63 | 20 | 66 | 27 | 0 | 0 |
| EB | Left Turn | 160 | 41 | 10 | 88 | 22 | 97 | 30 | 0 | 0 |
| | Through | 741 | 54 | 21 | 142 | 44 | 157 | 45 | 1 | 0 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Cumulative No Project
PM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,247 | 1066 | 262 | 1362 | 335 | 1256 | 282 | 20 | 13 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 364 | 358 | 68 | 400 | 79 | 405 | 34 | 78 | 46 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 18 | 8 | 44 | 16 | 45 | 16 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 384 | 86 | 645 | 94 | 598 | 78 | 1 | 0 |
| SB | Right Turn | 180 | 371 | 21 | 805 | 18 | 220 | 0 | 0 | 1 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 41 | 9 | 80 | 19 | 82 | 20 | 0 | 0 |
| EB | Left Turn | 160 | 133 | 21 | 209 | 28 | 216 | 12 | 8 | 0 |
| | Through | 1,500 | 217 | 156 | 441 | 262 | 452 | 201 | 9 | 1 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
AM Peak Hour

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 1208 | 169 | 1455 | 249 | 1344 | 330 | 3 | 14 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 64 | 20 | 110 | 35 | 113 | 25 | 6 | 0 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 71 | 15 | 118 | 31 | 109 | 23 | 0 | 0 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 120 | 29 | 211 | 64 | 250 | 91 | 0 | 0 |
| SB | Right Turn | 180 | 323 | 94 | 779 | 143 | 661 | 35 | 0 | 2 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 37 | 16 | 69 | 28 | 64 | 25 | 0 | 0 |
| EB | Left Turn | 160 | 51 | 9 | 99 | 24 | 102 | 33 | 0 | 0 |
| | Through | 741 | 69 | 22 | 158 | 52 | 170 | 60 | 2 | 0 |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Howe/Fair Oaks Retail EIR
Cumulative Plus Project
PM Peak Hour

Intersection 2 Howe Ave/Sierra Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 1146 | 178 | 1470 | 222 | 1305 | 159 | 27 | 13 |

Intersection 3 Howe Ave/Feature Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 936 | 18 | 963 | 13 | 966 | 25 | 86 | 87 |

Intersection 4 Howe Ave / Cadillac Dr

Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 356 | 7 | 385 | 14 | 380 | 17 | 0 | 95 |

Intersection 5 Howe Ave/Fair Oaks Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 430 | 95 | 669 | 124 | 601 | 102 | 9 | 0 |
| SB | Right Turn | 180 | 542 | 71 | 810 | 72 | 687 | 13 | 0 | 3 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 40 | 12 | 74 | 21 | 71 | 16 | 0 | 0 |
| EB | Left Turn | 160 | 323 | 216 | 662 | 429 | 690 | 399 | 0 | 3 |
| | Through | 1,500 | 677 | 218 | 1214 | 234 | 1191 | 227 | 28 | 20 |

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,247 | 1189 | 207 | 1483 | 340 | 1327 | 211 | 4 | 14 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 57 | 15 | 101 | 32 | 106 | 37 | 3 | 0 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 133 | 32 | 225 | 57 | 204 | 43 | 0 | 9 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 128 | 40 | 191 | 67 | 199 | 63 | 0 | 0 |
| SB | Right Turn | 135 | 382 | 92 | 668 | 152 | 606 | 105 | 21 | 0 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 30 | 12 | 63 | 29 | 72 | 24 | 0 | 0 |
| EB | Left Turn | 160 | 47 | 19 | 89 | 29 | 104 | 44 | 0 | 0 |
| | Through | 1,500 | 71 | 36 | 164 | 75 | 180 | 81 | 2 | 0 |

Intersection 2 Howe Ave/Sierra Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Through | 1,330 | 1164 | 174 | 1457 | 198 | 1329 | 103 | 34 | 49 |

Intersection 3 Howe Ave/Feature Dr Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 364 | 785 | 5 | 968 | 17 | 968 | 24 | 85 | 86 |

Intersection 4 Howe Ave/Cadillac Dr EBR Unsignalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Right Turn | 190 | 353 | 14 | 372 | 27 | 371 | 28 | 0 | 97 |

Intersection 5 Howe Ave/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| NB | Left Turn | 280 | 392 | 55 | 588 | 153 | 569 | 49 | 20 | 0 |
| SB | Right Turn | 135 | 571 | 77 | 680 | 61 | 638 | 12 | 26 | 0 |

Intersection 8 Cadillac Dr/Fair Oaks Blvd Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|------------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| SB | Right Turn | 120 | 43 | 14 | 86 | 25 | 89 | 24 | 0 | 0 |
| EB | Left Turn | 160 | 220 | 134 | 446 | 331 | 450 | 318 | 10 | 9 |
| | Through | 713 | 410 | 314 | 869 | 587 | 862 | 527 | 17 | 9 |

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length

Howe/Fair Oaks Retail EIR
 Cumulative Plus Project, Dual EB Left at Howe/Feature
 PM Peak Hour

Intersection 3

Howe Ave/Feature Dr

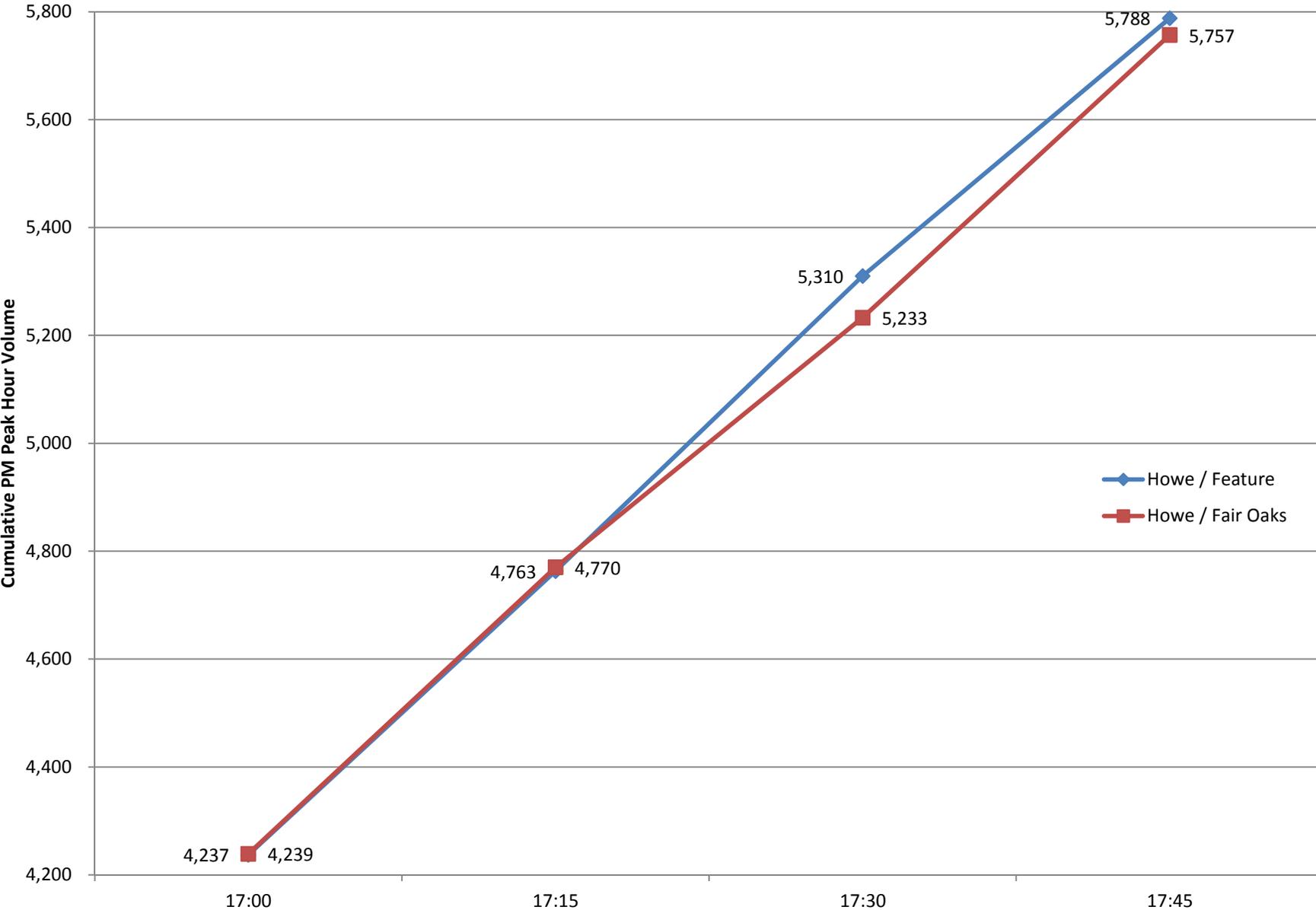
Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | 95th Queue (ft) | | Maximum Queue (ft) | | Block Time % | |
|-----------|-----------|--------------|--------------------|-----------|-----------------|-----------|--------------------|-----------|--------------|----------|
| | | | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 120 | 681 | 154 | 774 | 147 | 745 | 127 | 78 | 67 |

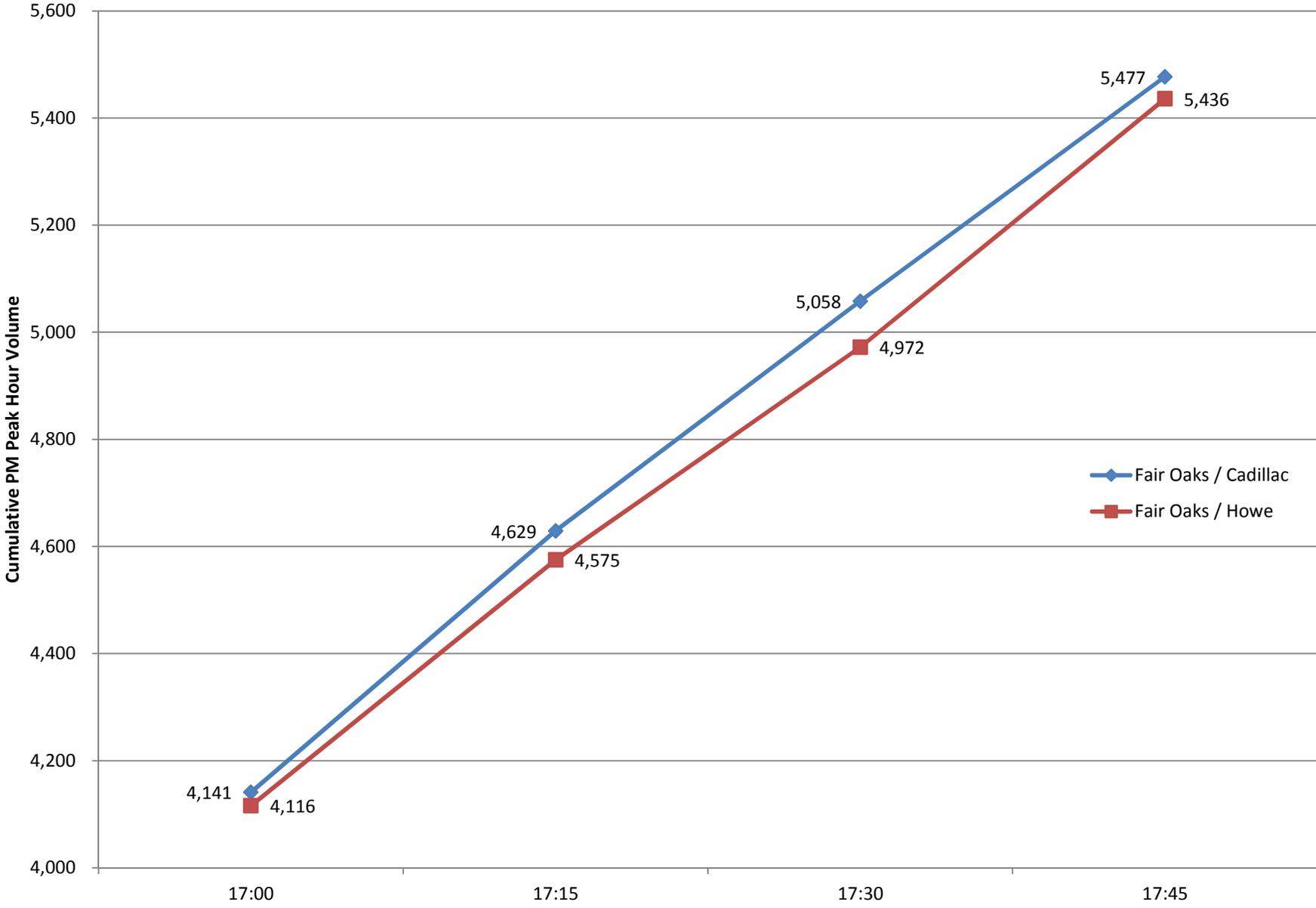
APPENDIX C:

HOWE AVENUE AND FAIR OAKS BOULEVARD THROUGHPUT

Southbound Howe Avenue Throughput



Eastbound Fair Oaks Boulevard Throughput



APPENDIX D:

TRAFFIC COUNTS

- Howe / Northrop
- Howe / Sierra
- Howe / Feature
- Howe / Cadillac
- Howe / Fair Oaks
- Howe / University
- Howe / American River
- Fair Oaks / Cadillac
- Fair Oaks / Munroe

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | Northrop Avenue Westbound | | | | | Howe Avenue Northbound | | | | | Northrop Avenue Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|--------|------------|---------------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|---------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| 07:00 | 3 | 260 | 4 | 0 | 267 | 36 | 1 | 20 | 0 | 57 | 8 | 141 | 14 | 2 | 165 | 2 | 3 | 3 | 0 | 8 | 497 |
| 07:15 | 1 | 348 | 2 | 0 | 351 | 55 | 2 | 9 | 0 | 66 | 10 | 240 | 14 | 5 | 269 | 2 | 2 | 7 | 0 | 11 | 697 |
| 07:30 | 11 | 367 | 3 | 1 | 382 | 65 | 3 | 25 | 0 | 93 | 8 | 267 | 15 | 4 | 294 | 3 | 1 | 3 | 0 | 7 | 776 |
| 07:45 | 5 | 469 | 7 | 1 | 482 | 69 | 8 | 17 | 0 | 94 | 8 | 339 | 24 | 4 | 375 | 4 | 2 | 6 | 0 | 12 | 963 |
| Total | 20 | 1444 | 16 | 2 | 1482 | 225 | 14 | 71 | 0 | 310 | 34 | 987 | 67 | 15 | 1103 | 11 | 8 | 19 | 0 | 38 | 2933 |
| 08:00 | 10 | 387 | 5 | 0 | 402 | 85 | 11 | 15 | 0 | 111 | 12 | 268 | 21 | 6 | 307 | 2 | 2 | 1 | 0 | 5 | 825 |
| 08:15 | 13 | 491 | 6 | 2 | 512 | 62 | 4 | 14 | 0 | 80 | 13 | 293 | 16 | 8 | 330 | 5 | 1 | 6 | 0 | 12 | 934 |
| 08:30 | 14 | 429 | 2 | 1 | 446 | 65 | 3 | 12 | 0 | 80 | 9 | 293 | 12 | 6 | 320 | 4 | 2 | 7 | 0 | 13 | 859 |
| 08:45 | 6 | 313 | 2 | 0 | 321 | 35 | 6 | 14 | 0 | 55 | 13 | 315 | 23 | 1 | 352 | 8 | 2 | 5 | 0 | 15 | 743 |
| Total | 43 | 1620 | 15 | 3 | 1681 | 247 | 24 | 55 | 0 | 326 | 47 | 1169 | 72 | 21 | 1309 | 19 | 7 | 19 | 0 | 45 | 3361 |
| 15:00 | 15 | 361 | 4 | 2 | 382 | 38 | 8 | 20 | 0 | 66 | 12 | 451 | 48 | 2 | 513 | 12 | 3 | 7 | 0 | 22 | 983 |
| 15:15 | 17 | 360 | 2 | 3 | 382 | 26 | 4 | 18 | 0 | 48 | 11 | 490 | 51 | 4 | 556 | 19 | 2 | 8 | 0 | 29 | 1015 |
| 15:30 | 26 | 424 | 1 | 8 | 459 | 43 | 2 | 10 | 0 | 55 | 7 | 447 | 49 | 8 | 511 | 7 | 4 | 13 | 0 | 24 | 1049 |
| 15:45 | 14 | 379 | 0 | 9 | 402 | 44 | 2 | 14 | 0 | 60 | 8 | 411 | 43 | 2 | 464 | 6 | 5 | 11 | 0 | 22 | 948 |
| Total | 72 | 1524 | 7 | 22 | 1625 | 151 | 16 | 62 | 0 | 229 | 38 | 1799 | 191 | 16 | 2044 | 44 | 14 | 39 | 0 | 97 | 3995 |
| 16:00 | 25 | 431 | 2 | 5 | 463 | 30 | 5 | 19 | 0 | 54 | 8 | 483 | 42 | 8 | 541 | 5 | 2 | 4 | 0 | 11 | 1069 |
| 16:15 | 22 | 364 | 3 | 1 | 390 | 28 | 3 | 19 | 0 | 50 | 14 | 494 | 56 | 3 | 567 | 8 | 4 | 11 | 0 | 23 | 1030 |
| 16:30 | 23 | 421 | 5 | 2 | 451 | 31 | 1 | 19 | 0 | 51 | 9 | 528 | 54 | 2 | 593 | 7 | 15 | 14 | 0 | 36 | 1131 |
| 16:45 | 16 | 438 | 2 | 3 | 459 | 54 | 3 | 15 | 0 | 72 | 5 | 546 | 58 | 4 | 613 | 9 | 8 | 12 | 0 | 29 | 1173 |
| Total | 86 | 1654 | 12 | 11 | 1763 | 143 | 12 | 72 | 0 | 227 | 36 | 2051 | 210 | 17 | 2314 | 29 | 29 | 41 | 0 | 99 | 4403 |
| 17:00 | 18 | 442 | 2 | 7 | 469 | 52 | 3 | 25 | 0 | 80 | 14 | 514 | 61 | 3 | 592 | 17 | 16 | 14 | 0 | 47 | 1188 |
| 17:15 | 29 | 442 | 1 | 4 | 476 | 33 | 6 | 22 | 0 | 61 | 11 | 590 | 59 | 3 | 663 | 15 | 10 | 15 | 0 | 40 | 1240 |
| 17:30 | 19 | 525 | 4 | 4 | 552 | 66 | 3 | 18 | 0 | 87 | 5 | 465 | 59 | 2 | 531 | 10 | 10 | 11 | 0 | 31 | 1201 |
| 17:45 | 26 | 489 | 2 | 1 | 518 | 36 | 3 | 20 | 0 | 59 | 5 | 505 | 58 | 6 | 574 | 7 | 2 | 12 | 0 | 21 | 1172 |
| Total | 92 | 1898 | 9 | 16 | 2015 | 187 | 15 | 85 | 0 | 287 | 35 | 2074 | 237 | 14 | 2360 | 49 | 38 | 52 | 0 | 139 | 4801 |
| Grand Total | 313 | 8140 | 59 | 54 | 8566 | 953 | 81 | 345 | 0 | 1379 | 190 | 8080 | 777 | 83 | 9130 | 152 | 96 | 170 | 0 | 418 | 19493 |
| Apprch % | 3.7 | 95 | 0.7 | 0.6 | | 69.1 | 5.9 | 25 | 0 | | 2.1 | 88.5 | 8.5 | 0.9 | | 36.4 | 23 | 40.7 | 0 | | |
| Total % | 1.6 | 41.8 | 0.3 | 0.3 | 43.9 | 4.9 | 0.4 | 1.8 | 0 | 7.1 | 1 | 41.5 | 4 | 0.4 | 46.8 | 0.8 | 0.5 | 0.9 | 0 | 2.1 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

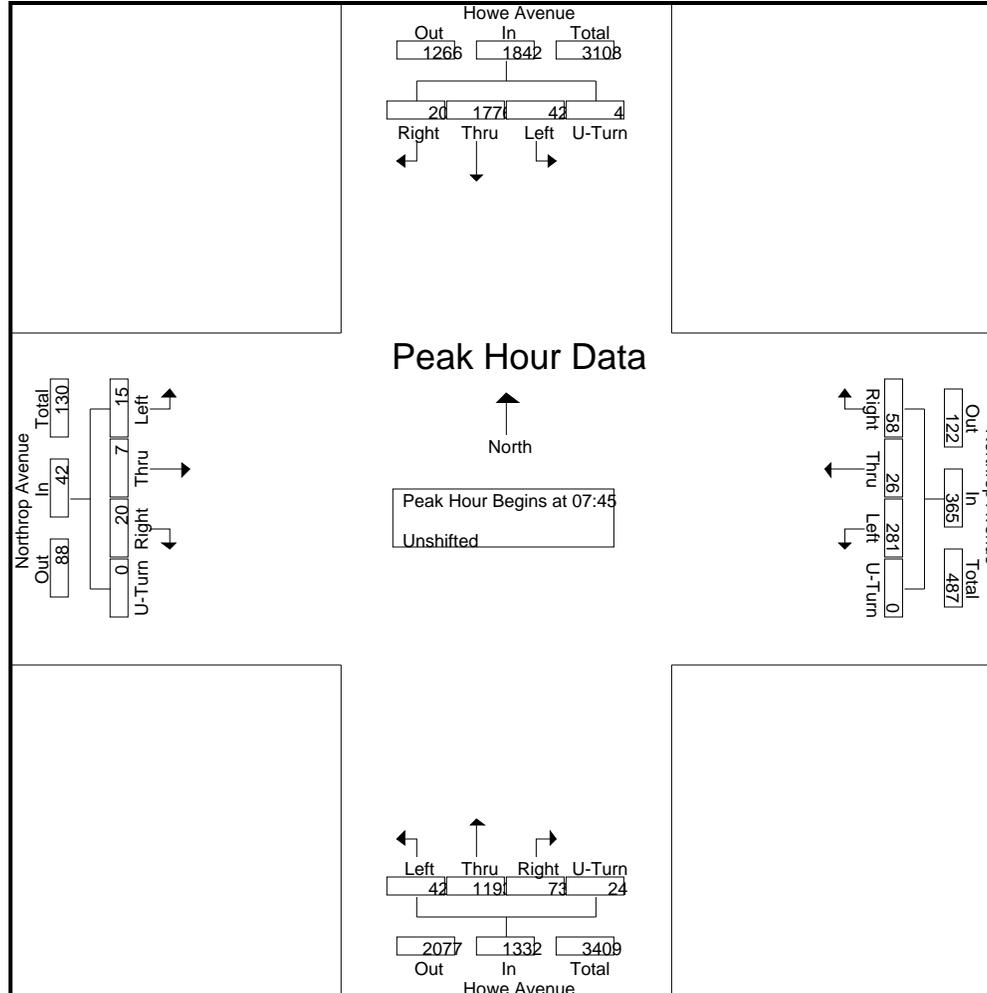
| Start Time | Howe Avenue Southbound | | | | | Northrop Avenue Westbound | | | | | Howe Avenue Northbound | | | | | Northrop Avenue Eastbound | | | | | Int. Total |
|--|------------------------|------------|----------|----------|------------|---------------------------|-----------|-----------|--------|------------|------------------------|------------|-----------|----------|------------|---------------------------|----------|----------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 5 | 469 | 7 | 1 | 482 | 69 | 8 | 17 | 0 | 94 | 8 | 339 | 24 | 4 | 375 | 4 | 2 | 6 | 0 | 12 | 963 |
| 08:00 | 10 | 387 | 5 | 0 | 402 | 85 | 11 | 15 | 0 | 111 | 12 | 268 | 21 | 6 | 307 | 2 | 2 | 1 | 0 | 5 | 825 |
| 08:15 | 13 | 491 | 6 | 2 | 512 | 62 | 4 | 14 | 0 | 80 | 13 | 293 | 16 | 8 | 330 | 5 | 1 | 6 | 0 | 12 | 934 |
| 08:30 | 14 | 429 | 2 | 1 | 446 | 65 | 3 | 12 | 0 | 80 | 9 | 293 | 12 | 6 | 320 | 4 | 2 | 7 | 0 | 13 | 859 |
| Total Volume | 42 | 1776 | 20 | 4 | 1842 | 281 | 26 | 58 | 0 | 365 | 42 | 1193 | 73 | 24 | 1332 | 15 | 7 | 20 | 0 | 42 | 3581 |
| % App. Total | 2.3 | 96.4 | 1.1 | 0.2 | | 77 | 7.1 | 15.9 | 0 | | 3.2 | 89.6 | 5.5 | 1.8 | | 35.7 | 16.7 | 47.6 | 0 | | |
| PHF | .750 | .904 | .714 | .500 | .899 | .826 | .591 | .853 | .000 | .822 | .808 | .880 | .760 | .750 | .888 | .750 | .875 | .714 | .000 | .808 | .930 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

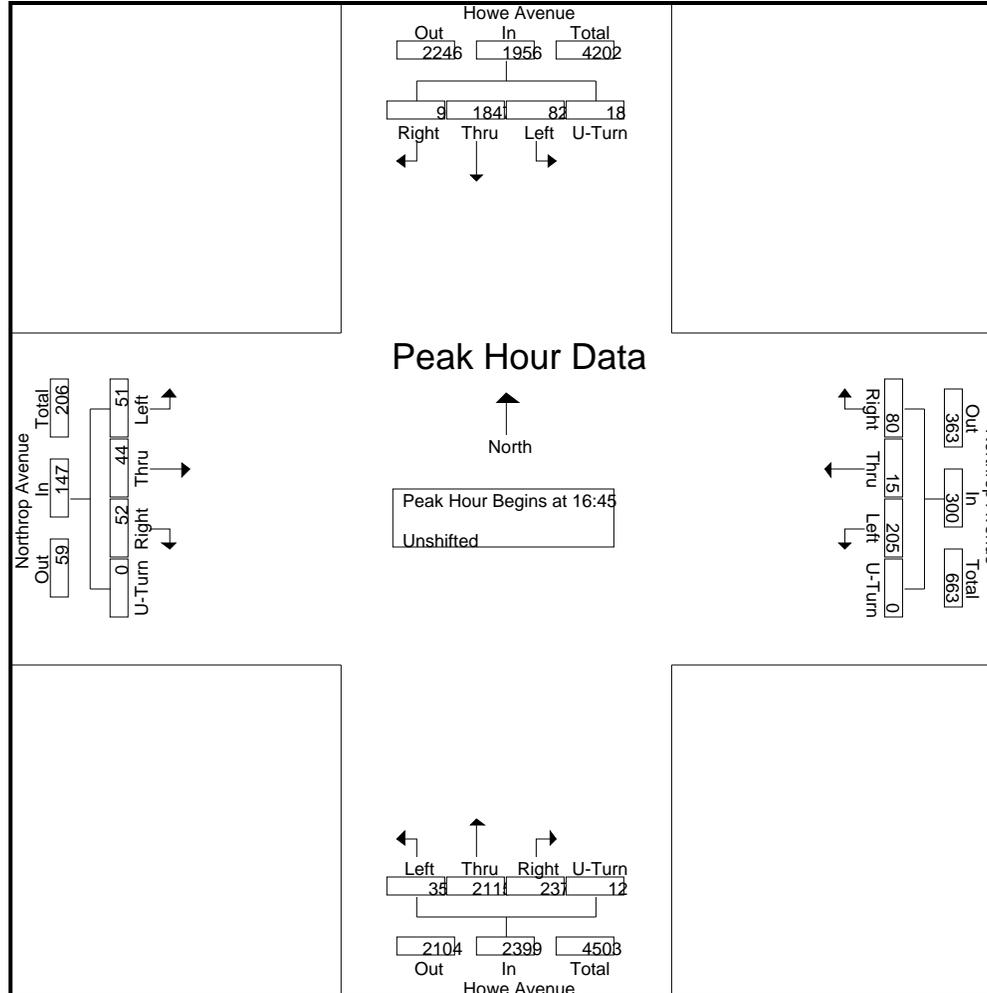
| Start Time | Howe Avenue Southbound | | | | | Northrop Avenue Westbound | | | | | Howe Avenue Northbound | | | | | Northrop Avenue Eastbound | | | | | Int. Total |
|--|------------------------|------|-------|--------|------------|---------------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|---------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 16 | 438 | 2 | 3 | 459 | 54 | 3 | 15 | 0 | 72 | 5 | 546 | 58 | 4 | 592 | 17 | 16 | 14 | 0 | 47 | 1188 |
| 17:00 | 18 | 442 | 2 | 7 | 469 | 52 | 3 | 25 | 0 | 80 | 14 | 514 | 61 | 3 | 592 | 15 | 10 | 15 | 0 | 40 | 1240 |
| 17:15 | 29 | 442 | 1 | 4 | 476 | 33 | 6 | 22 | 0 | 61 | 11 | 590 | 59 | 3 | 663 | 10 | 10 | 11 | 0 | 31 | 1201 |
| 17:30 | 19 | 525 | 4 | 4 | 552 | 66 | 3 | 18 | 0 | 87 | 5 | 465 | 59 | 2 | 531 | 10 | 10 | 11 | 0 | 31 | 1201 |
| Total Volume | 82 | 1847 | 9 | 18 | 1956 | 205 | 15 | 80 | 0 | 300 | 35 | 2115 | 237 | 12 | 2399 | 51 | 44 | 52 | 0 | 147 | 4802 |
| % App. Total | 4.2 | 94.4 | 0.5 | 0.9 | | 68.3 | 5 | 26.7 | 0 | | 1.5 | 88.2 | 9.9 | 0.5 | | 34.7 | 29.9 | 35.4 | 0 | | |
| PHF | .707 | .880 | .563 | .643 | .886 | .777 | .625 | .800 | .000 | .862 | .625 | .896 | .971 | .750 | .905 | .750 | .688 | .867 | .000 | .782 | .968 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | | Northrop Avenue Westbound | | | | | Howe Avenue Northbound | | | | | Northrop Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-----|-----|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 0 | 1 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 6 | 15 |
| 07:15 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 6 | 12 |
| 07:30 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 7 | 10 |
| 07:45 | 0 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 11 |
| Total | 0 | 6 | 0 | 3 | 6 | 14 | 2 | 0 | 6 | 16 | 1 | 3 | 1 | 3 | 5 | 0 | 1 | 0 | 8 | 1 | 20 | 28 | 48 |
| 08:00 | 0 | 3 | 1 | 0 | 4 | 1 | 2 | 1 | 1 | 4 | 1 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 12 | 16 |
| 08:15 | 0 | 3 | 0 | 4 | 3 | 4 | 2 | 1 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 10 | 12 | 22 |
| 08:30 | 0 | 6 | 0 | 3 | 6 | 7 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 13 | 14 | 27 |
| 08:45 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 5 | 8 |
| Total | 0 | 13 | 1 | 7 | 14 | 12 | 6 | 2 | 6 | 20 | 1 | 4 | 3 | 7 | 8 | 0 | 0 | 1 | 10 | 1 | 30 | 43 | 73 |
| 15:00 | 2 | 3 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 3 | 1 | 7 | 1 | 0 | 0 | 1 | 1 | 2 | 15 | 17 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 4 | 1 | 4 | 8 | 12 |
| 15:30 | 0 | 5 | 0 | 1 | 5 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 6 | 11 |
| 15:45 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 6 | 10 | 16 |
| Total | 2 | 11 | 0 | 1 | 13 | 3 | 1 | 2 | 3 | 6 | 0 | 15 | 3 | 1 | 18 | 1 | 1 | 0 | 12 | 2 | 17 | 39 | 56 |
| 16:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 7 | 5 | 12 |
| 16:15 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 2 | 1 | 3 | 10 | 13 |
| 16:30 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 8 |
| 16:45 | 2 | 5 | 0 | 0 | 7 | 1 | 2 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 5 | 13 | 18 |
| Total | 2 | 12 | 0 | 2 | 14 | 3 | 2 | 0 | 6 | 5 | 2 | 8 | 3 | 2 | 13 | 1 | 2 | 0 | 6 | 3 | 16 | 35 | 51 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 11 |
| 17:15 | 0 | 2 | 0 | 1 | 2 | 2 | 1 | 2 | 2 | 5 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 7 | 10 | 17 |
| 17:30 | 0 | 4 | 0 | 0 | 4 | 4 | 1 | 2 | 5 | 7 | 0 | 4 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 1 | 8 | 17 | 25 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 8 |
| Total | 0 | 7 | 0 | 1 | 7 | 8 | 2 | 4 | 8 | 14 | 0 | 15 | 4 | 4 | 19 | 0 | 1 | 1 | 6 | 2 | 19 | 42 | 61 |
| Grand Total | 4 | 49 | 1 | 14 | 54 | 40 | 13 | 8 | 29 | 61 | 4 | 45 | 14 | 17 | 63 | 2 | 5 | 2 | 42 | 9 | 102 | 187 | 289 |
| Apprch % | 7.4 | 90.7 | 1.9 | | | 65.6 | 21.3 | 13.1 | | | 6.3 | 71.4 | 22.2 | | | 22.2 | 55.6 | 22.2 | | | | | |
| Total % | 2.1 | 26.2 | 0.5 | | 28.9 | 21.4 | 7 | 4.3 | | 32.6 | 2.1 | 24.1 | 7.5 | | 33.7 | 1.1 | 2.7 | 1.1 | | 4.8 | 35.3 | 64.7 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

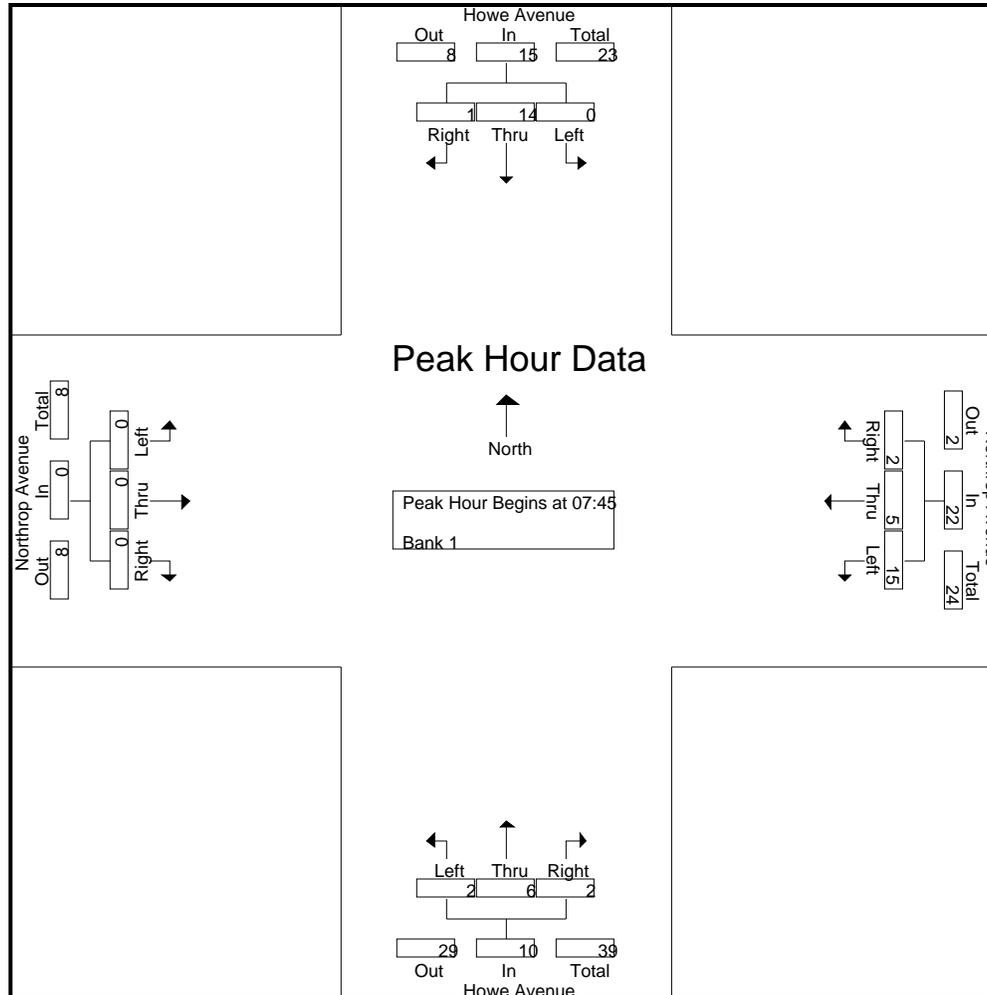
| Start Time | Howe Avenue Southbound | | | | Northrop Avenue Westbound | | | | Howe Avenue Northbound | | | | Northrop Avenue Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 08:00 | 0 | 3 | 1 | 4 | 1 | 2 | 1 | 4 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 12 |
| 08:15 | 0 | 3 | 0 | 3 | 4 | 2 | 1 | 7 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 08:30 | 0 | 6 | 0 | 6 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 0 | 14 | 1 | 15 | 15 | 5 | 2 | 22 | 2 | 6 | 2 | 10 | 0 | 0 | 0 | 0 | 47 |
| % App. Total | 0 | 93.3 | 6.7 | | 68.2 | 22.7 | 9.1 | | 20 | 60 | 20 | | 0 | 0 | 0 | | |
| PHF | .000 | .583 | .250 | .625 | .536 | .625 | .500 | .786 | .500 | .750 | .250 | .625 | .000 | .000 | .000 | .000 | .839 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

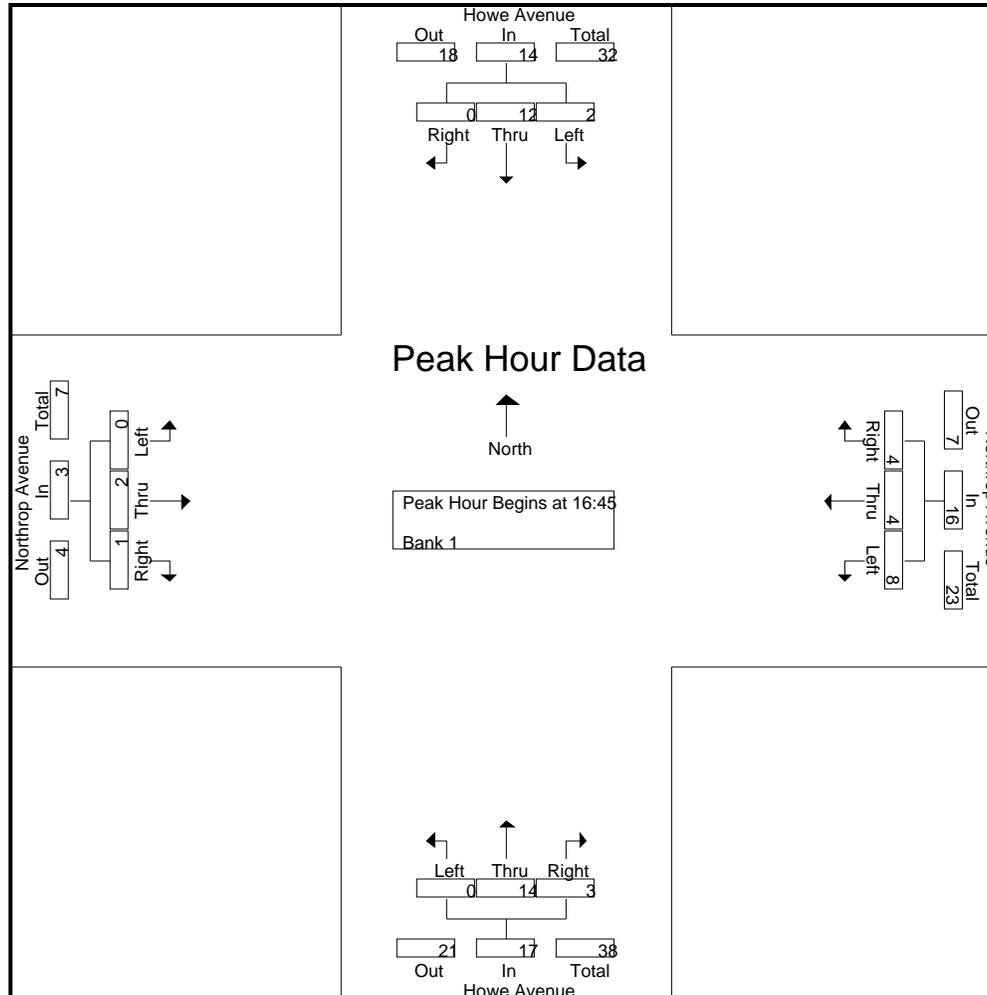
| Start Time | Howe Avenue Southbound | | | | Northrop Avenue Westbound | | | | Howe Avenue Northbound | | | | Northrop Avenue Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | |
| 16:45 | 2 | 5 | 0 | 7 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 13 |
| 17:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 2 | 0 | 2 | 2 | 1 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 10 |
| 17:30 | 0 | 4 | 0 | 4 | 4 | 1 | 2 | 7 | 0 | 4 | 1 | 5 | 0 | 1 | 0 | 1 | 17 |
| Total Volume | 2 | 12 | 0 | 14 | 8 | 4 | 4 | 16 | 0 | 14 | 3 | 17 | 0 | 2 | 1 | 3 | 50 |
| % App. Total | 14.3 | 85.7 | 0 | | 50 | 25 | 25 | | 0 | 82.4 | 17.6 | | 0 | 66.7 | 33.3 | | |
| PHF | .250 | .600 | .000 | .500 | .500 | .500 | .500 | .571 | .000 | .500 | .750 | .531 | .000 | .500 | .250 | .750 | .735 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-004 Howe-Northrop
Site Code : 00000000
Start Date : 9/11/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | Sierra Blvd Westbound | | | | | Howe Avenue Northbound | | | | | Eastbound | | | | Int. Total |
|-------------|------------------------|------|-------|--------|------------|-----------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | App. Total | |
| 07:00 | 2 | 299 | 0 | 1 | 302 | 16 | 0 | 6 | 0 | 22 | 0 | 173 | 7 | 0 | 180 | 0 | 0 | 0 | 0 | 504 |
| 07:15 | 3 | 399 | 0 | 1 | 403 | 22 | 0 | 15 | 0 | 37 | 0 | 256 | 14 | 0 | 270 | 0 | 0 | 0 | 0 | 710 |
| 07:30 | 12 | 441 | 0 | 0 | 453 | 35 | 0 | 20 | 0 | 55 | 0 | 304 | 18 | 0 | 322 | 0 | 0 | 0 | 0 | 830 |
| 07:45 | 26 | 496 | 0 | 2 | 524 | 31 | 0 | 19 | 0 | 50 | 0 | 348 | 30 | 0 | 378 | 0 | 0 | 0 | 0 | 952 |
| Total | 43 | 1635 | 0 | 4 | 1682 | 104 | 0 | 60 | 0 | 164 | 0 | 1081 | 69 | 0 | 1150 | 0 | 0 | 0 | 0 | 2996 |
| 08:00 | 9 | 487 | 0 | 1 | 497 | 43 | 0 | 12 | 0 | 55 | 0 | 324 | 16 | 0 | 340 | 0 | 0 | 0 | 0 | 892 |
| 08:15 | 6 | 568 | 0 | 4 | 578 | 26 | 0 | 14 | 0 | 40 | 0 | 327 | 12 | 0 | 339 | 0 | 0 | 0 | 0 | 957 |
| 08:30 | 11 | 476 | 0 | 1 | 488 | 31 | 0 | 12 | 0 | 43 | 0 | 318 | 16 | 0 | 334 | 0 | 0 | 0 | 0 | 865 |
| 08:45 | 10 | 315 | 0 | 2 | 327 | 22 | 0 | 12 | 0 | 34 | 0 | 343 | 11 | 0 | 354 | 0 | 0 | 0 | 0 | 715 |
| Total | 36 | 1846 | 0 | 8 | 1890 | 122 | 0 | 50 | 0 | 172 | 0 | 1312 | 55 | 0 | 1367 | 0 | 0 | 0 | 0 | 3429 |
| 15:00 | 11 | 375 | 0 | 3 | 389 | 13 | 0 | 12 | 0 | 25 | 0 | 526 | 20 | 0 | 546 | 0 | 0 | 0 | 0 | 960 |
| 15:15 | 17 | 365 | 0 | 4 | 386 | 17 | 0 | 9 | 0 | 26 | 0 | 545 | 26 | 0 | 571 | 0 | 0 | 0 | 0 | 983 |
| 15:30 | 14 | 426 | 0 | 8 | 448 | 19 | 0 | 14 | 0 | 33 | 0 | 468 | 27 | 0 | 495 | 0 | 0 | 0 | 0 | 976 |
| 15:45 | 15 | 392 | 0 | 5 | 412 | 25 | 0 | 13 | 0 | 38 | 0 | 445 | 22 | 0 | 467 | 0 | 0 | 0 | 0 | 917 |
| Total | 57 | 1558 | 0 | 20 | 1635 | 74 | 0 | 48 | 0 | 122 | 0 | 1984 | 95 | 0 | 2079 | 0 | 0 | 0 | 0 | 3836 |
| 16:00 | 15 | 428 | 0 | 7 | 450 | 18 | 0 | 11 | 0 | 29 | 0 | 535 | 25 | 0 | 560 | 0 | 0 | 0 | 0 | 1039 |
| 16:15 | 11 | 387 | 0 | 2 | 400 | 18 | 0 | 12 | 0 | 30 | 0 | 531 | 24 | 0 | 555 | 0 | 0 | 0 | 0 | 985 |
| 16:30 | 14 | 427 | 0 | 3 | 444 | 16 | 0 | 14 | 0 | 30 | 0 | 625 | 30 | 0 | 655 | 0 | 0 | 0 | 0 | 1129 |
| 16:45 | 25 | 463 | 0 | 9 | 497 | 22 | 0 | 12 | 0 | 34 | 0 | 591 | 30 | 0 | 621 | 0 | 0 | 0 | 0 | 1152 |
| Total | 65 | 1705 | 0 | 21 | 1791 | 74 | 0 | 49 | 0 | 123 | 0 | 2282 | 109 | 0 | 2391 | 0 | 0 | 0 | 0 | 4305 |
| 17:00 | 16 | 384 | 0 | 2 | 402 | 13 | 0 | 17 | 0 | 30 | 0 | 564 | 22 | 0 | 586 | 0 | 0 | 0 | 0 | 1018 |
| 17:15 | 27 | 497 | 0 | 5 | 529 | 14 | 0 | 10 | 0 | 24 | 0 | 640 | 20 | 0 | 660 | 0 | 0 | 0 | 0 | 1213 |
| 17:30 | 22 | 572 | 0 | 3 | 597 | 15 | 0 | 12 | 0 | 27 | 0 | 529 | 33 | 0 | 562 | 0 | 0 | 0 | 0 | 1186 |
| 17:45 | 21 | 527 | 0 | 2 | 550 | 16 | 0 | 8 | 0 | 24 | 0 | 548 | 20 | 0 | 568 | 0 | 0 | 0 | 0 | 1142 |
| Total | 86 | 1980 | 0 | 12 | 2078 | 58 | 0 | 47 | 0 | 105 | 0 | 2281 | 95 | 0 | 2376 | 0 | 0 | 0 | 0 | 4559 |
| Grand Total | 287 | 8724 | 0 | 65 | 9076 | 432 | 0 | 254 | 0 | 686 | 0 | 8940 | 423 | 0 | 9363 | 0 | 0 | 0 | 0 | 19125 |
| Apprch % | 3.2 | 96.1 | 0 | 0.7 | | 63 | 0 | 37 | 0 | | 0 | 95.5 | 4.5 | 0 | | 0 | 0 | 0 | | |
| Total % | 1.5 | 45.6 | 0 | 0.3 | 47.5 | 2.3 | 0 | 1.3 | 0 | 3.6 | 0 | 46.7 | 2.2 | 0 | 49 | 0 | 0 | 0 | 0 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

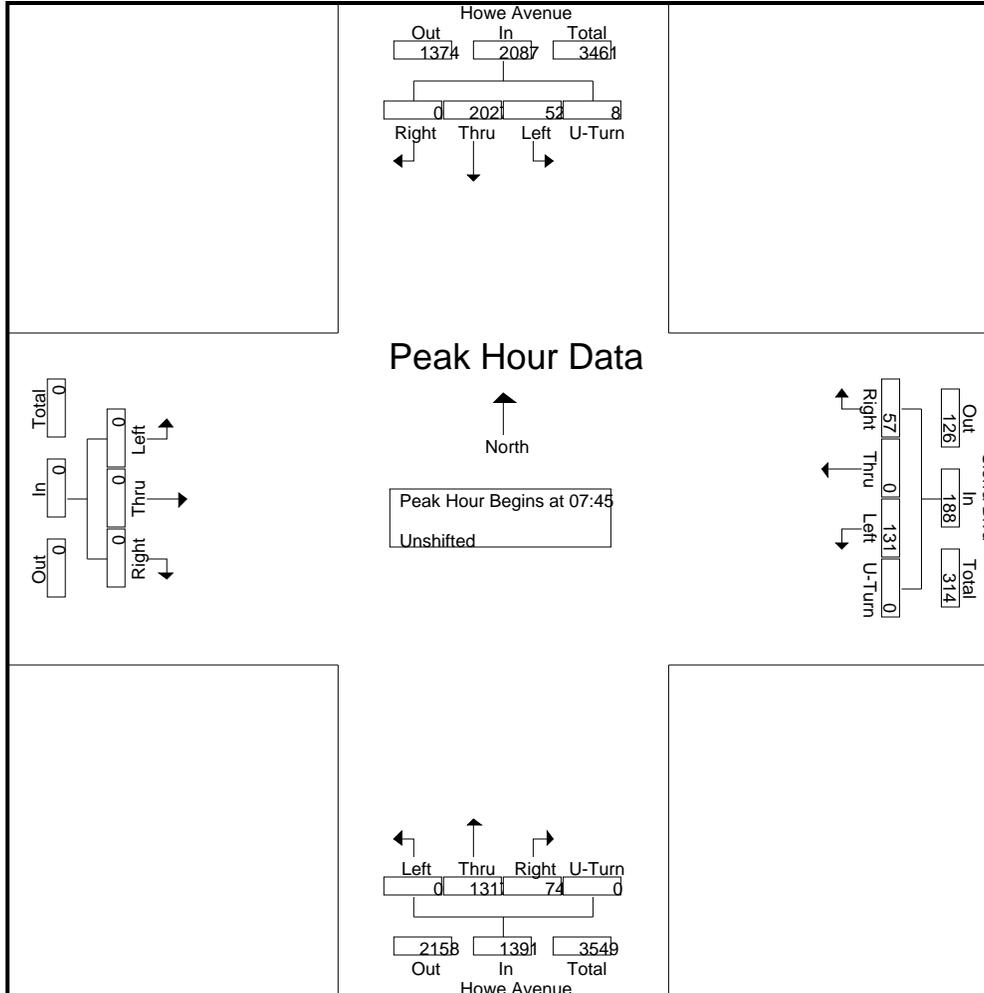
| Start Time | Howe Avenue Southbound | | | | | Sierra Blvd Westbound | | | | | Howe Avenue Northbound | | | | | Eastbound | | | | Int. Total |
|--|------------------------|------------|-------|----------|------------|-----------------------|------|-----------|--------|------------|------------------------|------------|-----------|--------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 26 | 496 | 0 | 2 | 524 | 31 | 0 | 19 | 0 | 50 | 0 | 348 | 30 | 0 | 378 | 0 | 0 | 0 | 0 | 952 |
| 08:00 | 9 | 487 | 0 | 1 | 497 | 43 | 0 | 12 | 0 | 55 | 0 | 324 | 16 | 0 | 340 | 0 | 0 | 0 | 0 | 892 |
| 08:15 | 6 | 568 | 0 | 4 | 578 | 26 | 0 | 14 | 0 | 40 | 0 | 327 | 12 | 0 | 339 | 0 | 0 | 0 | 0 | 957 |
| 08:30 | 11 | 476 | 0 | 1 | 488 | 31 | 0 | 12 | 0 | 43 | 0 | 318 | 16 | 0 | 334 | 0 | 0 | 0 | 0 | 865 |
| Total Volume | 52 | 2027 | 0 | 8 | 2087 | 131 | 0 | 57 | 0 | 188 | 0 | 1317 | 74 | 0 | 1391 | 0 | 0 | 0 | 0 | 3666 |
| % App. Total | 2.5 | 97.1 | 0 | 0.4 | | 69.7 | 0 | 30.3 | 0 | | 0 | 94.7 | 5.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .500 | .892 | .000 | .500 | .903 | .762 | .000 | .750 | .000 | .855 | .000 | .946 | .617 | .000 | .920 | .000 | .000 | .000 | .000 | .958 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

| Start Time | Howe Avenue Southbound | | | | | Sierra Blvd Westbound | | | | | Howe Avenue Northbound | | | | | Eastbound | | | | Int. Total |
|--|------------------------|------|-------|--------|------------|-----------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 25 | 463 | 0 | 9 | 497 | 22 | 0 | 12 | 0 | 34 | 0 | 591 | 30 | 0 | 621 | 0 | 0 | 0 | 0 | 1152 |
| 17:00 | 16 | 384 | 0 | 2 | 402 | 13 | 0 | 17 | 0 | 30 | 0 | 564 | 22 | 0 | 586 | 0 | 0 | 0 | 0 | 1018 |
| 17:15 | 27 | 497 | 0 | 5 | 529 | 14 | 0 | 10 | 0 | 24 | 0 | 640 | 20 | 0 | 660 | 0 | 0 | 0 | 0 | 1213 |
| 17:30 | 22 | 572 | 0 | 3 | 597 | 15 | 0 | 12 | 0 | 27 | 0 | 529 | 33 | 0 | 562 | 0 | 0 | 0 | 0 | 1186 |
| Total Volume | 90 | 1916 | 0 | 19 | 2025 | 64 | 0 | 51 | 0 | 115 | 0 | 2324 | 105 | 0 | 2429 | 0 | 0 | 0 | 0 | 4569 |
| % App. Total | 4.4 | 94.6 | 0 | 0.9 | | 55.7 | 0 | 44.3 | 0 | | 0 | 95.7 | 4.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .833 | .837 | .000 | .528 | .848 | .727 | .000 | .750 | .000 | .846 | .000 | .908 | .795 | .000 | .920 | .000 | .000 | .000 | .000 | .942 |

All Traffic Data

(916) 771-8700

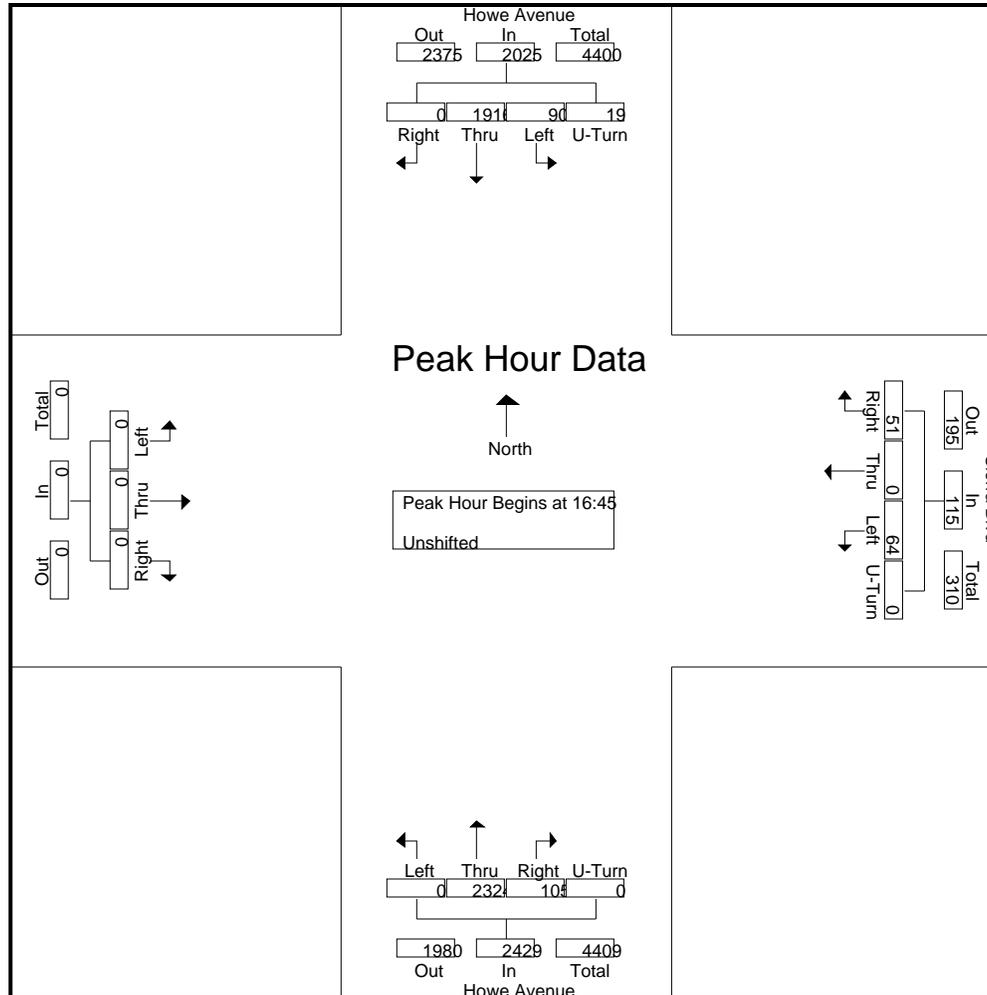
City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra

Site Code : 00000000

Start Date : 9/11/2012

Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | | Sierra Blvd Westbound | | | | | Howe Avenue Northbound | | | | | Eastbound | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|------------------------|------|-----|-----|------------|-----------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-----------|------|-------|------------|--------------|--------------|------------|-----|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | App. Total | | | | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 |
| 07:15 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 11 |
| 07:30 | 0 | 4 | 0 | 3 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 13 |
| 07:45 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 |
| Total | 0 | 11 | 0 | 4 | 11 | 4 | 0 | 0 | 10 | 4 | 0 | 5 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 36 |
| 08:00 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 |
| 08:15 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 |
| 08:30 | 0 | 8 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 12 |
| 08:45 | 0 | 3 | 0 | 3 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| Total | 0 | 16 | 0 | 6 | 16 | 4 | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 24 | 41 |
| 15:00 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 6 | 1 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 |
| 15:15 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 |
| 15:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 |
| 15:45 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 13 |
| Total | 6 | 0 | 0 | 7 | 6 | 2 | 0 | 1 | 11 | 3 | 0 | 9 | 5 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 46 |
| 16:00 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 14 |
| 16:15 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 6 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 |
| 16:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 |
| 16:45 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 4 | 2 | 0 | 5 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 16 |
| Total | 4 | 0 | 0 | 7 | 4 | 4 | 0 | 0 | 13 | 4 | 0 | 14 | 1 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 28 | 23 | 51 |
| 17:00 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 11 |
| 17:15 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 |
| 17:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 13 |
| 17:45 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 |
| Total | 2 | 2 | 0 | 7 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 17 | 1 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 22 | 40 |
| Grand Total | 12 | 29 | 0 | 31 | 41 | 14 | 0 | 1 | 46 | 15 | 0 | 49 | 7 | 25 | 56 | 0 | 0 | 0 | 0 | 0 | 102 | 112 | 214 |
| Apprch % | 29.3 | 70.7 | 0 | | | 93.3 | 0 | 6.7 | | | 0 | 87.5 | 12.5 | | | 0 | 0 | 0 | | | | | |
| Total % | 10.7 | 25.9 | 0 | | 36.6 | 12.5 | 0 | 0.9 | | 13.4 | 0 | 43.8 | 6.2 | | 50 | 0 | 0 | 0 | | | 47.7 | 52.3 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

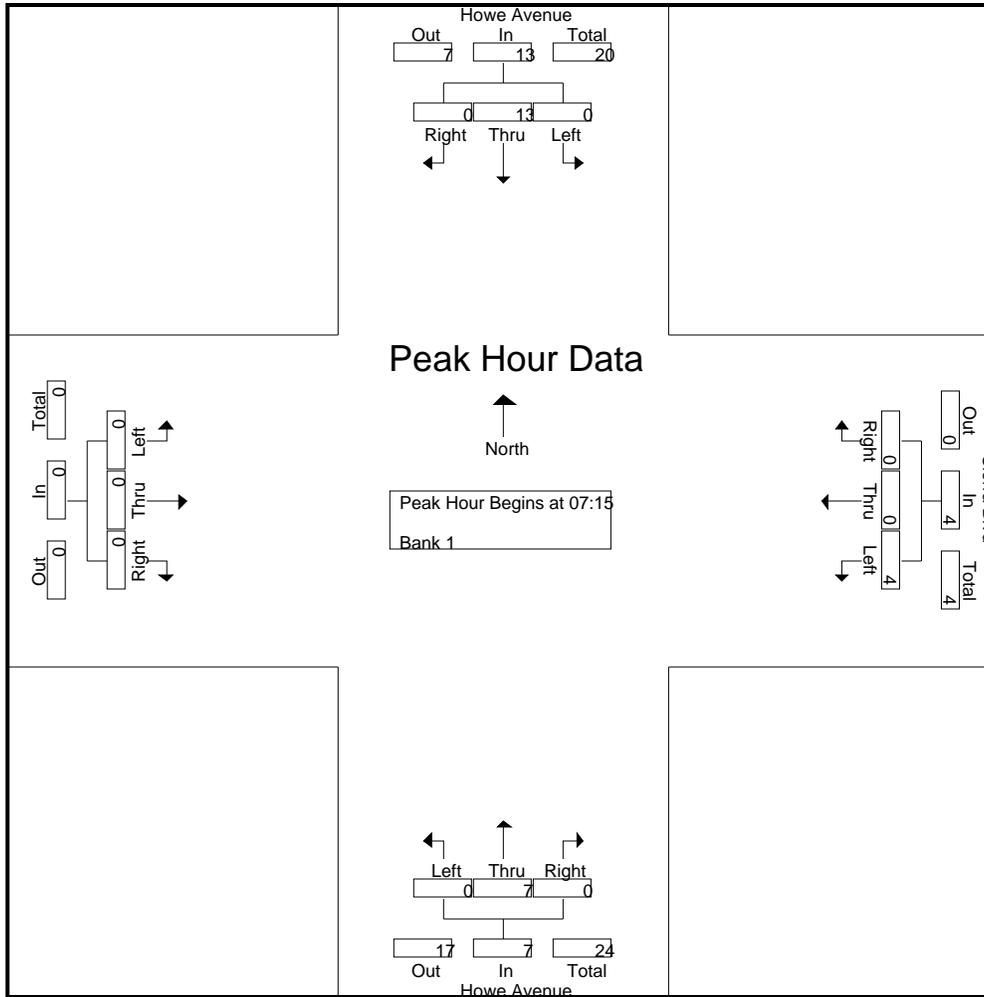
| Start Time | Howe Avenue Southbound | | | | Sierra Blvd Westbound | | | | Howe Avenue Northbound | | | | Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 07:30 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 13 | 0 | 13 | 4 | 0 | 0 | 4 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 24 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .813 | .000 | .813 | .500 | .000 | .000 | .500 | .000 | .438 | .000 | .438 | .000 | .000 | .000 | .000 | .750 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

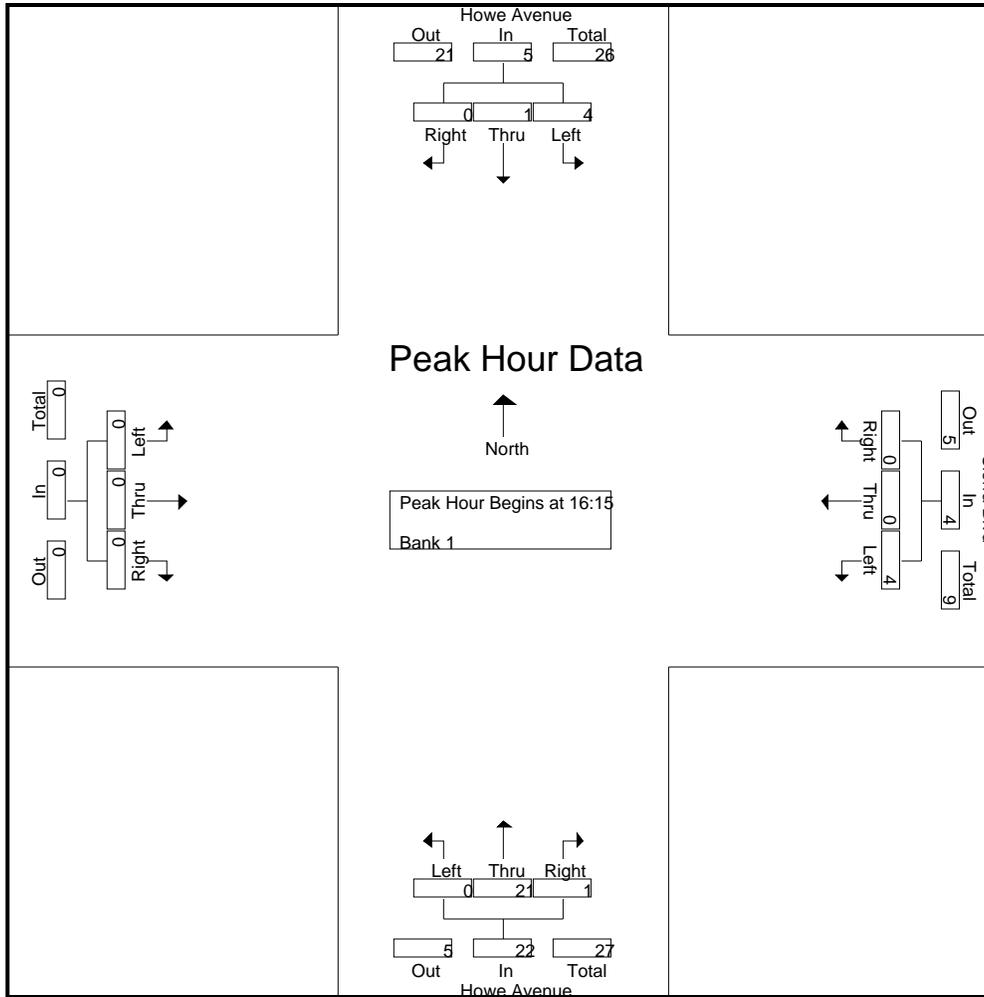
| Start Time | Howe Avenue Southbound | | | | Sierra Blvd Westbound | | | | Howe Avenue Northbound | | | | Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | |
| 16:15 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 4 | 1 | 0 | 5 | 4 | 0 | 0 | 4 | 0 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 31 |
| % App. Total | 80 | 20 | 0 | | 100 | 0 | 0 | | 0 | 95.5 | 4.5 | | 0 | 0 | 0 | | |
| PHF | .500 | .250 | .000 | .625 | .500 | .000 | .000 | .500 | .000 | .750 | .250 | .786 | .000 | .000 | .000 | .000 | .775 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-003 Howe-Sierra
Site Code : 00000000
Start Date : 9/11/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | Driveway Westbound | | | | | Howe Avenue Northbound | | | | | Feature Drive Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-----|-----|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 1 | 329 | 8 | 0 | 338 | 0 | 0 | 2 | 0 | 2 | 8 | 187 | 4 | 1 | 199 | 2 | 0 | 7 | 1 | 9 | 2 | 548 | 550 |
| 07:15 | 0 | 395 | 7 | 0 | 402 | 1 | 0 | 0 | 1 | 1 | 1 | 240 | 2 | 0 | 243 | 7 | 0 | 3 | 0 | 10 | 1 | 656 | 657 |
| 07:30 | 0 | 495 | 9 | 0 | 504 | 2 | 0 | 0 | 3 | 2 | 6 | 264 | 8 | 1 | 278 | 9 | 0 | 2 | 0 | 11 | 4 | 795 | 799 |
| 07:45 | 0 | 529 | 12 | 0 | 541 | 4 | 0 | 4 | 1 | 8 | 12 | 383 | 17 | 0 | 412 | 10 | 0 | 11 | 0 | 21 | 1 | 982 | 983 |
| Total | 1 | 1748 | 36 | 0 | 1785 | 7 | 0 | 6 | 5 | 13 | 27 | 1074 | 31 | 2 | 1132 | 28 | 0 | 23 | 1 | 51 | 8 | 2981 | 2989 |
| 08:00 | 0 | 458 | 24 | 0 | 482 | 2 | 0 | 1 | 3 | 3 | 13 | 317 | 10 | 4 | 340 | 12 | 0 | 7 | 0 | 19 | 7 | 844 | 851 |
| 08:15 | 0 | 463 | 17 | 0 | 480 | 2 | 1 | 0 | 0 | 3 | 22 | 329 | 7 | 1 | 358 | 6 | 1 | 5 | 2 | 12 | 3 | 853 | 856 |
| 08:30 | 0 | 467 | 16 | 0 | 483 | 4 | 0 | 0 | 0 | 4 | 11 | 291 | 1 | 1 | 303 | 12 | 1 | 7 | 1 | 20 | 2 | 810 | 812 |
| 08:45 | 0 | 354 | 15 | 0 | 369 | 1 | 0 | 0 | 1 | 1 | 13 | 295 | 3 | 1 | 311 | 13 | 0 | 8 | 0 | 21 | 2 | 702 | 704 |
| Total | 0 | 1742 | 72 | 0 | 1814 | 9 | 1 | 1 | 4 | 11 | 59 | 1232 | 21 | 7 | 1312 | 43 | 2 | 27 | 3 | 72 | 14 | 3209 | 3223 |
| 15:00 | 0 | 407 | 14 | 0 | 421 | 3 | 0 | 0 | 1 | 3 | 24 | 527 | 1 | 1 | 552 | 41 | 0 | 10 | 0 | 51 | 2 | 1027 | 1029 |
| 15:15 | 0 | 458 | 14 | 0 | 472 | 2 | 1 | 0 | 4 | 3 | 18 | 543 | 4 | 5 | 565 | 33 | 2 | 13 | 2 | 48 | 11 | 1088 | 1099 |
| 15:30 | 0 | 445 | 19 | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 19 | 510 | 5 | 2 | 534 | 23 | 0 | 10 | 2 | 33 | 4 | 1031 | 1035 |
| 15:45 | 0 | 414 | 21 | 0 | 435 | 3 | 0 | 0 | 2 | 3 | 20 | 591 | 5 | 1 | 616 | 18 | 0 | 6 | 1 | 24 | 4 | 1078 | 1082 |
| Total | 0 | 1724 | 68 | 0 | 1792 | 8 | 1 | 0 | 7 | 9 | 81 | 2171 | 15 | 9 | 2267 | 115 | 2 | 39 | 5 | 156 | 21 | 4224 | 4245 |
| 16:00 | 0 | 436 | 27 | 0 | 463 | 5 | 0 | 1 | 1 | 6 | 17 | 565 | 0 | 3 | 582 | 33 | 0 | 15 | 1 | 48 | 5 | 1099 | 1104 |
| 16:15 | 0 | 491 | 14 | 0 | 505 | 3 | 0 | 0 | 2 | 3 | 11 | 633 | 5 | 1 | 649 | 29 | 1 | 9 | 1 | 39 | 4 | 1196 | 1200 |
| 16:30 | 0 | 462 | 16 | 0 | 478 | 22 | 1 | 0 | 3 | 23 | 17 | 550 | 4 | 1 | 571 | 61 | 0 | 9 | 1 | 70 | 5 | 1142 | 1147 |
| 16:45 | 0 | 497 | 12 | 0 | 509 | 7 | 0 | 1 | 1 | 8 | 29 | 599 | 5 | 2 | 633 | 41 | 3 | 15 | 1 | 59 | 4 | 1209 | 1213 |
| Total | 0 | 1886 | 69 | 0 | 1955 | 37 | 1 | 2 | 7 | 40 | 74 | 2347 | 14 | 7 | 2435 | 164 | 4 | 48 | 4 | 216 | 18 | 4646 | 4664 |
| 17:00 | 0 | 474 | 15 | 0 | 489 | 10 | 0 | 0 | 1 | 10 | 11 | 579 | 3 | 3 | 593 | 54 | 2 | 11 | 1 | 67 | 5 | 1159 | 1164 |
| 17:15 | 0 | 505 | 16 | 0 | 521 | 9 | 0 | 2 | 3 | 11 | 17 | 604 | 0 | 4 | 621 | 53 | 2 | 12 | 1 | 67 | 8 | 1220 | 1228 |
| 17:30 | 0 | 530 | 15 | 0 | 545 | 5 | 0 | 0 | 2 | 5 | 20 | 617 | 3 | 2 | 640 | 46 | 2 | 12 | 3 | 60 | 7 | 1250 | 1257 |
| 17:45 | 0 | 469 | 11 | 0 | 480 | 1 | 1 | 1 | 5 | 3 | 18 | 601 | 3 | 4 | 622 | 19 | 0 | 8 | 4 | 27 | 13 | 1132 | 1145 |
| Total | 0 | 1978 | 57 | 0 | 2035 | 25 | 1 | 3 | 11 | 29 | 66 | 2401 | 9 | 13 | 2476 | 172 | 6 | 43 | 9 | 221 | 33 | 4761 | 4794 |
| Grand Total | 1 | 9078 | 302 | 0 | 9381 | 86 | 4 | 12 | 34 | 102 | 307 | 9225 | 90 | 38 | 9622 | 522 | 14 | 180 | 22 | 716 | 94 | 19821 | 19915 |
| Apprch % | 0 | 96.8 | 3.2 | | | 84.3 | 3.9 | 11.8 | | | 3.2 | 95.9 | 0.9 | | | 72.9 | 2 | 25.1 | | | | | |
| Total % | 0 | 45.8 | 1.5 | | 47.3 | 0.4 | 0 | 0.1 | | 0.5 | 1.5 | 46.5 | 0.5 | | 48.5 | 2.6 | 0.1 | 0.9 | | 3.6 | 0.5 | 99.5 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

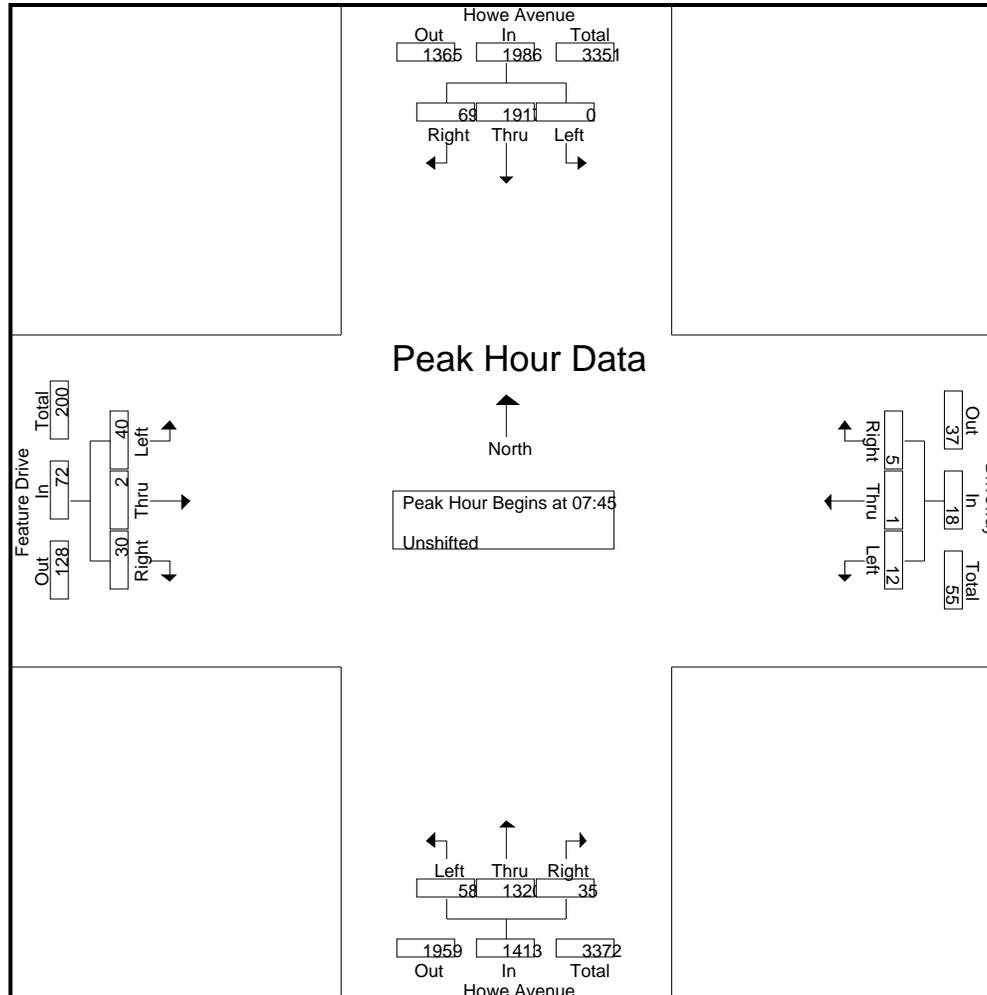
| Start Time | Howe Avenue Southbound | | | | Driveway Westbound | | | | Howe Avenue Northbound | | | | Feature Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 529 | 12 | 541 | 4 | 0 | 4 | 8 | 12 | 383 | 17 | 412 | 10 | 0 | 11 | 21 | 982 |
| 08:00 | 0 | 458 | 24 | 482 | 2 | 0 | 1 | 3 | 13 | 317 | 10 | 340 | 12 | 0 | 7 | 19 | 844 |
| 08:15 | 0 | 463 | 17 | 480 | 2 | 1 | 0 | 3 | 22 | 329 | 7 | 358 | 6 | 1 | 5 | 12 | 853 |
| 08:30 | 0 | 467 | 16 | 483 | 4 | 0 | 0 | 4 | 11 | 291 | 1 | 303 | 12 | 1 | 7 | 20 | 810 |
| Total Volume | 0 | 1917 | 69 | 1986 | 12 | 1 | 5 | 18 | 58 | 1320 | 35 | 1413 | 40 | 2 | 30 | 72 | 3489 |
| % App. Total | 0 | 96.5 | 3.5 | | 66.7 | 5.6 | 27.8 | | 4.1 | 93.4 | 2.5 | | 55.6 | 2.8 | 41.7 | | |
| PHF | .000 | .906 | .719 | .918 | .750 | .250 | .313 | .563 | .659 | .862 | .515 | .857 | .833 | .500 | .682 | .857 | .888 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

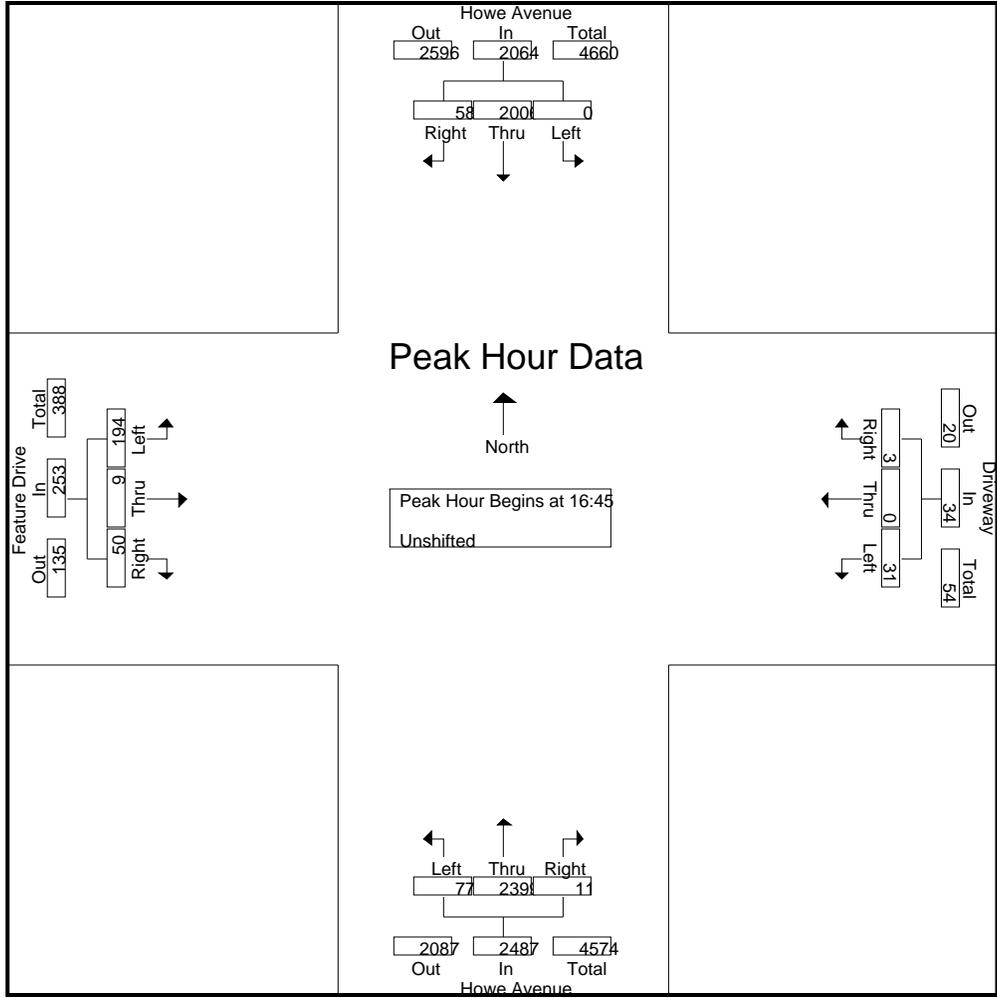
| Start Time | Howe Avenue Southbound | | | | Driveway Westbound | | | | Howe Avenue Northbound | | | | Feature Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 497 | 12 | 509 | 7 | 0 | 1 | 8 | 29 | 599 | 5 | 633 | 41 | 3 | 15 | 59 | 1209 |
| 17:00 | 0 | 474 | 15 | 489 | 10 | 0 | 0 | 10 | 11 | 579 | 3 | 593 | 54 | 2 | 11 | 67 | 1159 |
| 17:15 | 0 | 505 | 16 | 521 | 9 | 0 | 2 | 11 | 17 | 604 | 0 | 621 | 53 | 2 | 12 | 67 | 1220 |
| 17:30 | 0 | 530 | 15 | 545 | 5 | 0 | 0 | 5 | 20 | 617 | 3 | 640 | 46 | 2 | 12 | 60 | 1250 |
| Total Volume | 0 | 2006 | 58 | 2064 | 31 | 0 | 3 | 34 | 77 | 2399 | 11 | 2487 | 194 | 9 | 50 | 253 | 4838 |
| % App. Total | 0 | 97.2 | 2.8 | | 91.2 | 0 | 8.8 | | 3.1 | 96.5 | 0.4 | | 76.7 | 3.6 | 19.8 | | |
| PHF | .000 | .946 | .906 | .947 | .775 | .000 | .375 | .773 | .664 | .972 | .550 | .971 | .898 | .750 | .833 | .944 | .968 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | Driveway Westbound | | | | Howe Avenue Northbound | | | | Feature Drive Eastbound | | | | Int. Total | |
|-------------|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|----|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| 07:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 3 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:15 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 4 | 3 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 7 |
| Total | 0 | 7 | 1 | 8 | 0 | 2 | 0 | 2 | 1 | 11 | 0 | 12 | 0 | 1 | 0 | 1 | 1 | 23 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 5 |
| 16:30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 3 | 7 |
| 16:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 4 |
| Total | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 4 | 1 | 0 | 5 | 5 | 17 |
| 17:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 17:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 2 | 10 |
| Grand Total | 0 | 20 | 9 | 29 | 3 | 2 | 1 | 6 | 1 | 23 | 1 | 25 | 4 | 4 | 0 | 8 | 8 | 68 |
| Apprch % | 0 | 69 | 31 | | 50 | 33.3 | 16.7 | | 4 | 92 | 4 | | 50 | 50 | 0 | | | |
| Total % | 0 | 29.4 | 13.2 | 42.6 | 4.4 | 2.9 | 1.5 | 8.8 | 1.5 | 33.8 | 1.5 | 36.8 | 5.9 | 5.9 | 0 | 11.8 | | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

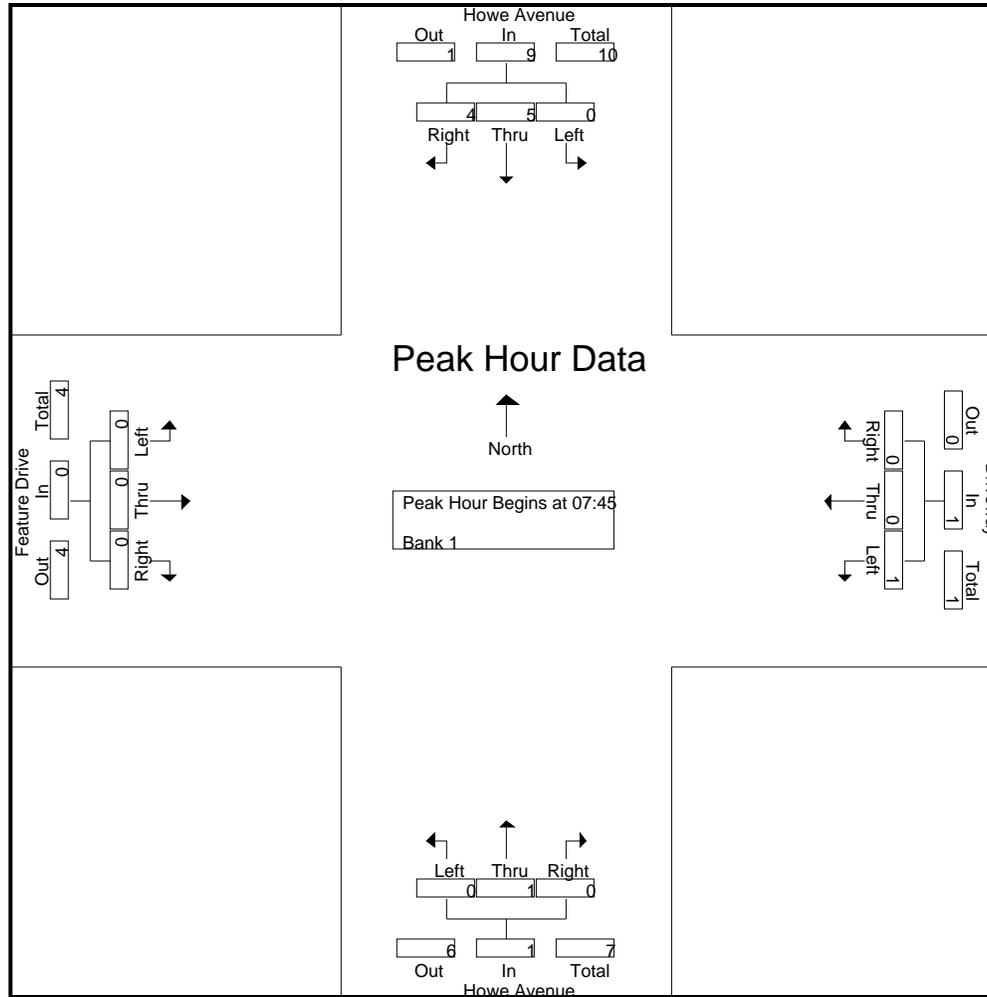
| Start Time | Howe Avenue Southbound | | | | Driveway Westbound | | | | Howe Avenue Northbound | | | | Feature Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 5 | 4 | 9 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| % App. Total | 0 | 55.6 | 44.4 | | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .500 | .563 | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .688 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
Start Date : 2/22/2012
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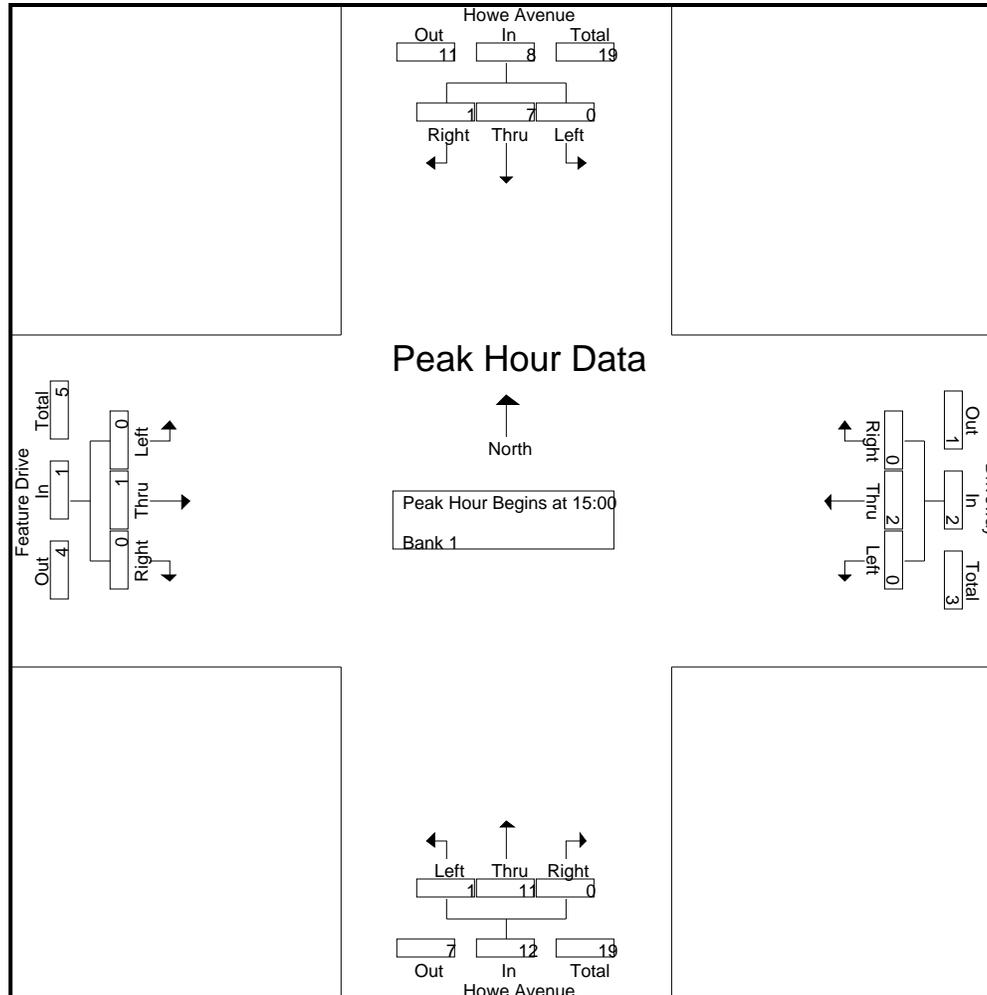
| Start Time | Howe Avenue Southbound | | | | Driveway Westbound | | | | Howe Avenue Northbound | | | | Feature Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|--------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:00 | | | | | | | | | | | | | | | | | |
| 15:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 7 |
| Total Volume | 0 | 7 | 1 | 8 | 0 | 2 | 0 | 2 | 1 | 11 | 0 | 12 | 0 | 1 | 0 | 1 | 23 |
| % App. Total | 0 | 87.5 | 12.5 | | 0 | 100 | 0 | | 8.3 | 91.7 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .583 | .250 | .500 | .000 | .500 | .000 | .500 | .250 | .688 | .000 | .750 | .000 | .250 | .000 | .250 | .821 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-001 Howe-Feature
Site Code : 00000000
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | Westbound | | | | | Howe Avenue Northbound | | | | | Cadillac Drive Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-----|-----|------------|-----------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 0 | 336 | 4 | 0 | 340 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 0 | 198 | 0 | 0 | 3 | 0 | 3 | 0 | 541 | 541 |
| 07:15 | 0 | 406 | 3 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 0 | 243 | 0 | 0 | 1 | 0 | 1 | 0 | 653 | 653 |
| 07:30 | 0 | 481 | 1 | 0 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 0 | 0 | 284 | 0 | 0 | 2 | 2 | 2 | 2 | 768 | 770 |
| 07:45 | 0 | 553 | 4 | 0 | 557 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 0 | 0 | 404 | 0 | 0 | 6 | 1 | 6 | 1 | 967 | 968 |
| Total | 0 | 1776 | 12 | 0 | 1788 | 0 | 0 | 0 | 0 | 0 | 0 | 1129 | 0 | 0 | 1129 | 0 | 0 | 12 | 3 | 12 | 3 | 2929 | 2932 |
| 08:00 | 0 | 471 | 8 | 0 | 479 | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 0 | 0 | 354 | 0 | 0 | 5 | 0 | 5 | 0 | 838 | 838 |
| 08:15 | 0 | 457 | 2 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 360 | 0 | 0 | 360 | 0 | 0 | 4 | 1 | 4 | 1 | 823 | 824 |
| 08:30 | 0 | 490 | 0 | 0 | 490 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 0 | 313 | 0 | 0 | 2 | 1 | 2 | 1 | 805 | 806 |
| 08:45 | 0 | 364 | 5 | 0 | 369 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 0 | 0 | 316 | 0 | 0 | 3 | 1 | 3 | 1 | 688 | 689 |
| Total | 0 | 1782 | 15 | 0 | 1797 | 0 | 0 | 0 | 0 | 0 | 0 | 1343 | 0 | 0 | 1343 | 0 | 0 | 14 | 3 | 14 | 3 | 3154 | 3157 |
| 15:00 | 0 | 415 | 5 | 0 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | 0 | 0 | 530 | 0 | 0 | 14 | 0 | 14 | 0 | 964 | 964 |
| 15:15 | 0 | 464 | 3 | 0 | 467 | 0 | 0 | 0 | 0 | 0 | 0 | 577 | 0 | 0 | 577 | 0 | 0 | 12 | 1 | 12 | 1 | 1056 | 1057 |
| 15:30 | 0 | 466 | 5 | 0 | 471 | 0 | 0 | 0 | 0 | 0 | 0 | 556 | 0 | 0 | 556 | 0 | 0 | 13 | 1 | 13 | 1 | 1040 | 1041 |
| 15:45 | 0 | 441 | 5 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 0 | 0 | 583 | 0 | 0 | 7 | 0 | 7 | 0 | 1036 | 1036 |
| Total | 0 | 1786 | 18 | 0 | 1804 | 0 | 0 | 0 | 0 | 0 | 0 | 2246 | 0 | 0 | 2246 | 0 | 0 | 46 | 2 | 46 | 2 | 4096 | 4098 |
| 16:00 | 0 | 427 | 5 | 0 | 432 | 0 | 0 | 0 | 0 | 0 | 0 | 618 | 0 | 0 | 618 | 0 | 0 | 11 | 5 | 11 | 5 | 1061 | 1066 |
| 16:15 | 0 | 482 | 4 | 0 | 486 | 0 | 0 | 0 | 0 | 0 | 0 | 627 | 0 | 0 | 627 | 0 | 0 | 5 | 5 | 5 | 5 | 1118 | 1123 |
| 16:30 | 0 | 503 | 2 | 0 | 505 | 0 | 0 | 0 | 0 | 0 | 0 | 588 | 0 | 0 | 588 | 0 | 0 | 6 | 1 | 6 | 1 | 1099 | 1100 |
| 16:45 | 0 | 486 | 2 | 0 | 488 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | 0 | 600 | 0 | 0 | 4 | 2 | 4 | 2 | 1092 | 1094 |
| Total | 0 | 1898 | 13 | 0 | 1911 | 0 | 0 | 0 | 0 | 0 | 0 | 2433 | 0 | 0 | 2433 | 0 | 0 | 26 | 13 | 26 | 13 | 4370 | 4383 |
| 17:00 | 0 | 541 | 1 | 0 | 542 | 0 | 0 | 0 | 0 | 0 | 0 | 653 | 0 | 0 | 653 | 0 | 0 | 7 | 3 | 7 | 3 | 1202 | 1205 |
| 17:15 | 0 | 487 | 2 | 0 | 489 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 0 | 0 | 576 | 0 | 0 | 2 | 0 | 2 | 0 | 1067 | 1067 |
| 17:30 | 0 | 512 | 3 | 0 | 515 | 0 | 0 | 0 | 0 | 0 | 0 | 650 | 0 | 0 | 650 | 0 | 0 | 4 | 0 | 4 | 0 | 1169 | 1169 |
| 17:45 | 0 | 504 | 2 | 0 | 506 | 0 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | 0 | 610 | 0 | 0 | 5 | 0 | 5 | 0 | 1121 | 1121 |
| Total | 0 | 2044 | 8 | 0 | 2052 | 0 | 0 | 0 | 0 | 0 | 0 | 2489 | 0 | 0 | 2489 | 0 | 0 | 18 | 3 | 18 | 3 | 4559 | 4562 |
| Grand Total | 0 | 9286 | 66 | 0 | 9352 | 0 | 0 | 0 | 0 | 0 | 0 | 9640 | 0 | 0 | 9640 | 0 | 0 | 116 | 24 | 116 | 24 | 19108 | 19132 |
| Apprch % | 0 | 99.3 | 0.7 | | | 0 | 0 | 0 | | | | 100 | 0 | | 100 | 0 | 0 | 100 | | | | | |
| Total % | 0 | 48.6 | 0.3 | | 48.9 | 0 | 0 | 0 | | | | 50.5 | 0 | | 50.5 | 0 | 0 | 0.6 | | 0.6 | 0.1 | 99.9 | |

All Traffic Data

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City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
Start Date : 2/22/2012
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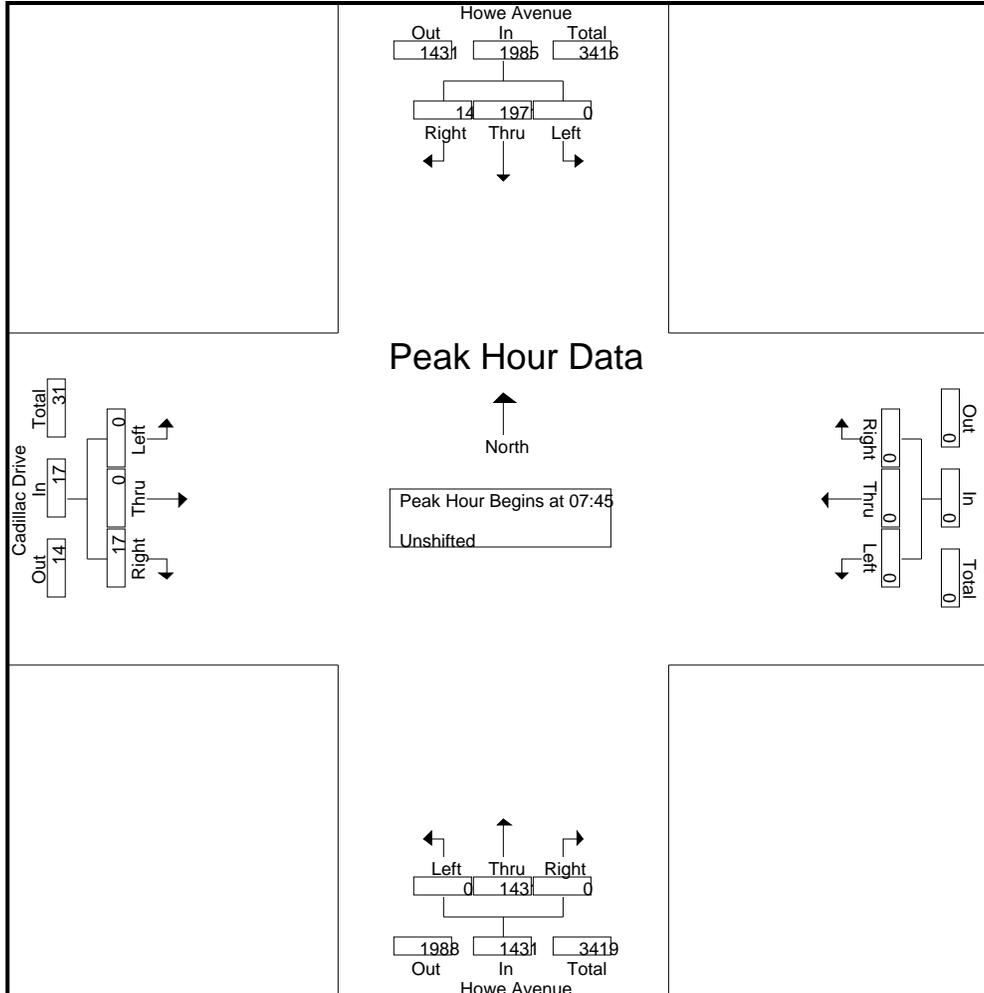
| Start Time | Howe Avenue Southbound | | | | Westbound | | | | Howe Avenue Northbound | | | | Cadillac Drive Eastbound | | | | Int. Total |
|--|------------------------|------------|----------|------------|-----------|------|-------|------------|------------------------|------------|-------|------------|--------------------------|------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 553 | 4 | 557 | 0 | 0 | 0 | 0 | 0 | 404 | 0 | 404 | 0 | 0 | 6 | 6 | 967 |
| 08:00 | 0 | 471 | 8 | 479 | 0 | 0 | 0 | 0 | 0 | 354 | 0 | 354 | 0 | 0 | 5 | 5 | 838 |
| 08:15 | 0 | 457 | 2 | 459 | 0 | 0 | 0 | 0 | 0 | 360 | 0 | 360 | 0 | 0 | 4 | 4 | 823 |
| 08:30 | 0 | 490 | 0 | 490 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 313 | 0 | 0 | 2 | 2 | 805 |
| Total Volume | 0 | 1971 | 14 | 1985 | 0 | 0 | 0 | 0 | 0 | 1431 | 0 | 1431 | 0 | 0 | 17 | 17 | 3433 |
| % App. Total | 0 | 99.3 | 0.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .891 | .438 | .891 | .000 | .000 | .000 | .000 | .000 | .886 | .000 | .886 | .000 | .000 | .708 | .708 | .888 |

All Traffic Data

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City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

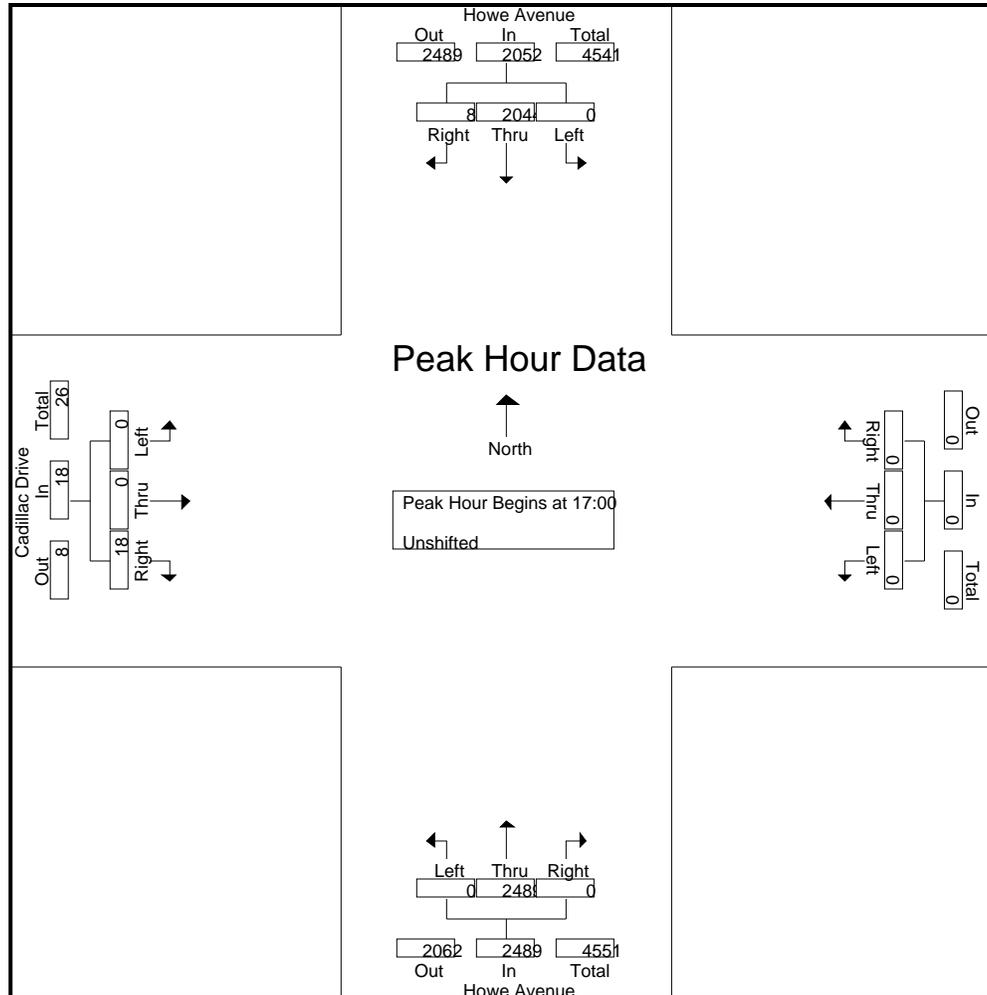
| Start Time | Howe Avenue Southbound | | | | Westbound | | | | Howe Avenue Northbound | | | | Cadillac Drive Eastbound | | | | Int. Total |
|--|------------------------|------------|----------|------------|-----------|------|-------|------------|------------------------|------------|-------|------------|--------------------------|------|----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 541 | 1 | 542 | 0 | 0 | 0 | 0 | 0 | 653 | 0 | 653 | 0 | 0 | 7 | 7 | 1202 |
| 17:15 | 0 | 487 | 2 | 489 | 0 | 0 | 0 | 0 | 0 | 576 | 0 | 576 | 0 | 0 | 2 | 2 | 1067 |
| 17:30 | 0 | 512 | 3 | 515 | 0 | 0 | 0 | 0 | 0 | 650 | 0 | 650 | 0 | 0 | 4 | 4 | 1169 |
| 17:45 | 0 | 504 | 2 | 506 | 0 | 0 | 0 | 0 | 0 | 610 | 0 | 610 | 0 | 0 | 5 | 5 | 1121 |
| Total Volume | 0 | 2044 | 8 | 2052 | 0 | 0 | 0 | 0 | 0 | 2489 | 0 | 2489 | 0 | 0 | 18 | 18 | 4559 |
| % App. Total | 0 | 99.6 | 0.4 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .945 | .667 | .946 | .000 | .000 | .000 | .000 | .000 | .953 | .000 | .953 | .000 | .000 | .643 | .643 | .948 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
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Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | Westbound | | | | Howe Avenue Northbound | | | | Cadillac Drive Eastbound | | | | Int. Total | |
|-------------|------------------------|------|-------|------------|-----------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|----|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| 07:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 5 |
| 16:30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 5 |
| 16:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 2 | 12 |
| 17:00 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| Grand Total | 0 | 18 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 2 | 0 | 0 | 2 | 2 | 41 |
| Apprch % | 0 | 85.7 | 14.3 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | | |
| Total % | 0 | 43.9 | 7.3 | 51.2 | 0 | 0 | 0 | 0 | 0 | 43.9 | 0 | 43.9 | 4.9 | 0 | 0 | 4.9 | 4.9 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
Start Date : 2/22/2012
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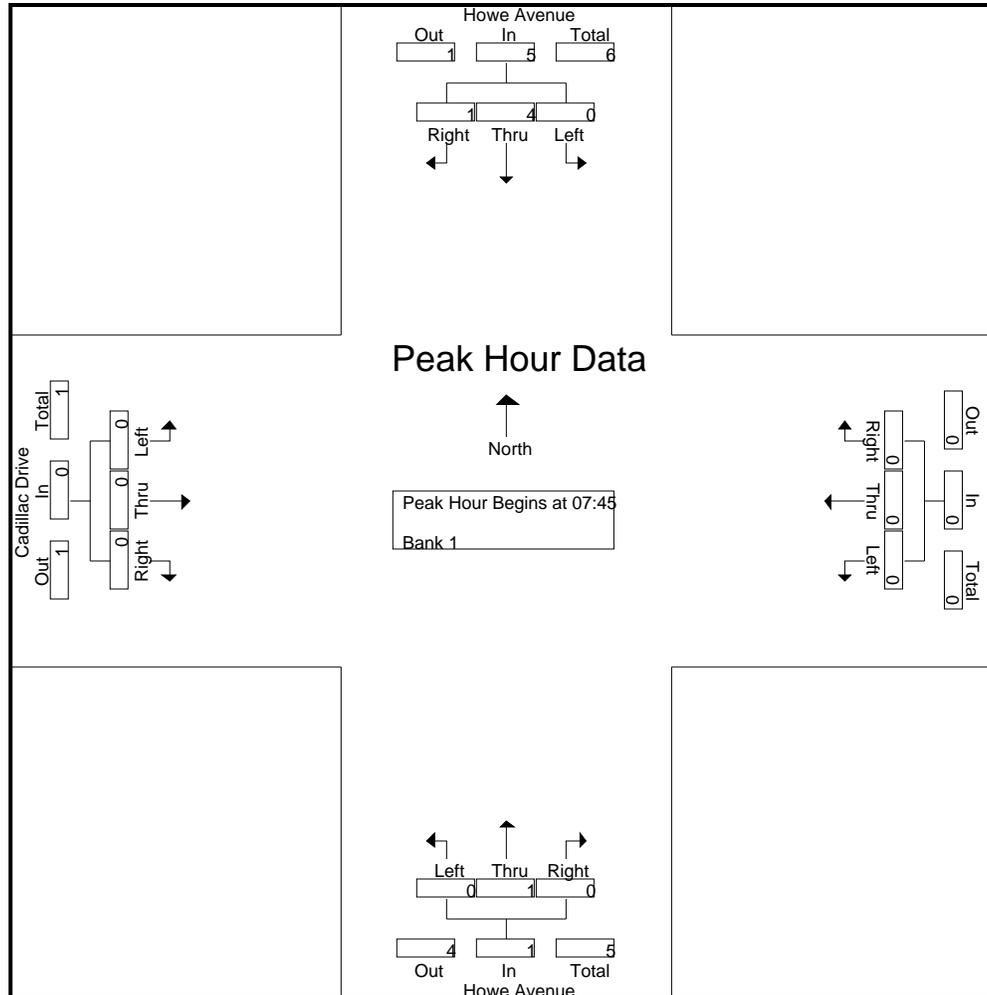
| Start Time | Howe Avenue Southbound | | | | Westbound | | | | Howe Avenue Northbound | | | | Cadillac Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 80 | 20 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .250 | .625 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .750 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

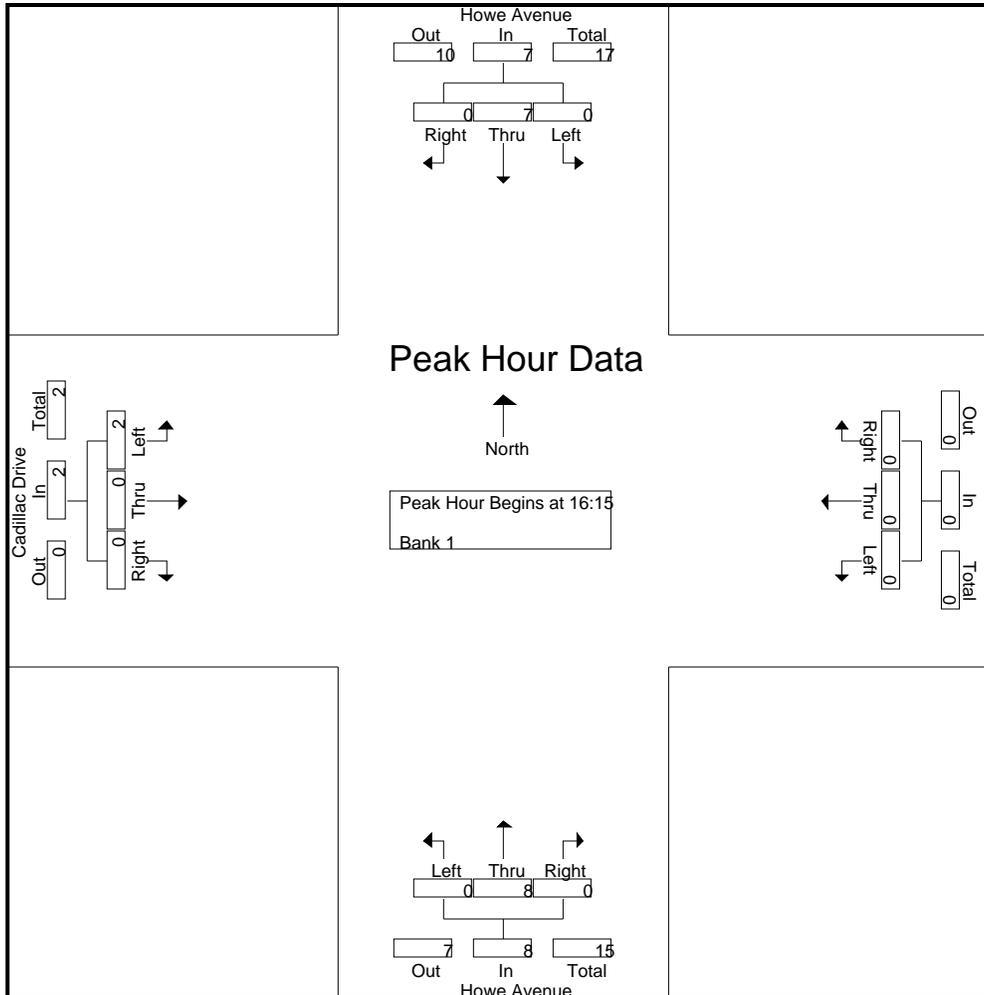
| Start Time | Howe Avenue Southbound | | | | Westbound | | | | Howe Avenue Northbound | | | | Cadillac Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 16:30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 16:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 17 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .875 | .000 | .875 | .000 | .000 | .000 | .000 | .000 | .667 | .000 | .667 | .500 | .000 | .000 | .500 | .850 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-002 Howe-Cadillac
Site Code : 00000000
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | Fair Oaks Boulevard Westbound | | | | | Howe Avenue Northbound | | | | | Fair Oaks Boulevard Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|------|-----|------------|-------------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 9 | 184 | 135 | 2 | 328 | 16 | 168 | 22 | 1 | 206 | 36 | 119 | 8 | 0 | 163 | 49 | 72 | 10 | 0 | 131 | 3 | 828 | 831 |
| 07:15 | 23 | 233 | 163 | 0 | 419 | 17 | 181 | 19 | 2 | 217 | 40 | 160 | 2 | 2 | 202 | 58 | 68 | 26 | 5 | 152 | 9 | 990 | 999 |
| 07:30 | 38 | 242 | 198 | 4 | 478 | 21 | 208 | 23 | 1 | 252 | 65 | 201 | 6 | 0 | 272 | 58 | 90 | 19 | 3 | 167 | 8 | 1169 | 1177 |
| 07:45 | 41 | 301 | 219 | 5 | 561 | 25 | 232 | 35 | 1 | 292 | 49 | 278 | 13 | 0 | 340 | 92 | 145 | 28 | 2 | 265 | 8 | 1458 | 1466 |
| Total | 111 | 960 | 715 | 11 | 1786 | 79 | 789 | 99 | 5 | 967 | 190 | 758 | 29 | 2 | 977 | 257 | 375 | 83 | 10 | 715 | 28 | 4445 | 4473 |
| 08:00 | 52 | 234 | 180 | 2 | 466 | 16 | 217 | 30 | 1 | 263 | 57 | 222 | 13 | 2 | 292 | 85 | 160 | 28 | 1 | 273 | 6 | 1294 | 1300 |
| 08:15 | 56 | 222 | 202 | 7 | 480 | 21 | 202 | 24 | 2 | 247 | 58 | 257 | 15 | 2 | 330 | 68 | 135 | 18 | 2 | 221 | 13 | 1278 | 1291 |
| 08:30 | 45 | 230 | 219 | 7 | 494 | 24 | 182 | 29 | 0 | 235 | 46 | 208 | 19 | 0 | 273 | 57 | 120 | 12 | 2 | 189 | 9 | 1191 | 1200 |
| 08:45 | 45 | 193 | 136 | 2 | 374 | 24 | 171 | 26 | 2 | 221 | 55 | 194 | 12 | 0 | 261 | 79 | 134 | 15 | 3 | 228 | 7 | 1084 | 1091 |
| Total | 198 | 879 | 737 | 18 | 1814 | 85 | 772 | 109 | 5 | 966 | 216 | 881 | 59 | 4 | 1156 | 289 | 549 | 73 | 8 | 911 | 35 | 4847 | 4882 |
| 15:00 | 54 | 225 | 111 | 0 | 390 | 52 | 161 | 51 | 1 | 264 | 55 | 317 | 16 | 4 | 388 | 174 | 246 | 29 | 6 | 449 | 11 | 1491 | 1502 |
| 15:15 | 84 | 296 | 122 | 2 | 502 | 31 | 157 | 49 | 1 | 237 | 55 | 324 | 22 | 3 | 401 | 176 | 257 | 18 | 10 | 451 | 16 | 1591 | 1607 |
| 15:30 | 56 | 282 | 115 | 2 | 453 | 37 | 134 | 58 | 0 | 229 | 38 | 327 | 23 | 4 | 388 | 168 | 217 | 18 | 3 | 403 | 9 | 1473 | 1482 |
| 15:45 | 71 | 239 | 149 | 0 | 459 | 44 | 148 | 58 | 0 | 250 | 49 | 355 | 26 | 2 | 430 | 190 | 271 | 26 | 3 | 487 | 5 | 1626 | 1631 |
| Total | 265 | 1042 | 497 | 4 | 1804 | 164 | 600 | 216 | 2 | 980 | 197 | 1323 | 87 | 13 | 1607 | 708 | 991 | 91 | 22 | 1790 | 41 | 6181 | 6222 |
| 16:00 | 60 | 272 | 128 | 1 | 460 | 32 | 124 | 65 | 1 | 221 | 53 | 347 | 24 | 2 | 424 | 159 | 234 | 20 | 4 | 413 | 8 | 1518 | 1526 |
| 16:15 | 54 | 232 | 163 | 0 | 449 | 38 | 156 | 33 | 3 | 227 | 74 | 362 | 27 | 3 | 463 | 188 | 254 | 20 | 3 | 462 | 9 | 1601 | 1610 |
| 16:30 | 72 | 284 | 134 | 0 | 490 | 44 | 178 | 59 | 1 | 281 | 49 | 335 | 24 | 2 | 408 | 164 | 337 | 32 | 4 | 533 | 7 | 1712 | 1719 |
| 16:45 | 78 | 304 | 132 | 3 | 514 | 39 | 212 | 53 | 1 | 304 | 90 | 378 | 21 | 5 | 489 | 151 | 307 | 28 | 5 | 486 | 14 | 1793 | 1807 |
| Total | 264 | 1092 | 557 | 4 | 1913 | 153 | 670 | 210 | 6 | 1033 | 266 | 1422 | 96 | 12 | 1784 | 662 | 1132 | 100 | 16 | 1894 | 38 | 6624 | 6662 |
| 17:00 | 56 | 317 | 149 | 1 | 522 | 37 | 196 | 65 | 1 | 298 | 112 | 404 | 18 | 2 | 534 | 146 | 268 | 18 | 3 | 432 | 7 | 1786 | 1793 |
| 17:15 | 74 | 306 | 151 | 0 | 531 | 56 | 196 | 59 | 1 | 311 | 79 | 349 | 13 | 2 | 441 | 147 | 294 | 18 | 5 | 459 | 8 | 1742 | 1750 |
| 17:30 | 45 | 267 | 151 | 0 | 463 | 34 | 197 | 57 | 0 | 288 | 69 | 391 | 14 | 2 | 474 | 135 | 246 | 16 | 3 | 397 | 5 | 1622 | 1627 |
| 17:45 | 58 | 320 | 146 | 4 | 524 | 31 | 176 | 60 | 0 | 267 | 72 | 351 | 19 | 5 | 442 | 179 | 260 | 25 | 5 | 464 | 14 | 1697 | 1711 |
| Total | 233 | 1210 | 597 | 5 | 2040 | 158 | 765 | 241 | 2 | 1164 | 332 | 1495 | 64 | 11 | 1891 | 607 | 1068 | 77 | 16 | 1752 | 34 | 6847 | 6881 |
| Grand Total | 1071 | 5183 | 3103 | 42 | 9357 | 639 | 3596 | 875 | 20 | 5110 | 1201 | 5879 | 335 | 42 | 7415 | 2523 | 4115 | 424 | 72 | 7062 | 176 | 28944 | 29120 |
| Apprch % | 11.4 | 55.4 | 33.2 | | | 12.5 | 70.4 | 17.1 | | | 16.2 | 79.3 | 4.5 | | | 35.7 | 58.3 | 6 | | | 0.6 | 99.4 | |
| Total % | 3.7 | 17.9 | 10.7 | | 32.3 | 2.2 | 12.4 | 3 | | 17.7 | 4.1 | 20.3 | 1.2 | | 25.6 | 8.7 | 14.2 | 1.5 | | 24.4 | | | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

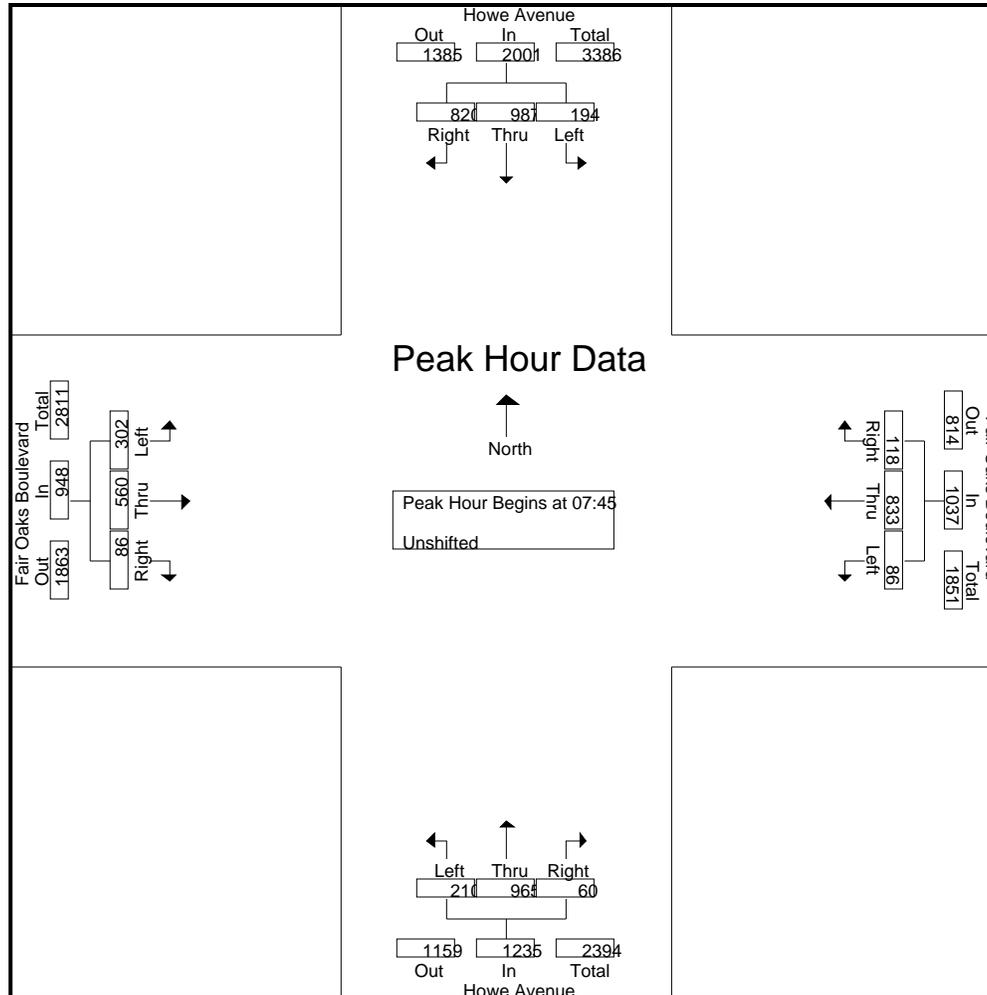
| Start Time | Howe Avenue Southbound | | | | Fair Oaks Boulevard Westbound | | | | Howe Avenue Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|------------------------|------------|------------|------------|-------------------------------|------------|-----------|------------|------------------------|------------|-----------|------------|-------------------------------|------------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 41 | 301 | 219 | 561 | 25 | 232 | 35 | 292 | 49 | 278 | 13 | 340 | 92 | 145 | 28 | 265 | 1458 |
| 08:00 | 52 | 234 | 180 | 466 | 16 | 217 | 30 | 263 | 57 | 222 | 13 | 292 | 85 | 160 | 28 | 273 | 1294 |
| 08:15 | 56 | 222 | 202 | 480 | 21 | 202 | 24 | 247 | 58 | 257 | 15 | 330 | 68 | 135 | 18 | 221 | 1278 |
| 08:30 | 45 | 230 | 219 | 494 | 24 | 182 | 29 | 235 | 46 | 208 | 19 | 273 | 57 | 120 | 12 | 189 | 1191 |
| Total Volume | 194 | 987 | 820 | 2001 | 86 | 833 | 118 | 1037 | 210 | 965 | 60 | 1235 | 302 | 560 | 86 | 948 | 5221 |
| % App. Total | 9.7 | 49.3 | 41 | | 8.3 | 80.3 | 11.4 | | 17 | 78.1 | 4.9 | | 31.9 | 59.1 | 9.1 | | |
| PHF | .866 | .820 | .936 | .892 | .860 | .898 | .843 | .888 | .905 | .868 | .789 | .908 | .821 | .875 | .768 | .868 | .895 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

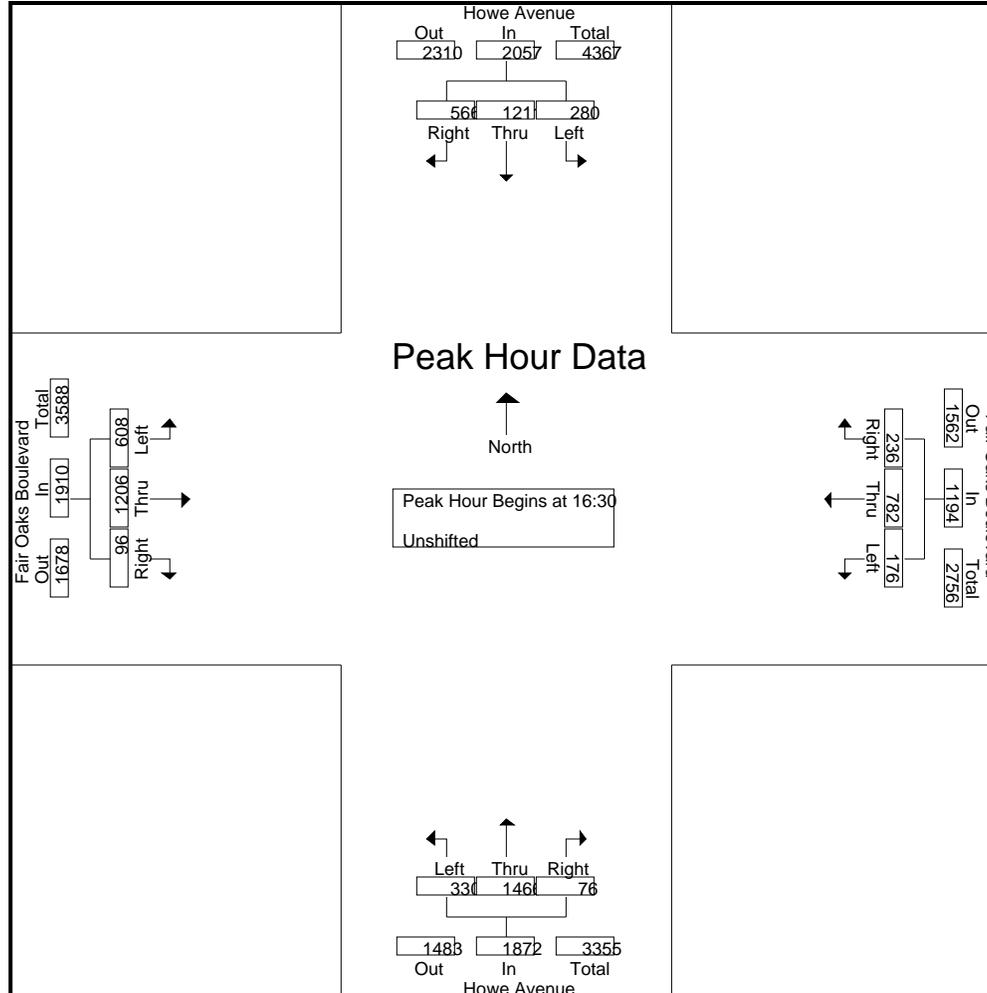
| Start Time | Howe Avenue Southbound | | | | Fair Oaks Boulevard Westbound | | | | Howe Avenue Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|------------------------|------------|------------|------------|-------------------------------|------------|-----------|------------|------------------------|------------|-----------|------------|-------------------------------|------------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | |
| 16:30 | 72 | 284 | 134 | 490 | 44 | 178 | 59 | 281 | 49 | 335 | 24 | 408 | 164 | 337 | 32 | 533 | 1712 |
| 16:45 | 78 | 304 | 132 | 514 | 39 | 212 | 53 | 304 | 90 | 378 | 21 | 489 | 151 | 307 | 28 | 486 | 1793 |
| 17:00 | 56 | 317 | 149 | 522 | 37 | 196 | 65 | 298 | 112 | 404 | 18 | 534 | 146 | 268 | 18 | 432 | 1786 |
| 17:15 | 74 | 306 | 151 | 531 | 56 | 196 | 59 | 311 | 79 | 349 | 13 | 441 | 147 | 294 | 18 | 459 | 1742 |
| Total Volume | 280 | 1211 | 566 | 2057 | 176 | 782 | 236 | 1194 | 330 | 1466 | 76 | 1872 | 608 | 1206 | 96 | 1910 | 7033 |
| % App. Total | 13.6 | 58.9 | 27.5 | | 14.7 | 65.5 | 19.8 | | 17.6 | 78.3 | 4.1 | | 31.8 | 63.1 | 5 | | |
| PHF | .897 | .955 | .937 | .968 | .786 | .922 | .908 | .960 | .737 | .907 | .792 | .876 | .927 | .895 | .750 | .896 | .981 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | Fair Oaks Boulevard Westbound | | | | Howe Avenue Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total | |
|-------------|------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|----|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 6 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 4 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 3 |
| Total | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 5 | 0 | 7 | 0 | 7 | 0 | 5 | 0 | 5 | 5 | 18 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 3 |
| 16:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 3 |
| 16:30 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| Total | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 0 | 5 | 5 | 13 |
| 17:00 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 |
| Total | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 14 |
| Grand Total | 0 | 16 | 1 | 17 | 1 | 15 | 0 | 16 | 1 | 12 | 0 | 13 | 0 | 12 | 0 | 12 | 12 | 58 |
| Apprch % | 0 | 94.1 | 5.9 | | 6.2 | 93.8 | 0 | | 7.7 | 92.3 | 0 | | 0 | 100 | 0 | | | |
| Total % | 0 | 27.6 | 1.7 | 29.3 | 1.7 | 25.9 | 0 | 27.6 | 1.7 | 20.7 | 0 | 22.4 | 0 | 20.7 | 0 | 20.7 | | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

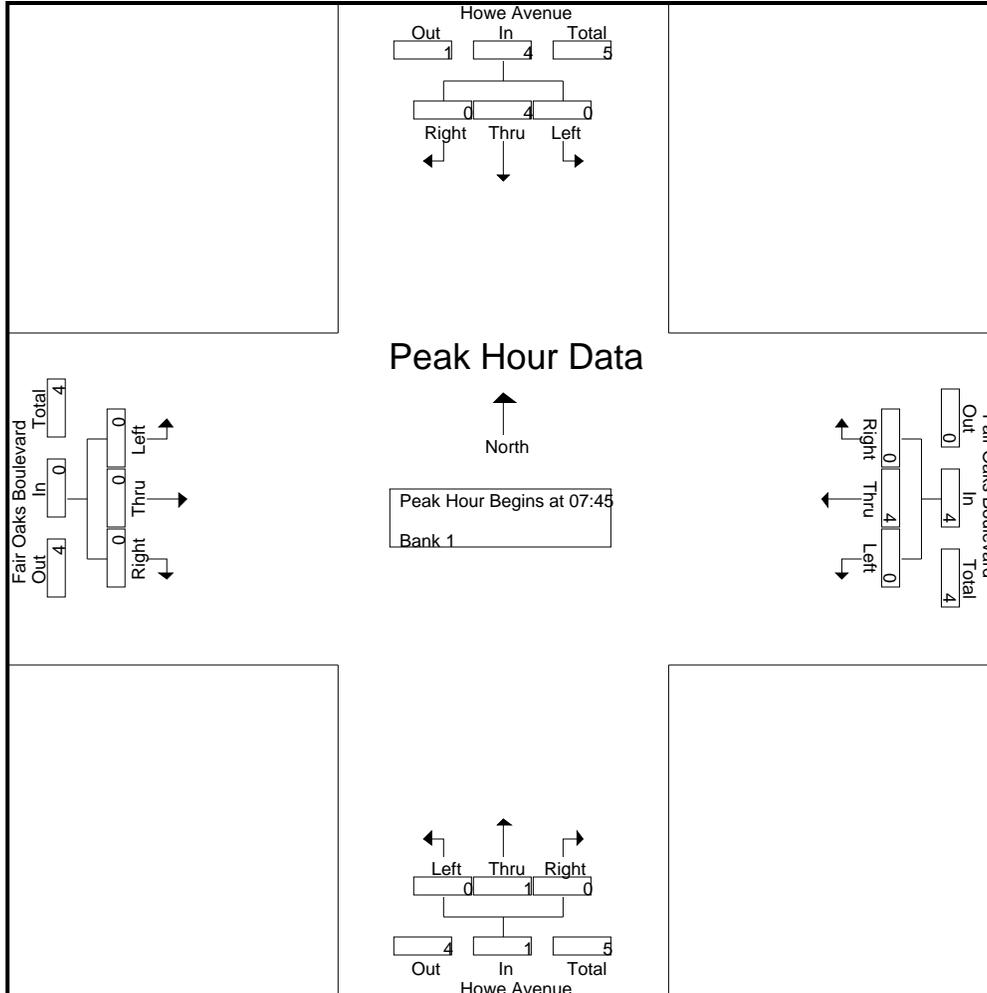
| Start Time | Howe Avenue Southbound | | | | Fair Oaks Boulevard Westbound | | | | Howe Avenue Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-------------------------------|-------|-------|------------|------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | 1.000 | .000 | 1.000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .750 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

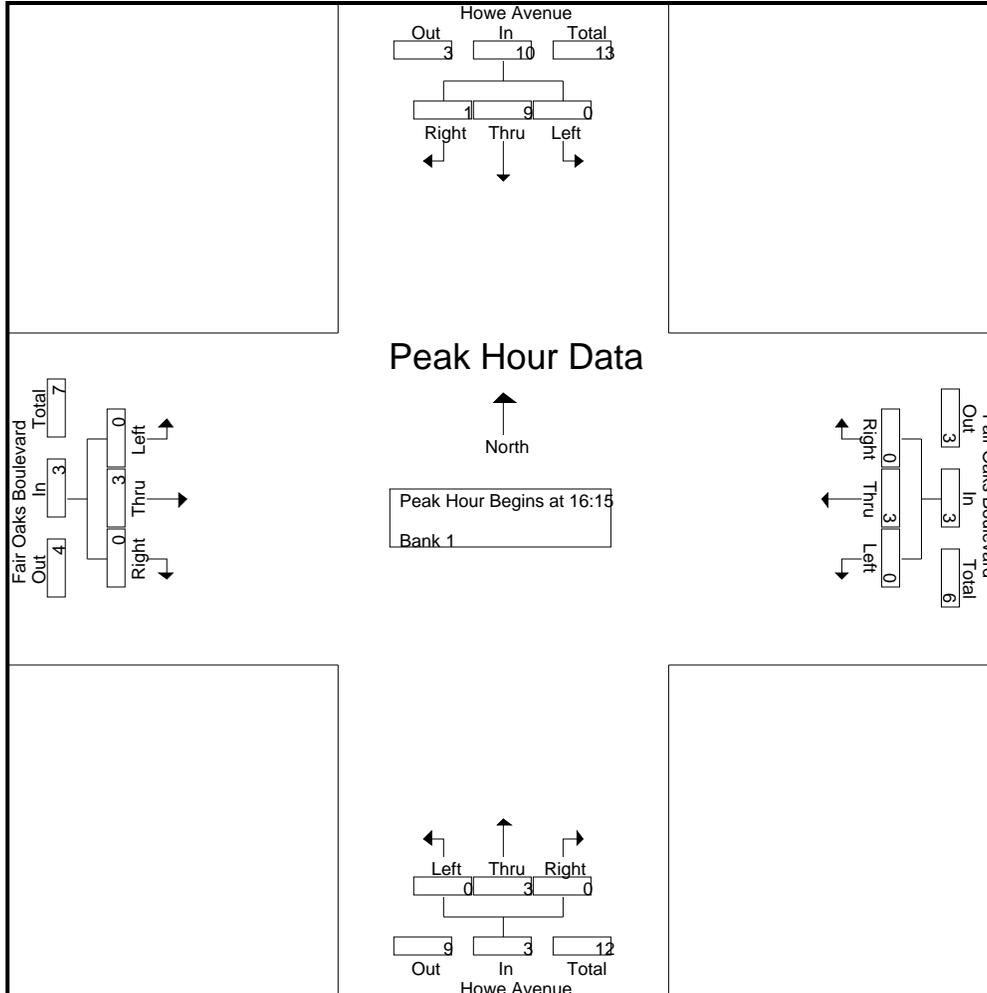
| Start Time | Howe Avenue Southbound | | | | Fair Oaks Boulevard Westbound | | | | Howe Avenue Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 16:30 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 17:00 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 9 | 1 | 10 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 19 |
| % App. Total | 0 | 90 | 10 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .450 | .250 | .500 | .000 | .250 | .000 | .250 | .000 | .750 | .000 | .750 | .000 | .750 | .000 | .750 | .528 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-003 Howe-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | University Avenue Westbound | | | | | Howe Avenue Northbound | | | | | University Avenue Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|--------|------------|-----------------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|-----------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| 07:00 | 6 | 133 | 21 | 0 | 160 | 21 | 12 | 3 | 0 | 36 | 33 | 172 | 24 | 0 | 229 | 6 | 2 | 10 | 0 | 18 | 443 |
| 07:15 | 8 | 181 | 21 | 0 | 210 | 37 | 17 | 5 | 0 | 59 | 42 | 220 | 31 | 0 | 293 | 9 | 8 | 11 | 0 | 28 | 590 |
| 07:30 | 6 | 228 | 28 | 3 | 265 | 42 | 37 | 9 | 0 | 88 | 42 | 264 | 45 | 0 | 351 | 10 | 8 | 12 | 0 | 30 | 734 |
| 07:45 | 15 | 238 | 39 | 1 | 293 | 35 | 49 | 8 | 0 | 92 | 58 | 319 | 50 | 0 | 427 | 18 | 3 | 10 | 0 | 31 | 843 |
| Total | 35 | 780 | 109 | 4 | 928 | 135 | 115 | 25 | 0 | 275 | 175 | 975 | 150 | 0 | 1300 | 43 | 21 | 43 | 0 | 107 | 2610 |
| 08:00 | 10 | 227 | 48 | 5 | 290 | 39 | 33 | 8 | 0 | 80 | 61 | 291 | 63 | 0 | 415 | 14 | 22 | 15 | 0 | 51 | 836 |
| 08:15 | 16 | 199 | 61 | 2 | 278 | 58 | 51 | 7 | 0 | 116 | 76 | 249 | 64 | 1 | 390 | 13 | 11 | 18 | 0 | 42 | 826 |
| 08:30 | 14 | 242 | 55 | 4 | 315 | 43 | 55 | 5 | 0 | 103 | 56 | 301 | 60 | 0 | 417 | 15 | 12 | 20 | 0 | 47 | 882 |
| 08:45 | 14 | 199 | 53 | 5 | 271 | 33 | 62 | 8 | 0 | 103 | 51 | 286 | 53 | 0 | 390 | 21 | 15 | 21 | 0 | 57 | 821 |
| Total | 54 | 867 | 217 | 16 | 1154 | 173 | 201 | 28 | 0 | 402 | 244 | 1127 | 240 | 1 | 1612 | 63 | 60 | 74 | 0 | 197 | 3365 |
| 15:00 | 13 | 279 | 12 | 2 | 306 | 66 | 21 | 29 | 0 | 116 | 19 | 276 | 67 | 2 | 364 | 50 | 31 | 60 | 0 | 141 | 927 |
| 15:15 | 19 | 278 | 25 | 4 | 326 | 60 | 23 | 23 | 0 | 106 | 24 | 288 | 58 | 0 | 370 | 41 | 20 | 50 | 0 | 111 | 913 |
| 15:30 | 17 | 252 | 23 | 3 | 295 | 59 | 27 | 21 | 1 | 108 | 28 | 296 | 55 | 2 | 381 | 46 | 30 | 29 | 0 | 105 | 889 |
| 15:45 | 20 | 250 | 53 | 7 | 330 | 63 | 36 | 18 | 0 | 117 | 24 | 268 | 64 | 0 | 356 | 47 | 39 | 46 | 0 | 132 | 935 |
| Total | 69 | 1059 | 113 | 16 | 1257 | 248 | 107 | 91 | 1 | 447 | 95 | 1128 | 244 | 4 | 1471 | 184 | 120 | 185 | 0 | 489 | 3664 |
| 16:00 | 21 | 264 | 37 | 3 | 325 | 52 | 25 | 30 | 0 | 107 | 27 | 295 | 59 | 0 | 381 | 60 | 39 | 61 | 0 | 160 | 973 |
| 16:15 | 22 | 266 | 21 | 4 | 313 | 26 | 22 | 16 | 0 | 64 | 18 | 280 | 66 | 0 | 364 | 45 | 49 | 40 | 0 | 134 | 875 |
| 16:30 | 19 | 236 | 29 | 12 | 296 | 52 | 26 | 28 | 0 | 106 | 12 | 283 | 67 | 0 | 362 | 61 | 52 | 55 | 0 | 168 | 932 |
| 16:45 | 25 | 253 | 27 | 6 | 311 | 42 | 32 | 35 | 0 | 109 | 18 | 306 | 38 | 0 | 362 | 68 | 61 | 39 | 0 | 168 | 950 |
| Total | 87 | 1019 | 114 | 25 | 1245 | 172 | 105 | 109 | 0 | 386 | 75 | 1164 | 230 | 0 | 1469 | 234 | 201 | 195 | 0 | 630 | 3730 |
| 17:00 | 19 | 182 | 37 | 6 | 244 | 63 | 24 | 55 | 0 | 142 | 12 | 245 | 58 | 0 | 315 | 83 | 67 | 83 | 0 | 233 | 934 |
| 17:15 | 17 | 367 | 23 | 4 | 411 | 46 | 22 | 32 | 0 | 100 | 15 | 383 | 71 | 0 | 469 | 41 | 29 | 54 | 0 | 124 | 1104 |
| 17:30 | 20 | 305 | 14 | 2 | 341 | 57 | 10 | 28 | 0 | 95 | 16 | 338 | 73 | 0 | 427 | 53 | 50 | 61 | 0 | 164 | 1027 |
| 17:45 | 21 | 314 | 21 | 6 | 362 | 65 | 10 | 26 | 0 | 101 | 13 | 306 | 67 | 2 | 388 | 33 | 46 | 53 | 0 | 132 | 983 |
| Total | 77 | 1168 | 95 | 18 | 1358 | 231 | 66 | 141 | 0 | 438 | 56 | 1272 | 269 | 2 | 1599 | 210 | 192 | 251 | 0 | 653 | 4048 |
| Grand Total | 322 | 4893 | 648 | 79 | 5942 | 959 | 594 | 394 | 1 | 1948 | 645 | 5666 | 1133 | 7 | 7451 | 734 | 594 | 748 | 0 | 2076 | 17417 |
| Apprch % | 5.4 | 82.3 | 10.9 | 1.3 | | 49.2 | 30.5 | 20.2 | 0.1 | | 8.7 | 76 | 15.2 | 0.1 | | 35.4 | 28.6 | 36 | 0 | | |
| Total % | 1.8 | 28.1 | 3.7 | 0.5 | 34.1 | 5.5 | 3.4 | 2.3 | 0 | 11.2 | 3.7 | 32.5 | 6.5 | 0 | 42.8 | 4.2 | 3.4 | 4.3 | 0 | 11.9 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

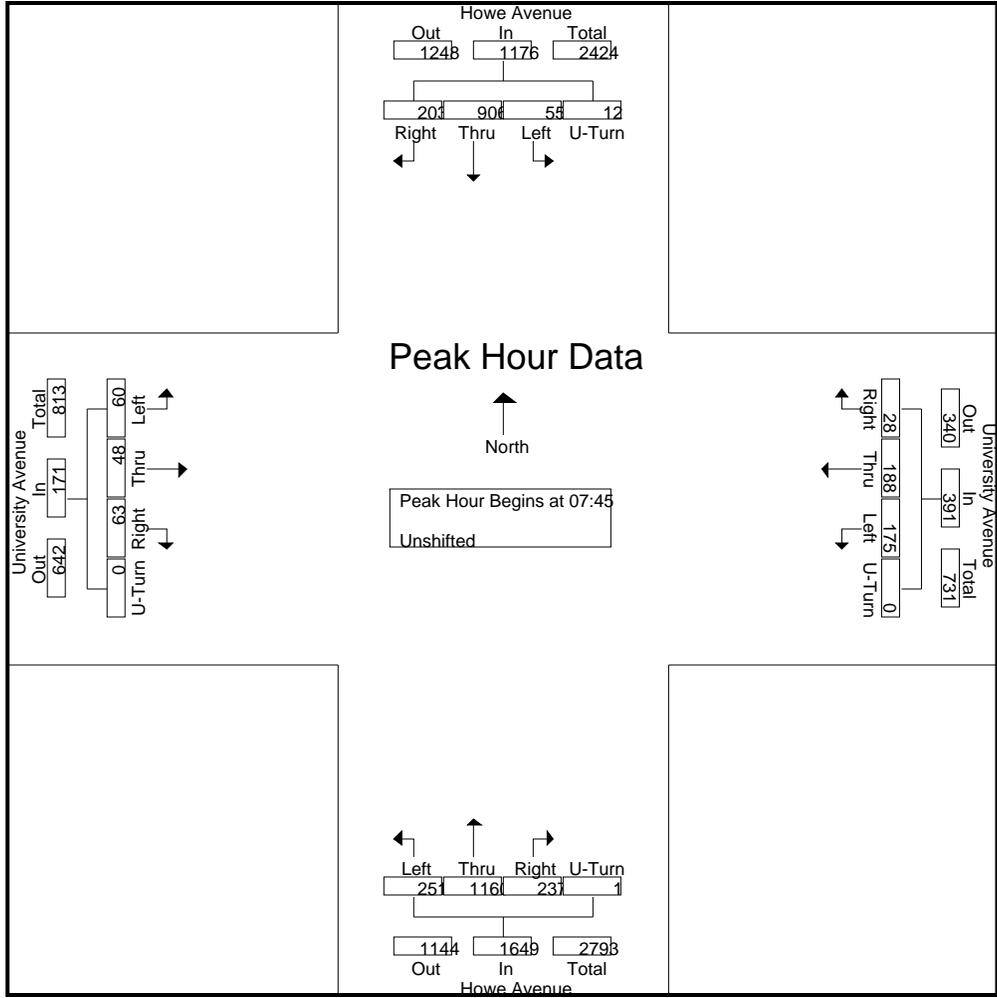
| Start Time | Howe Avenue Southbound | | | | | University Avenue Westbound | | | | | Howe Avenue Northbound | | | | | University Avenue Eastbound | | | | | Int. Total |
|--|------------------------|------------|-----------|----------|------------|-----------------------------|-----------|----------|--------|------------|------------------------|------------|-----------|----------|------------|-----------------------------|-----------|-----------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 15 | 238 | 39 | 1 | 293 | 35 | 49 | 8 | 0 | 92 | 58 | 319 | 50 | 0 | 427 | 18 | 3 | 10 | 0 | 31 | 843 |
| 08:00 | 10 | 227 | 48 | 5 | 290 | 39 | 33 | 8 | 0 | 80 | 61 | 291 | 63 | 0 | 415 | 14 | 22 | 15 | 0 | 51 | 836 |
| 08:15 | 16 | 199 | 61 | 2 | 278 | 58 | 51 | 7 | 0 | 116 | 76 | 249 | 64 | 1 | 390 | 13 | 11 | 18 | 0 | 42 | 826 |
| 08:30 | 14 | 242 | 55 | 4 | 315 | 43 | 55 | 5 | 0 | 103 | 56 | 301 | 60 | 0 | 417 | 15 | 12 | 20 | 0 | 47 | 882 |
| Total Volume | 55 | 906 | 203 | 12 | 1176 | 175 | 188 | 28 | 0 | 391 | 251 | 1160 | 237 | 1 | 1649 | 60 | 48 | 63 | 0 | 171 | 3387 |
| % App. Total | 4.7 | 77 | 17.3 | 1 | | 44.8 | 48.1 | 7.2 | 0 | | 15.2 | 70.3 | 14.4 | 0.1 | | 35.1 | 28.1 | 36.8 | 0 | | |
| PHF | .859 | .936 | .832 | .600 | .933 | .754 | .855 | .875 | .000 | .843 | .826 | .909 | .926 | .250 | .965 | .833 | .545 | .788 | .000 | .838 | .960 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 3

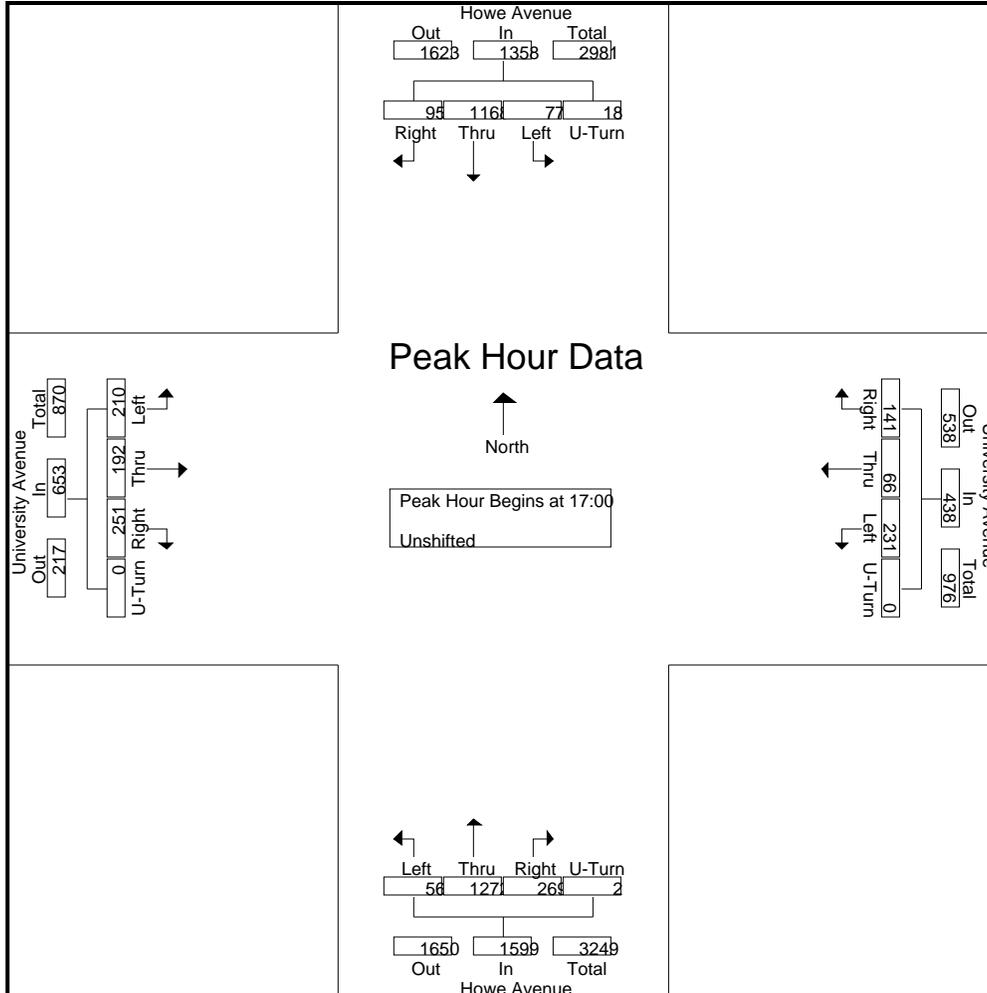


All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | | University Avenue Westbound | | | | | Howe Avenue Northbound | | | | | University Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | |
|-------------|------------------------|------|-----|-----|------------|-----------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------|--------------|------------|------|------|-----|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | | | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 3 | 3 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 7 | 1 | 6 | 7 |
| Total | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 3 | 1 | 2 | 1 | 2 | 4 | 1 | 3 | 1 | 0 | 5 | 5 | 13 | 18 | 5 | 13 | 18 |
| 08:00 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 6 | 2 | 8 | 6 | 2 | 8 |
| 08:15 | 0 | 1 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 12 | 10 | 2 | 12 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 3 | 7 | 4 | 3 | 7 |
| 08:45 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 5 | 5 | 10 | 5 | 5 | 10 |
| Total | 0 | 1 | 0 | 15 | 1 | 0 | 5 | 0 | 4 | 5 | 0 | 1 | 0 | 4 | 1 | 1 | 4 | 0 | 2 | 5 | 25 | 12 | 37 | 25 | 12 | 37 |
| 15:00 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 7 | 5 | 2 | 7 |
| 15:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 5 | 1 | 6 |
| 15:30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | 4 | 5 | 9 | 4 | 5 | 9 |
| 15:45 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 7 | 7 |
| Total | 1 | 4 | 0 | 5 | 5 | 1 | 0 | 0 | 3 | 1 | 0 | 6 | 1 | 4 | 7 | 0 | 2 | 0 | 2 | 2 | 14 | 15 | 29 | 14 | 15 | 29 |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 8 | 6 | 2 | 8 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 5 | 6 |
| 16:30 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 4 | 9 | 5 | 4 | 9 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 3 | 3 | 6 | 3 | 3 | 6 |
| Total | 1 | 1 | 0 | 5 | 2 | 3 | 2 | 1 | 4 | 6 | 0 | 2 | 0 | 3 | 2 | 0 | 4 | 0 | 3 | 4 | 15 | 14 | 29 | 15 | 14 | 29 |
| 17:00 | 0 | 0 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 8 | 5 | 13 | 8 | 5 | 13 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 5 | 2 | 3 | 5 |
| 17:30 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 7 | 5 | 2 | 7 |
| 17:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 5 | 3 | 8 | 5 | 3 | 8 |
| Total | 0 | 0 | 1 | 14 | 1 | 1 | 4 | 0 | 2 | 5 | 0 | 2 | 0 | 2 | 2 | 1 | 3 | 1 | 2 | 5 | 20 | 13 | 33 | 20 | 13 | 33 |
| Grand Total | 2 | 7 | 1 | 40 | 10 | 5 | 12 | 3 | 15 | 20 | 1 | 13 | 2 | 15 | 16 | 3 | 16 | 2 | 9 | 21 | 79 | 67 | 146 | 79 | 67 | 146 |
| Apprch % | 20 | 70 | 10 | | | 25 | 60 | 15 | | | 6.2 | 81.2 | 12.5 | | | 14.3 | 76.2 | 9.5 | | | | | | | | |
| Total % | 3 | 10.4 | 1.5 | | 14.9 | 7.5 | 17.9 | 4.5 | | 29.9 | 1.5 | 19.4 | 3 | | 23.9 | 4.5 | 23.9 | 3 | | 31.3 | 54.1 | 45.9 | | 54.1 | 45.9 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

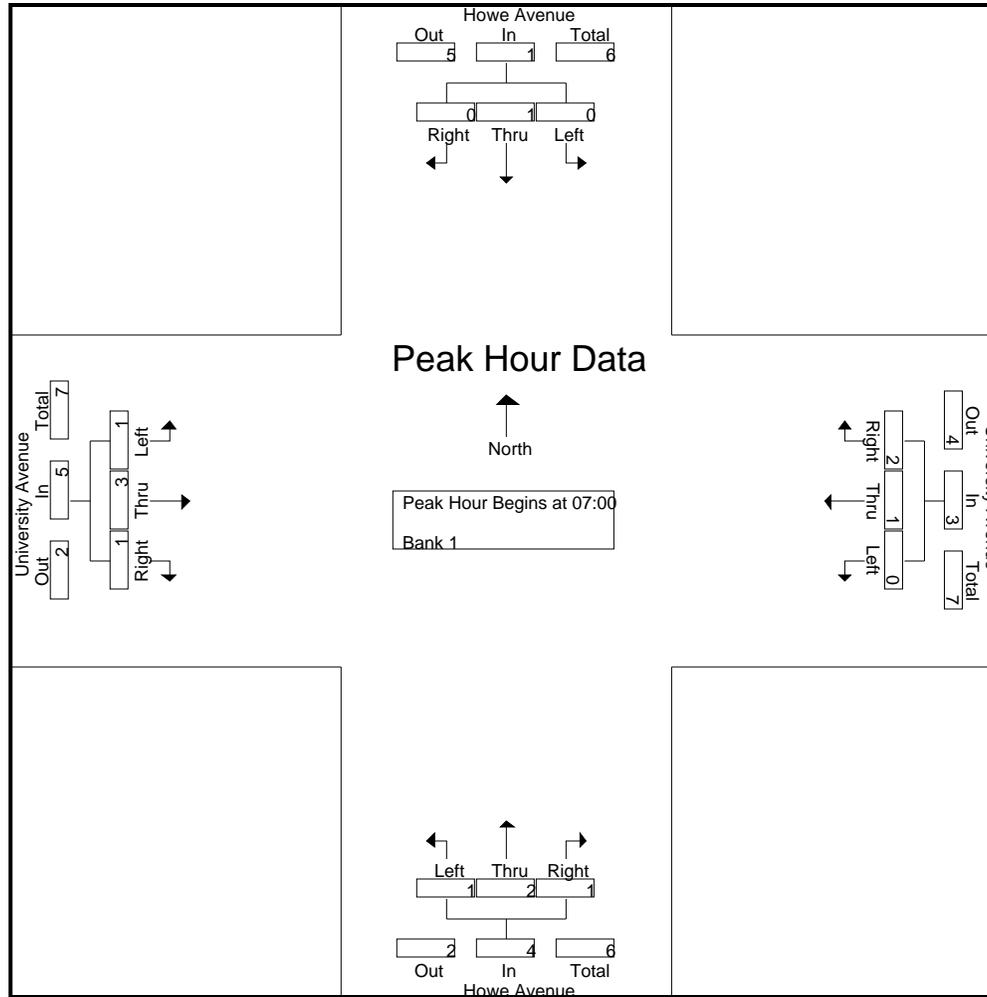
| Start Time | Howe Avenue Southbound | | | | University Avenue Westbound | | | | Howe Avenue Northbound | | | | University Avenue Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 6 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 1 | 2 | 1 | 4 | 1 | 3 | 1 | 5 | 13 |
| % App. Total | 0 | 100 | 0 | | 0 | 33.3 | 66.7 | | 25 | 50 | 25 | | 20 | 60 | 20 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .250 | .250 | .375 | .250 | .500 | .250 | .500 | .250 | .375 | .250 | .625 | .542 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

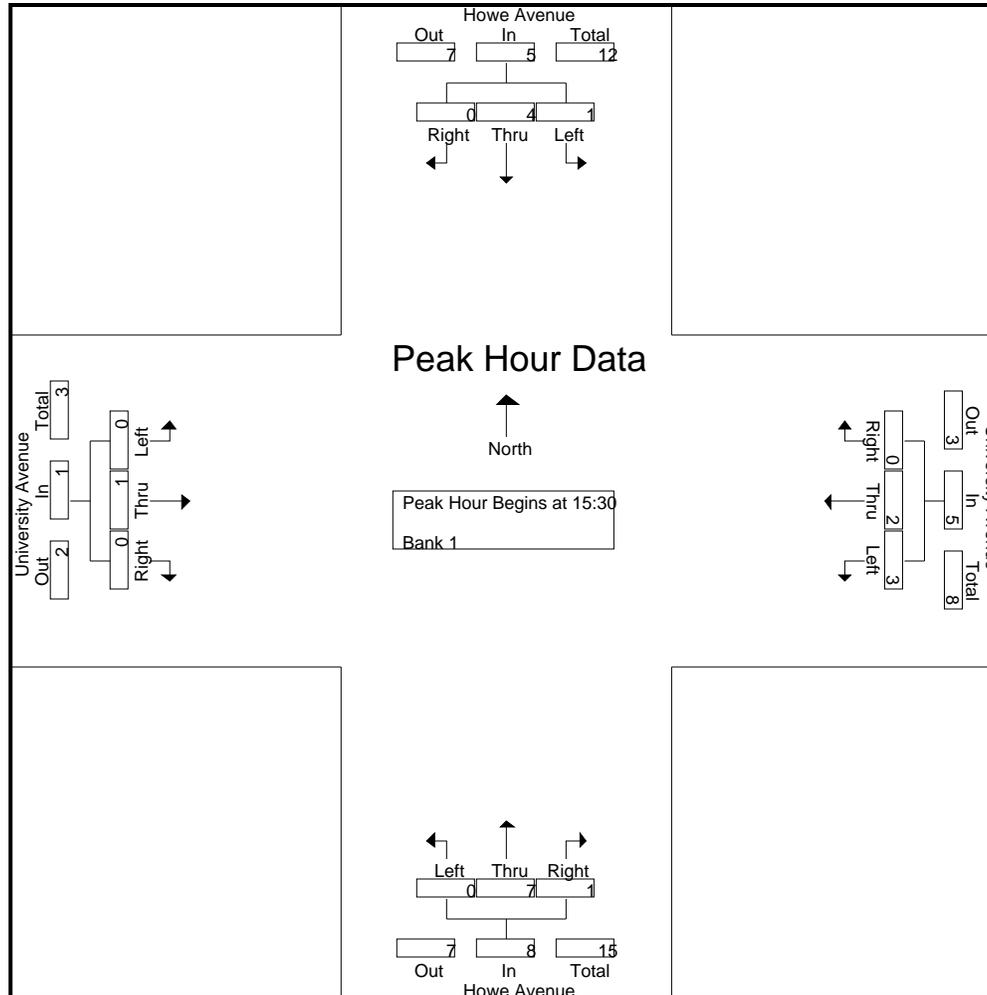
| Start Time | Howe Avenue Southbound | | | | University Avenue Westbound | | | | Howe Avenue Northbound | | | | University Avenue Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:30 | | | | | | | | | | | | | | | | | |
| 15:30 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 5 |
| 15:45 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 1 | 4 | 0 | 5 | 3 | 2 | 0 | 5 | 0 | 7 | 1 | 8 | 0 | 1 | 0 | 1 | 19 |
| % App. Total | 20 | 80 | 0 | | 60 | 40 | 0 | | 0 | 87.5 | 12.5 | | 0 | 100 | 0 | | |
| PHF | .250 | .500 | .000 | .625 | .750 | .500 | .000 | .625 | .000 | .438 | .250 | .500 | .000 | .250 | .000 | .250 | .679 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-001 Howe-University
Site Code : 00000000
Start Date : 9/11/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Howe Avenue Southbound | | | | | American River Drive Westbound | | | | | Howe Avenue Northbound | | | | | American River Drive Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|--------|------------|--------------------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|--------------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| 07:00 | 3 | 160 | 1 | 0 | 164 | 72 | 5 | 8 | 0 | 85 | 3 | 236 | 52 | 2 | 293 | 2 | 10 | 2 | 0 | 14 | 556 |
| 07:15 | 6 | 236 | 3 | 0 | 245 | 113 | 4 | 20 | 0 | 137 | 3 | 275 | 55 | 2 | 335 | 3 | 10 | 2 | 0 | 15 | 732 |
| 07:30 | 10 | 273 | 4 | 2 | 289 | 123 | 6 | 30 | 0 | 159 | 4 | 303 | 74 | 0 | 381 | 12 | 18 | 2 | 0 | 32 | 861 |
| 07:45 | 2 | 264 | 3 | 1 | 270 | 156 | 13 | 24 | 0 | 193 | 2 | 386 | 82 | 0 | 470 | 7 | 11 | 0 | 0 | 18 | 951 |
| Total | 21 | 933 | 11 | 3 | 968 | 464 | 28 | 82 | 0 | 574 | 12 | 1200 | 263 | 4 | 1479 | 24 | 49 | 6 | 0 | 79 | 3100 |
| 08:00 | 12 | 262 | 3 | 0 | 277 | 168 | 14 | 37 | 0 | 219 | 1 | 356 | 123 | 0 | 480 | 12 | 9 | 1 | 0 | 22 | 998 |
| 08:15 | 4 | 284 | 2 | 2 | 292 | 131 | 5 | 27 | 0 | 163 | 11 | 364 | 83 | 0 | 458 | 6 | 12 | 5 | 0 | 23 | 936 |
| 08:30 | 6 | 298 | 1 | 0 | 305 | 123 | 10 | 20 | 0 | 153 | 6 | 328 | 61 | 0 | 395 | 9 | 6 | 4 | 0 | 19 | 872 |
| 08:45 | 5 | 250 | 2 | 1 | 258 | 76 | 10 | 17 | 0 | 103 | 6 | 366 | 101 | 2 | 475 | 9 | 13 | 3 | 0 | 25 | 861 |
| Total | 27 | 1094 | 8 | 3 | 1132 | 498 | 39 | 101 | 0 | 638 | 24 | 1414 | 368 | 2 | 1808 | 36 | 40 | 13 | 0 | 89 | 3667 |
| 15:00 | 13 | 369 | 13 | 1 | 396 | 82 | 16 | 18 | 0 | 116 | 5 | 352 | 129 | 1 | 487 | 11 | 9 | 5 | 0 | 25 | 1024 |
| 15:15 | 29 | 284 | 16 | 10 | 339 | 97 | 21 | 21 | 0 | 139 | 3 | 320 | 122 | 1 | 446 | 5 | 14 | 2 | 0 | 21 | 945 |
| 15:30 | 31 | 289 | 15 | 6 | 341 | 87 | 25 | 33 | 1 | 146 | 5 | 301 | 103 | 1 | 410 | 6 | 16 | 4 | 0 | 26 | 923 |
| 15:45 | 30 | 303 | 13 | 9 | 355 | 78 | 18 | 15 | 1 | 112 | 1 | 311 | 108 | 0 | 420 | 10 | 14 | 2 | 0 | 26 | 913 |
| Total | 103 | 1245 | 57 | 26 | 1431 | 344 | 80 | 87 | 2 | 513 | 14 | 1284 | 462 | 3 | 1763 | 32 | 53 | 13 | 0 | 98 | 3805 |
| 16:00 | 28 | 326 | 12 | 5 | 371 | 87 | 11 | 17 | 0 | 115 | 4 | 350 | 147 | 1 | 502 | 3 | 11 | 8 | 0 | 22 | 1010 |
| 16:15 | 18 | 303 | 16 | 3 | 340 | 87 | 11 | 17 | 0 | 115 | 3 | 313 | 126 | 0 | 442 | 6 | 9 | 3 | 0 | 18 | 915 |
| 16:30 | 17 | 295 | 9 | 4 | 325 | 77 | 16 | 21 | 1 | 115 | 2 | 320 | 156 | 1 | 479 | 9 | 16 | 4 | 0 | 29 | 948 |
| 16:45 | 25 | 323 | 15 | 0 | 363 | 71 | 14 | 21 | 3 | 109 | 2 | 332 | 141 | 1 | 476 | 10 | 16 | 4 | 0 | 30 | 978 |
| Total | 88 | 1247 | 52 | 12 | 1399 | 322 | 52 | 76 | 4 | 454 | 11 | 1315 | 570 | 3 | 1899 | 28 | 52 | 19 | 0 | 99 | 3851 |
| 17:00 | 20 | 298 | 12 | 5 | 335 | 112 | 9 | 20 | 1 | 142 | 0 | 288 | 143 | 1 | 432 | 11 | 19 | 6 | 0 | 36 | 945 |
| 17:15 | 35 | 547 | 12 | 2 | 596 | 99 | 7 | 18 | 0 | 124 | 6 | 523 | 248 | 0 | 777 | 5 | 18 | 8 | 0 | 31 | 1528 |
| 17:30 | 27 | 421 | 9 | 0 | 457 | 91 | 10 | 24 | 0 | 125 | 5 | 369 | 145 | 1 | 520 | 5 | 10 | 6 | 0 | 21 | 1123 |
| 17:45 | 24 | 428 | 6 | 2 | 460 | 88 | 12 | 24 | 0 | 124 | 6 | 305 | 104 | 1 | 416 | 8 | 13 | 4 | 0 | 25 | 1025 |
| Total | 106 | 1694 | 39 | 9 | 1848 | 390 | 38 | 86 | 1 | 515 | 17 | 1485 | 640 | 3 | 2145 | 29 | 60 | 24 | 0 | 113 | 4621 |
| Grand Total | 345 | 6213 | 167 | 53 | 6778 | 2018 | 237 | 432 | 7 | 2694 | 78 | 6698 | 2303 | 15 | 9094 | 149 | 254 | 75 | 0 | 478 | 19044 |
| Apprch % | 5.1 | 91.7 | 2.5 | 0.8 | | 74.9 | 8.8 | 16 | 0.3 | | 0.9 | 73.7 | 25.3 | 0.2 | | 31.2 | 53.1 | 15.7 | 0 | | |
| Total % | 1.8 | 32.6 | 0.9 | 0.3 | 35.6 | 10.6 | 1.2 | 2.3 | 0 | 14.1 | 0.4 | 35.2 | 12.1 | 0.1 | 47.8 | 0.8 | 1.3 | 0.4 | 0 | 2.5 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

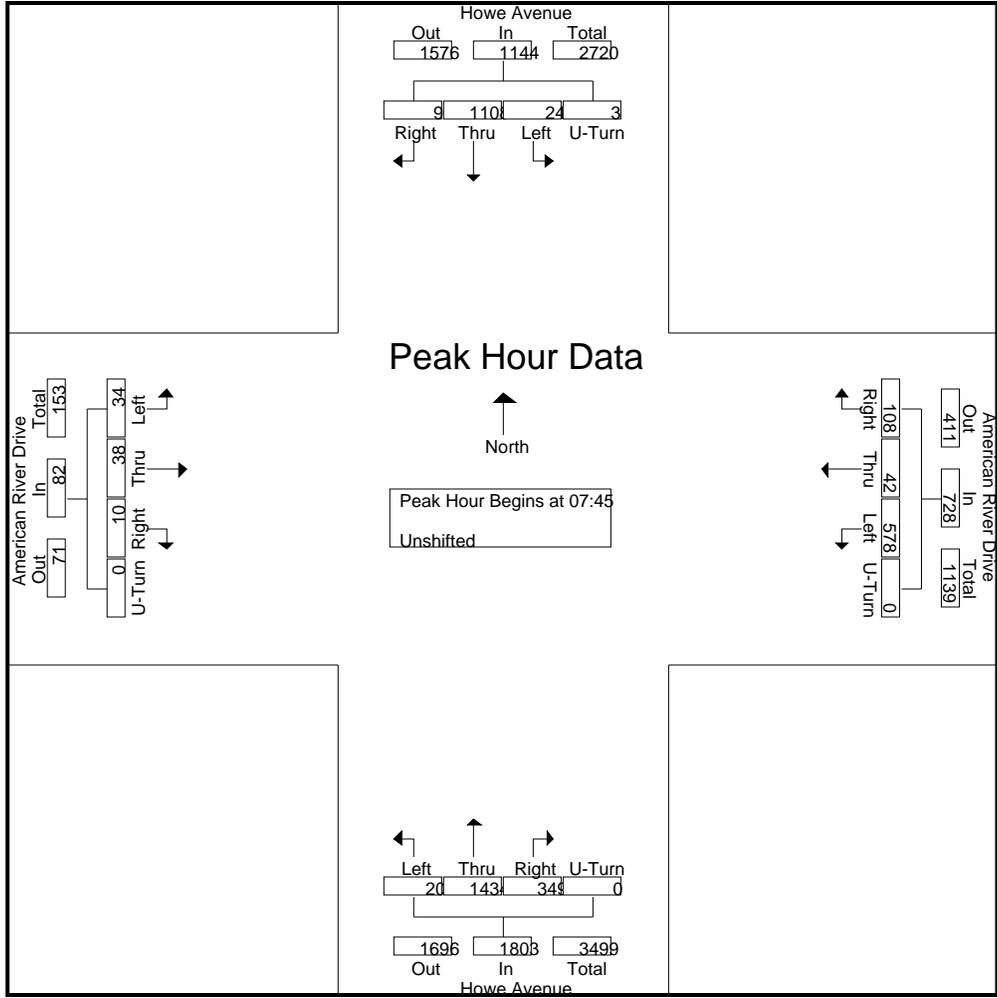
| Start Time | Howe Avenue Southbound | | | | | American River Drive Westbound | | | | | Howe Avenue Northbound | | | | | American River Drive Eastbound | | | | | Int. Total |
|--|------------------------|------------|----------|----------|------------|--------------------------------|-----------|-----------|--------|------------|------------------------|------------|------------|--------|------------|--------------------------------|-----------|----------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 2 | 264 | 3 | 1 | 270 | 156 | 13 | 24 | 0 | 193 | 2 | 386 | 82 | 0 | 470 | 7 | 11 | 0 | 0 | 18 | 951 |
| 08:00 | 12 | 262 | 3 | 0 | 277 | 168 | 14 | 37 | 0 | 219 | 1 | 356 | 123 | 0 | 480 | 12 | 9 | 1 | 0 | 22 | 998 |
| 08:15 | 4 | 284 | 2 | 2 | 292 | 131 | 5 | 27 | 0 | 163 | 11 | 364 | 83 | 0 | 458 | 6 | 12 | 5 | 0 | 23 | 936 |
| 08:30 | 6 | 298 | 1 | 0 | 305 | 123 | 10 | 20 | 0 | 153 | 6 | 328 | 61 | 0 | 395 | 9 | 6 | 4 | 0 | 19 | 872 |
| Total Volume | 24 | 1108 | 9 | 3 | 1144 | 578 | 42 | 108 | 0 | 728 | 20 | 1434 | 349 | 0 | 1803 | 34 | 38 | 10 | 0 | 82 | 3757 |
| % App. Total | 2.1 | 96.9 | 0.8 | 0.3 | | 79.4 | 5.8 | 14.8 | 0 | | 1.1 | 79.5 | 19.4 | 0 | | 41.5 | 46.3 | 12.2 | 0 | | |
| PHF | .500 | .930 | .750 | .375 | .938 | .860 | .750 | .730 | .000 | .831 | .455 | .929 | .709 | .000 | .939 | .708 | .792 | .500 | .000 | .891 | .941 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River

Site Code : 00000000

Start Date : 9/11/2012

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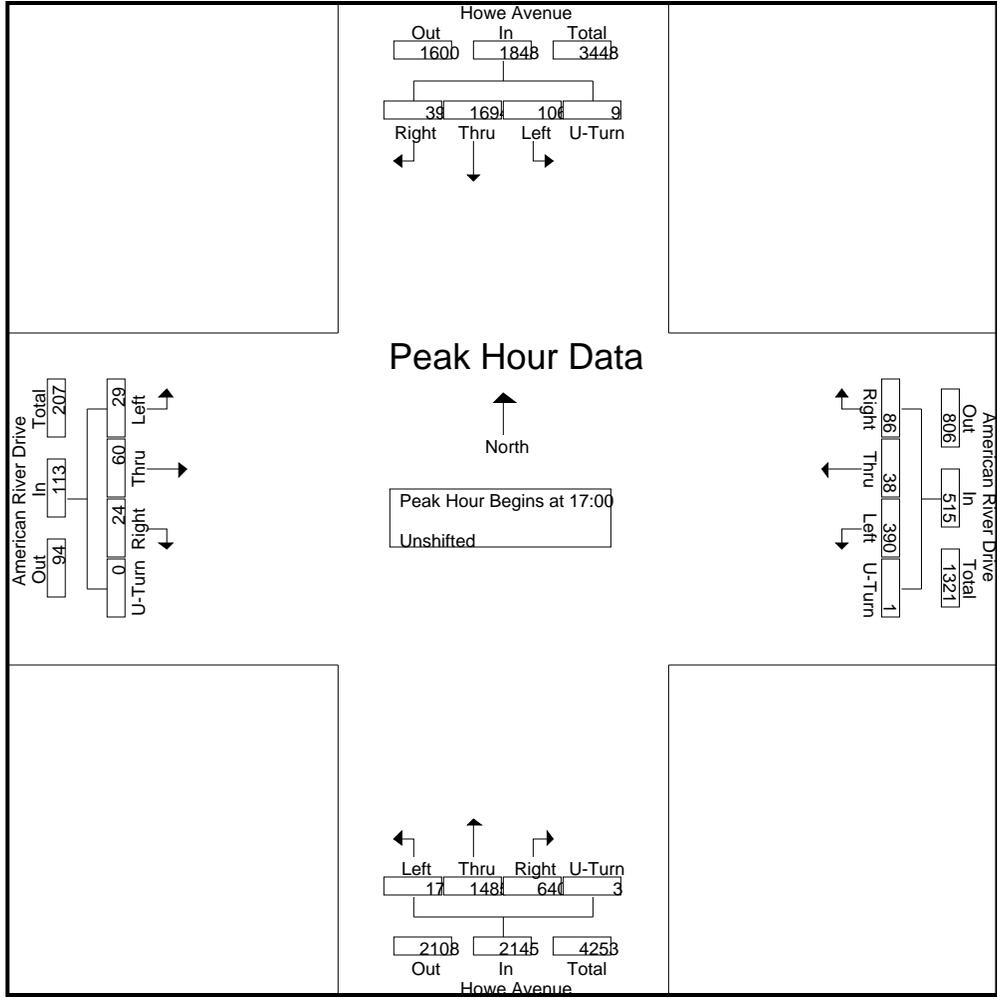
| Start Time | Howe Avenue Southbound | | | | | American River Drive Westbound | | | | | Howe Avenue Northbound | | | | | American River Drive Eastbound | | | | | Int. Total |
|--|------------------------|------|-------|--------|------------|--------------------------------|------|-------|--------|------------|------------------------|------|-------|--------|------------|--------------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 20 | 298 | 12 | 5 | 596 | 112 | 7 | 18 | 1 | 142 | 6 | 523 | 248 | 0 | 777 | 11 | 19 | 8 | 0 | 36 | 1528 |
| 17:15 | 35 | 547 | 12 | 2 | 457 | 99 | 10 | 24 | 0 | 125 | 5 | 369 | 145 | 1 | 520 | 5 | 10 | 6 | 0 | 21 | 1123 |
| 17:30 | 27 | 421 | 9 | 0 | 460 | 88 | 12 | 24 | 0 | 124 | 6 | 305 | 104 | 1 | 416 | 8 | 13 | 4 | 0 | 25 | 1025 |
| 17:45 | 24 | 428 | 6 | 2 | 460 | 88 | 12 | 24 | 0 | 124 | 6 | 305 | 104 | 1 | 416 | 8 | 13 | 4 | 0 | 25 | 1025 |
| Total Volume | 106 | 1694 | 39 | 9 | 1848 | 390 | 38 | 86 | 1 | 515 | 17 | 1485 | 640 | 3 | 2145 | 29 | 60 | 24 | 0 | 113 | 4621 |
| % App. Total | 5.7 | 91.7 | 2.1 | 0.5 | 75.7 | 7.4 | 16.7 | 0.2 | 0.8 | 69.2 | 29.8 | 0.1 | 25.7 | 53.1 | 21.2 | 0 | | | | | |
| PHF | .757 | .774 | .813 | .450 | .775 | .871 | .792 | .896 | .250 | .907 | .708 | .710 | .645 | .750 | .690 | .659 | .789 | .750 | .000 | .785 | .756 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Howe Avenue Southbound | | | | | American River Drive Westbound | | | | | Howe Avenue Northbound | | | | | American River Drive Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-----|-----|------------|--------------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| 07:15 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 4 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 3 | 0 | 6 | 3 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 7 | 14 |
| 08:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 |
| Total | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 0 | 3 | 5 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 16 |
| 15:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 3 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 |
| 15:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 5 |
| 15:45 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 |
| Total | 1 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 4 | 0 | 1 | 0 | 2 | 1 | 9 | 8 | 17 |
| 16:00 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 | 7 |
| 16:15 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 6 | 8 |
| 16:30 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 5 |
| 16:45 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 8 |
| Total | 1 | 6 | 0 | 7 | 7 | 0 | 2 | 2 | 1 | 4 | 0 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 3 | 4 | 11 | 17 | 28 |
| 17:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | 3 | 7 |
| 17:15 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 3 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| Total | 0 | 0 | 1 | 4 | 1 | 0 | 3 | 2 | 4 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 10 | 10 | 20 |
| Grand Total | 2 | 11 | 1 | 28 | 14 | 1 | 11 | 5 | 9 | 17 | 1 | 9 | 1 | 1 | 11 | 1 | 6 | 0 | 8 | 7 | 46 | 49 | 95 |
| Apprch % | 14.3 | 78.6 | 7.1 | | | 5.9 | 64.7 | 29.4 | | | 9.1 | 81.8 | 9.1 | | | 14.3 | 85.7 | 0 | | | | | |
| Total % | 4.1 | 22.4 | 2 | | 28.6 | 2 | 22.4 | 10.2 | | 34.7 | 2 | 18.4 | 2 | | 22.4 | 2 | 12.2 | 0 | | 14.3 | 48.4 | 51.6 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

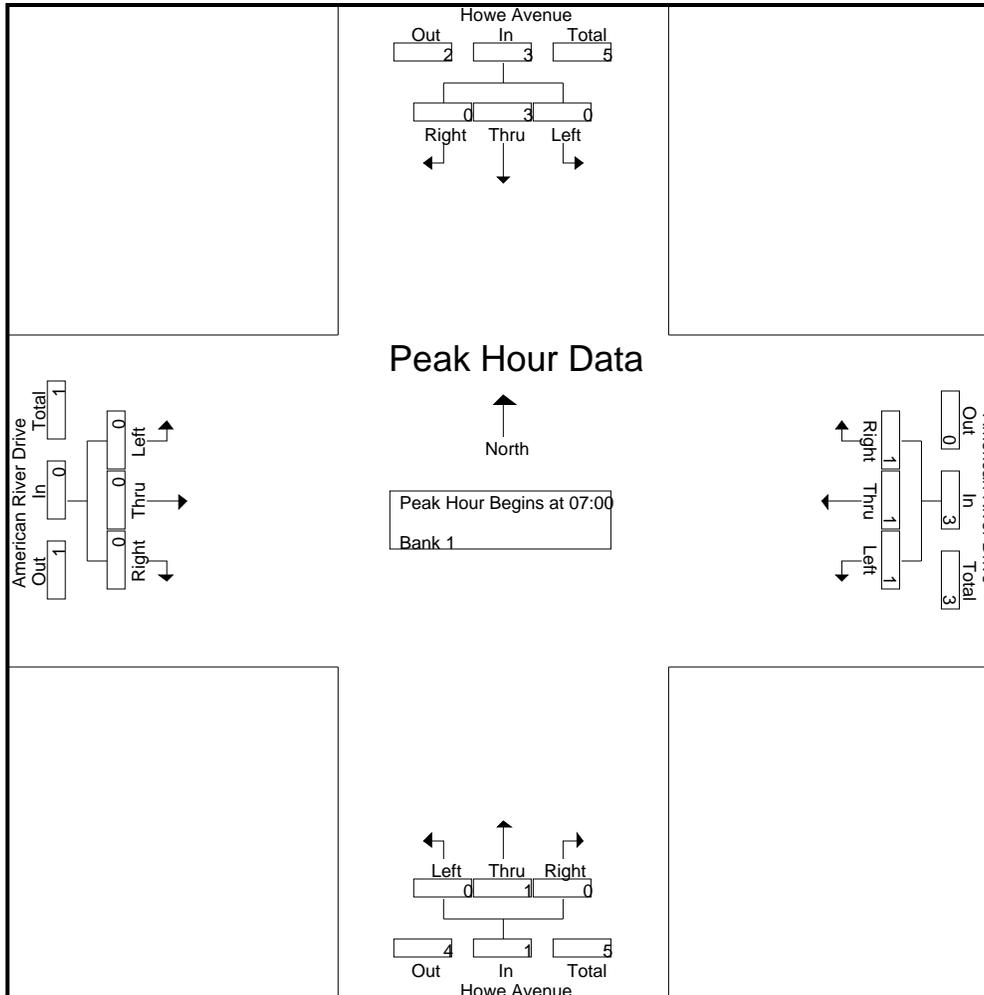
| Start Time | Howe Avenue Southbound | | | | American River Drive Westbound | | | | Howe Avenue Northbound | | | | American River Drive Eastbound | | | | Int. Total |
|--|------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| % App. Total | 0 | 100 | 0 | | 33.3 | 33.3 | 33.3 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .250 | .250 | .250 | .375 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .875 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 4

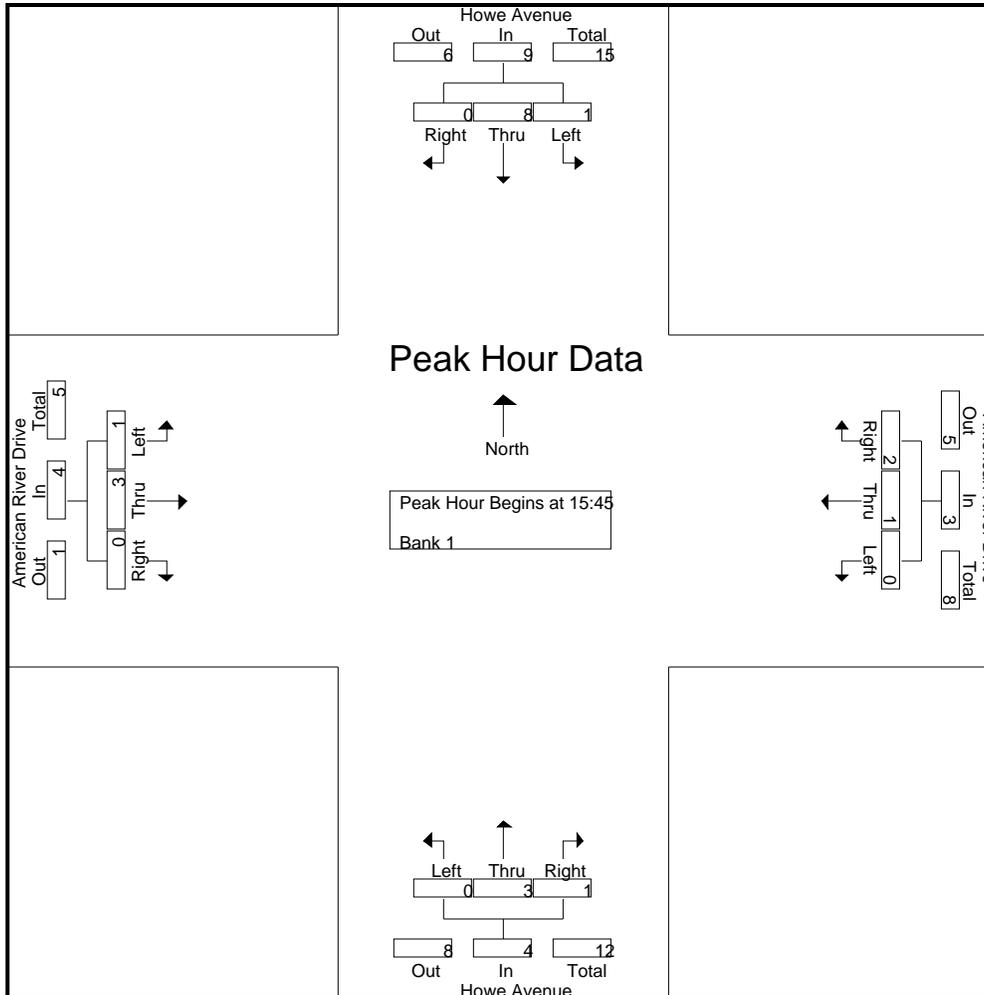
| Start Time | Howe Avenue Southbound | | | | American River Drive Westbound | | | | Howe Avenue Northbound | | | | American River Drive Eastbound | | | | Int. Total |
|--|------------------------|-------|-------|------------|--------------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:45 | | | | | | | | | | | | | | | | | |
| 15:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 16:15 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 6 |
| 16:30 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 1 | 8 | 0 | 9 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | 20 |
| % App. Total | 11.1 | 88.9 | 0 | | 0 | 33.3 | 66.7 | | 0 | 75 | 25 | | 25 | 75 | 0 | | |
| PHF | .250 | 1.000 | .000 | .750 | .000 | .250 | .250 | .375 | .000 | .375 | .250 | .333 | .250 | .750 | .000 | .500 | .833 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-002 Howe-American River
Site Code : 00000000
Start Date : 9/11/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

| Start Time | Cadillac Drive Southbound | | | | | Fair Oaks Boulevard Westbound | | | | | Campus Commons Road Northbound | | | | | Fair Oaks Boulevard Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|-----|------|-----|------------|-------------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 6 | 0 | 14 | 0 | 20 | 0 | 315 | 9 | 0 | 324 | 0 | 0 | 10 | 3 | 10 | 3 | 131 | 10 | 2 | 144 | 5 | 498 | 503 |
| 07:15 | 9 | 0 | 7 | 0 | 16 | 0 | 381 | 10 | 0 | 391 | 0 | 0 | 3 | 0 | 3 | 3 | 126 | 19 | 1 | 148 | 1 | 558 | 559 |
| 07:30 | 3 | 0 | 17 | 0 | 20 | 0 | 434 | 10 | 0 | 444 | 0 | 0 | 5 | 6 | 5 | 7 | 170 | 24 | 2 | 201 | 8 | 670 | 678 |
| 07:45 | 8 | 0 | 18 | 0 | 26 | 0 | 511 | 14 | 0 | 525 | 0 | 0 | 10 | 5 | 10 | 9 | 244 | 33 | 5 | 286 | 10 | 847 | 857 |
| Total | 26 | 0 | 56 | 0 | 82 | 0 | 1641 | 43 | 0 | 1684 | 0 | 0 | 28 | 14 | 28 | 22 | 671 | 86 | 10 | 779 | 24 | 2573 | 2597 |
| 08:00 | 10 | 0 | 11 | 1 | 21 | 0 | 446 | 13 | 0 | 459 | 0 | 0 | 8 | 5 | 8 | 14 | 253 | 43 | 2 | 310 | 8 | 798 | 806 |
| 08:15 | 5 | 0 | 10 | 1 | 15 | 0 | 439 | 20 | 0 | 459 | 0 | 0 | 6 | 6 | 6 | 9 | 195 | 33 | 5 | 237 | 12 | 717 | 729 |
| 08:30 | 5 | 0 | 20 | 0 | 25 | 0 | 426 | 10 | 0 | 436 | 0 | 0 | 12 | 3 | 12 | 13 | 174 | 35 | 2 | 222 | 5 | 695 | 700 |
| 08:45 | 8 | 0 | 11 | 0 | 19 | 0 | 345 | 17 | 0 | 362 | 0 | 0 | 17 | 2 | 17 | 12 | 218 | 38 | 1 | 268 | 3 | 666 | 669 |
| Total | 28 | 0 | 52 | 2 | 80 | 0 | 1656 | 60 | 0 | 1716 | 0 | 0 | 43 | 16 | 43 | 48 | 840 | 149 | 10 | 1037 | 28 | 2876 | 2904 |
| 15:00 | 11 | 0 | 11 | 2 | 22 | 0 | 303 | 15 | 0 | 318 | 0 | 0 | 23 | 8 | 23 | 24 | 453 | 34 | 5 | 511 | 15 | 874 | 889 |
| 15:15 | 12 | 0 | 13 | 3 | 25 | 0 | 311 | 11 | 0 | 322 | 0 | 0 | 15 | 6 | 15 | 14 | 388 | 38 | 8 | 440 | 17 | 802 | 819 |
| 15:30 | 10 | 0 | 9 | 0 | 19 | 0 | 308 | 18 | 0 | 326 | 0 | 0 | 28 | 2 | 28 | 16 | 408 | 32 | 1 | 456 | 3 | 829 | 832 |
| 15:45 | 15 | 0 | 12 | 0 | 27 | 0 | 296 | 12 | 0 | 308 | 0 | 0 | 17 | 1 | 17 | 21 | 427 | 36 | 3 | 484 | 4 | 836 | 840 |
| Total | 48 | 0 | 45 | 5 | 93 | 0 | 1218 | 56 | 0 | 1274 | 0 | 0 | 83 | 17 | 83 | 75 | 1676 | 140 | 17 | 1891 | 39 | 3341 | 3380 |
| 16:00 | 21 | 0 | 17 | 2 | 38 | 0 | 314 | 14 | 0 | 328 | 0 | 0 | 15 | 3 | 15 | 22 | 420 | 28 | 2 | 470 | 7 | 851 | 858 |
| 16:15 | 9 | 0 | 23 | 1 | 32 | 0 | 379 | 4 | 0 | 383 | 0 | 0 | 14 | 5 | 14 | 27 | 408 | 39 | 3 | 474 | 9 | 903 | 912 |
| 16:30 | 16 | 0 | 13 | 3 | 29 | 0 | 347 | 5 | 0 | 352 | 0 | 0 | 30 | 3 | 30 | 50 | 499 | 42 | 1 | 591 | 7 | 1002 | 1009 |
| 16:45 | 10 | 0 | 24 | 0 | 34 | 0 | 429 | 10 | 0 | 439 | 0 | 0 | 15 | 4 | 15 | 38 | 426 | 32 | 4 | 496 | 8 | 984 | 992 |
| Total | 56 | 0 | 77 | 6 | 133 | 0 | 1469 | 33 | 0 | 1502 | 0 | 0 | 74 | 15 | 74 | 137 | 1753 | 141 | 10 | 2031 | 31 | 3740 | 3771 |
| 17:00 | 15 | 0 | 22 | 2 | 37 | 0 | 430 | 8 | 0 | 438 | 0 | 0 | 22 | 1 | 22 | 41 | 414 | 34 | 1 | 489 | 4 | 986 | 990 |
| 17:15 | 15 | 0 | 20 | 1 | 35 | 0 | 413 | 15 | 0 | 428 | 0 | 0 | 18 | 3 | 18 | 41 | 455 | 39 | 3 | 535 | 7 | 1016 | 1023 |
| 17:30 | 14 | 0 | 24 | 1 | 38 | 0 | 427 | 13 | 0 | 440 | 0 | 0 | 16 | 3 | 16 | 29 | 399 | 33 | 3 | 461 | 7 | 955 | 962 |
| 17:45 | 7 | 0 | 21 | 0 | 28 | 0 | 332 | 11 | 0 | 343 | 0 | 0 | 13 | 1 | 13 | 30 | 399 | 42 | 2 | 471 | 3 | 855 | 858 |
| Total | 51 | 0 | 87 | 4 | 138 | 0 | 1602 | 47 | 0 | 1649 | 0 | 0 | 69 | 8 | 69 | 141 | 1667 | 148 | 9 | 1956 | 21 | 3812 | 3833 |
| Grand Total | 209 | 0 | 317 | 17 | 526 | 0 | 7586 | 239 | 0 | 7825 | 0 | 0 | 297 | 70 | 297 | 423 | 6607 | 664 | 56 | 7694 | 143 | 16342 | 16485 |
| Apprch % | 39.7 | 0 | 60.3 | | | 0 | 96.9 | 3.1 | | | 0 | 0 | 100 | | | 5.5 | 85.9 | 8.6 | | | | | |
| Total % | 1.3 | 0 | 1.9 | | 3.2 | 0 | 46.4 | 1.5 | | 47.9 | 0 | 0 | 1.8 | | 1.8 | 2.6 | 40.4 | 4.1 | | 47.1 | 0.9 | 99.1 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

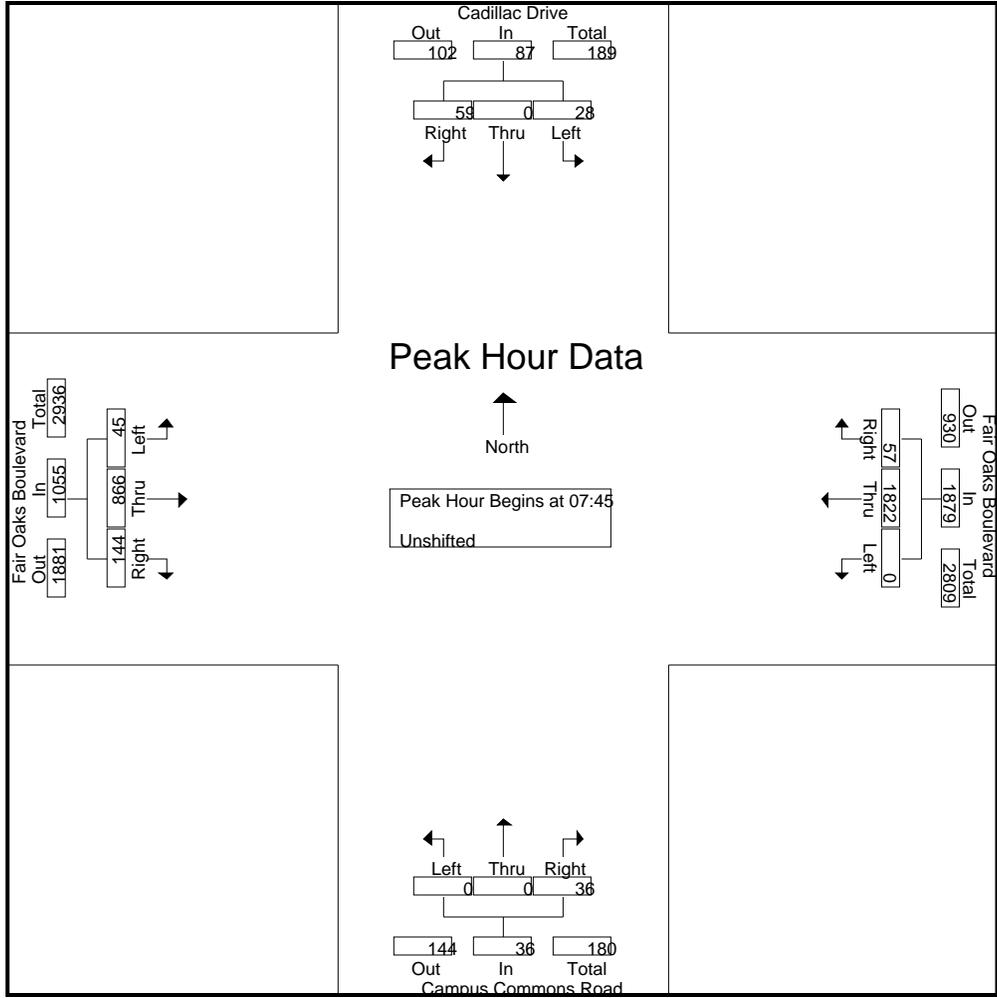
| Start Time | Cadillac Drive Southbound | | | | Fair Oaks Boulevard Westbound | | | | Campus Commons Road Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|---------------------------|------|-----------|------------|-------------------------------|------------|-----------|------------|--------------------------------|------|-----------|------------|-------------------------------|------------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | |
| 07:45 | 8 | 0 | 18 | 26 | 0 | 511 | 14 | 525 | 0 | 0 | 10 | 10 | 9 | 244 | 33 | 286 | 847 |
| 08:00 | 10 | 0 | 11 | 21 | 0 | 446 | 13 | 459 | 0 | 0 | 8 | 8 | 14 | 253 | 43 | 310 | 798 |
| 08:15 | 5 | 0 | 10 | 15 | 0 | 439 | 20 | 459 | 0 | 0 | 6 | 6 | 9 | 195 | 33 | 237 | 717 |
| 08:30 | 5 | 0 | 20 | 25 | 0 | 426 | 10 | 436 | 0 | 0 | 12 | 12 | 13 | 174 | 35 | 222 | 695 |
| Total Volume | 28 | 0 | 59 | 87 | 0 | 1822 | 57 | 1879 | 0 | 0 | 36 | 36 | 45 | 866 | 144 | 1055 | 3057 |
| % App. Total | 32.2 | 0 | 67.8 | | 0 | 97 | 3 | | 0 | 0 | 100 | | 4.3 | 82.1 | 13.6 | | |
| PHF | .700 | .000 | .738 | .837 | .000 | .891 | .713 | .895 | .000 | .000 | .750 | .750 | .804 | .856 | .837 | .851 | .902 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

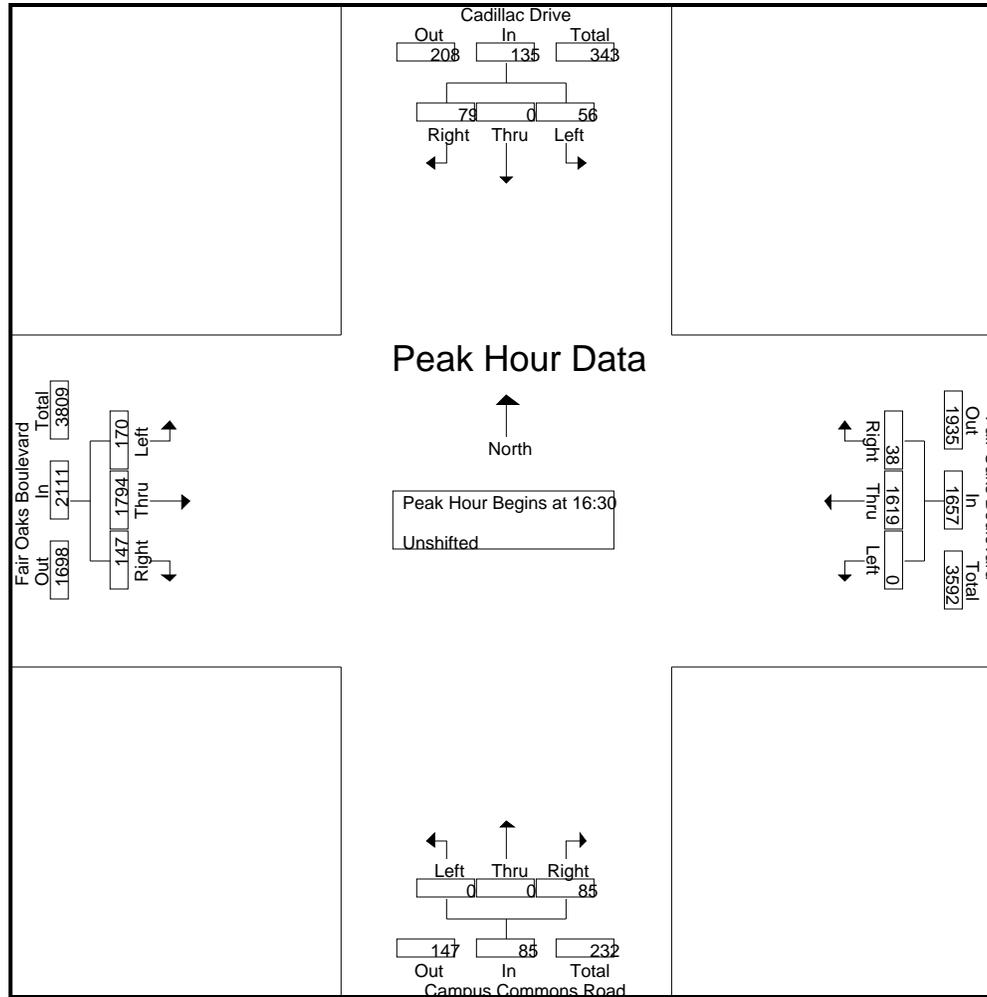
| Start Time | Cadillac Drive Southbound | | | | Fair Oaks Boulevard Westbound | | | | Campus Commons Road Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|---------------------------|------|-----------|------------|-------------------------------|------------|-----------|------------|--------------------------------|------|-----------|------------|-------------------------------|------------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | |
| 16:30 | 16 | 0 | 13 | 29 | 0 | 347 | 5 | 352 | 0 | 0 | 30 | 30 | 50 | 499 | 42 | 591 | 1002 |
| 16:45 | 10 | 0 | 24 | 34 | 0 | 429 | 10 | 439 | 0 | 0 | 15 | 15 | 38 | 426 | 32 | 496 | 984 |
| 17:00 | 15 | 0 | 22 | 37 | 0 | 430 | 8 | 438 | 0 | 0 | 22 | 22 | 41 | 414 | 34 | 489 | 986 |
| 17:15 | 15 | 0 | 20 | 35 | 0 | 413 | 15 | 428 | 0 | 0 | 18 | 18 | 41 | 455 | 39 | 535 | 1016 |
| Total Volume | 56 | 0 | 79 | 135 | 0 | 1619 | 38 | 1657 | 0 | 0 | 85 | 85 | 170 | 1794 | 147 | 2111 | 3988 |
| % App. Total | 41.5 | 0 | 58.5 | | 0 | 97.7 | 2.3 | | 0 | 0 | 100 | | 8.1 | 85 | 7 | | |
| PHF | .875 | .000 | .823 | .912 | .000 | .941 | .633 | .944 | .000 | .000 | .708 | .708 | .850 | .899 | .875 | .893 | .981 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
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All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Cadillac Drive Southbound | | | | Fair Oaks Boulevard Westbound | | | | Campus Commons Road Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|-------------------------------|------|-------|------------|--------------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:15 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total | 0 | 1 | 7 | 8 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 08:45 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 13 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 2 | 0 | 2 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 15:30 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 12 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| Total | 0 | 0 | 1 | 1 | 1 | 6 | 0 | 7 | 1 | 3 | 1 | 5 | 0 | 12 | 0 | 12 | 25 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 16:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 16:45 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 1 | 1 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 12 |
| 17:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 7 |
| Grand Total | 2 | 3 | 10 | 15 | 2 | 26 | 0 | 28 | 1 | 7 | 1 | 9 | 3 | 17 | 1 | 21 | 73 |
| Apprch % | 13.3 | 20 | 66.7 | | 7.1 | 92.9 | 0 | | 11.1 | 77.8 | 11.1 | | 14.3 | 81 | 4.8 | | |
| Total % | 2.7 | 4.1 | 13.7 | 20.5 | 2.7 | 35.6 | 0 | 38.4 | 1.4 | 9.6 | 1.4 | 12.3 | 4.1 | 23.3 | 1.4 | 28.8 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 2

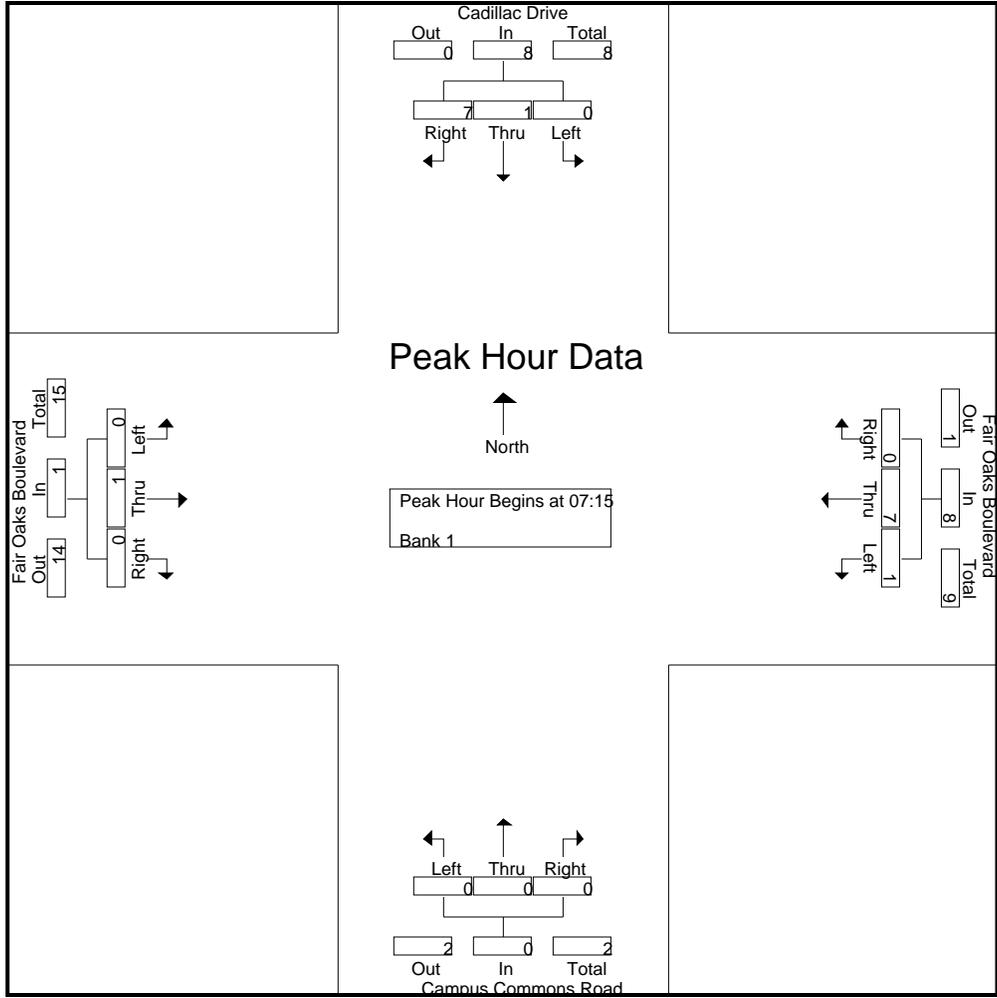
| Start Time | Cadillac Drive Southbound | | | | Fair Oaks Boulevard Westbound | | | | Campus Commons Road Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|---------------------------|------|-------|------------|-------------------------------|------|-------|------------|--------------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 7 | 8 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 |
| % App. Total | 0 | 12.5 | 87.5 | | 12.5 | 87.5 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .250 | .583 | .500 | .250 | .583 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .607 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 4

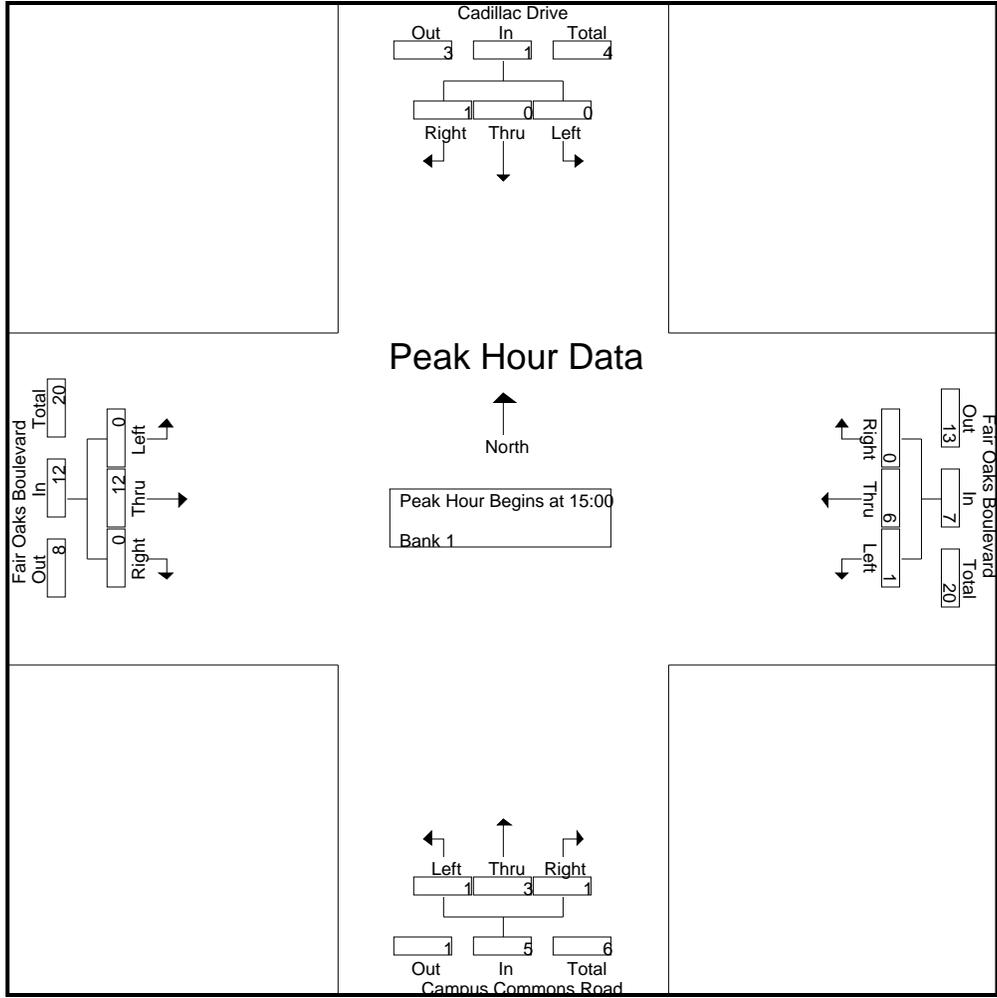
| Start Time | Cadillac Drive Southbound | | | | Fair Oaks Boulevard Westbound | | | | Campus Commons Road Northbound | | | | Fair Oaks Boulevard Eastbound | | | | Int. Total |
|--|---------------------------|------|-------|------------|-------------------------------|------|-------|------------|--------------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:00 | | | | | | | | | | | | | | | | | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 2 | 0 | 2 | 5 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 15:30 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 12 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| Total Volume | 0 | 0 | 1 | 1 | 1 | 6 | 0 | 7 | 1 | 3 | 1 | 5 | 0 | 12 | 0 | 12 | 25 |
| % App. Total | 0 | 0 | 100 | | 14.3 | 85.7 | 0 | | 20 | 60 | 20 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .250 | .500 | .000 | .438 | .250 | .375 | .250 | .417 | .000 | .429 | .000 | .429 | .521 |

All Traffic Data

(916) 771-8700

City of Sacramento
Bicycles on Bank 1

File Name : 12-7065-004 Cadillac-Fair Oaks
Site Code : 00000000
Start Date : 2/22/2012
Page No : 5



All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Bank 1

| Start Time | Munroe Street Southbound | | | | | Fair Oaks Blvd Westbound | | | | | Munroe Street Northbound | | | | | Fair Oaks Blvd Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|--------------------------|------|------|-----|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thr | Rig | Ped | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 6 | 1 | 11 | 2 | 13 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 2 | 0 | 12 | 1 | 13 |
| 07:30 | 0 | 1 | 1 | 4 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 8 | 4 | 12 |
| 07:45 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 5 |
| Total | 0 | 2 | 1 | 7 | 3 | 0 | 2 | 0 | 8 | 2 | 1 | 0 | 2 | 7 | 3 | 0 | 1 | 1 | 11 | 2 | 33 | 10 | 43 |
| 08:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 3 | 9 |
| 08:15 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 6 |
| 08:30 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 5 | 9 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 7 |
| Total | 0 | 0 | 6 | 4 | 6 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 3 | 21 | 10 | 31 |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 6 |
| 15:30 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 15 | 1 | 16 |
| 15:45 | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 6 | 10 |
| Total | 0 | 1 | 0 | 9 | 1 | 0 | 7 | 1 | 8 | 8 | 0 | 1 | 0 | 7 | 1 | 0 | 2 | 0 | 5 | 2 | 29 | 12 | 41 |
| 16:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 4 | 3 | 7 |
| 16:15 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 5 | 5 | 10 |
| 16:30 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 8 |
| 16:45 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 3 | 1 | 13 | 3 | 16 |
| Total | 0 | 2 | 1 | 6 | 3 | 0 | 5 | 0 | 4 | 5 | 0 | 2 | 0 | 13 | 2 | 0 | 3 | 0 | 5 | 3 | 28 | 13 | 41 |
| 17:00 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 5 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 9 |
| 17:30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 11 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 3 |
| Total | 0 | 1 | 2 | 1 | 3 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 5 | 1 | 29 | 8 | 37 |
| Grand Total | 0 | 6 | 10 | 27 | 16 | 0 | 19 | 1 | 30 | 20 | 1 | 3 | 2 | 49 | 6 | 0 | 10 | 1 | 34 | 11 | 140 | 53 | 193 |
| Apprch % | 0 | 37.5 | 62.5 | | | 0 | 95 | 5 | | | 16.7 | 50 | 33.3 | | | 0 | 90.9 | 9.1 | | | | | |
| Total % | 0 | 11.3 | 18.9 | | 30.2 | 0 | 35.8 | 1.9 | | 37.7 | 1.9 | 5.7 | 3.8 | | 11.3 | 0 | 18.9 | 1.9 | | 20.8 | 72.5 | 27.5 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
Site Code : 00000000
Start Date : 9/11/2012
Page No : 2

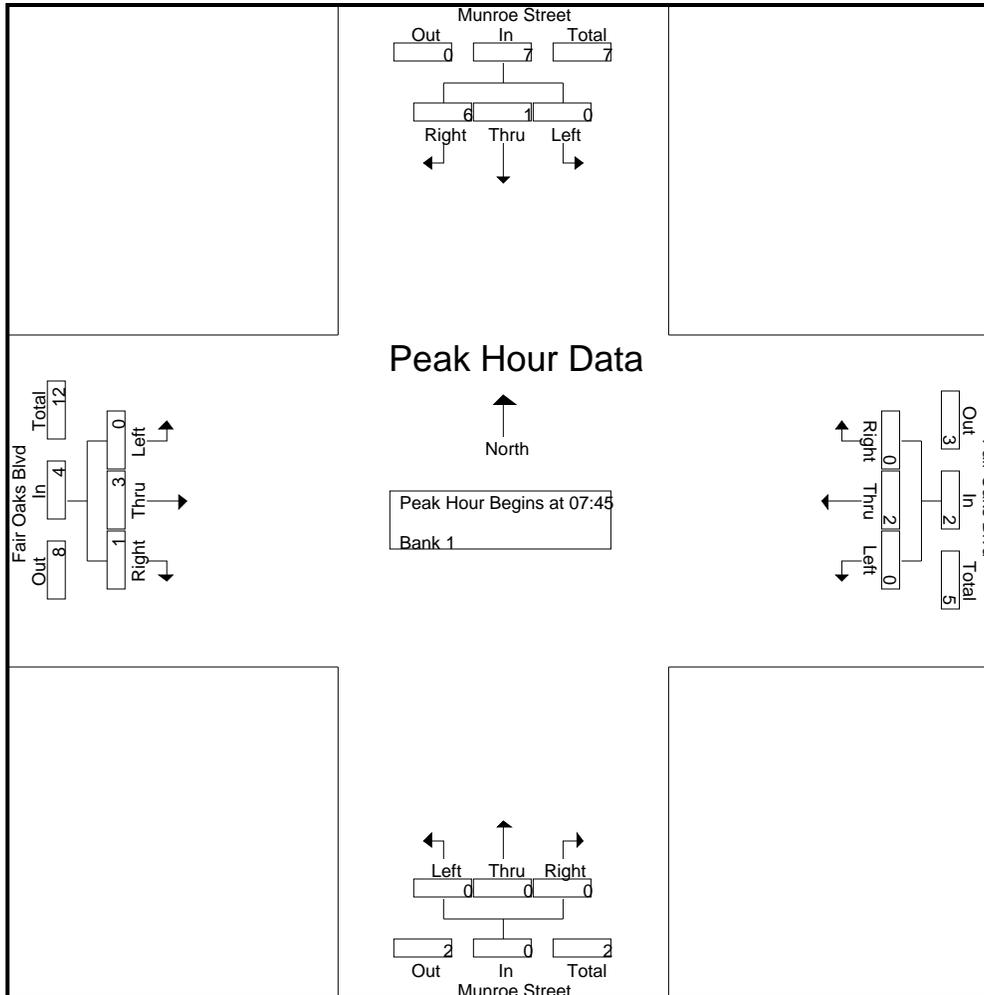
| Start Time | Munroe Street Southbound | | | | Fair Oaks Blvd Westbound | | | | Munroe Street Northbound | | | | Fair Oaks Blvd Eastbound | | | | Int. Total | |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|---|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | |
| 08:15 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 08:30 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | |
| Total Volume | 0 | 1 | 6 | 7 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 13 | |
| % App. Total | 0 | 14.3 | 85.7 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 75 | 25 | | | |
| PHF | .000 | .250 | .375 | .438 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .375 | .250 | .500 | .650 | |

All Traffic Data

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City of Sacramento
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All Traffic Data

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City of Sacramento
Pedestrians and Bicycles on Bank 1

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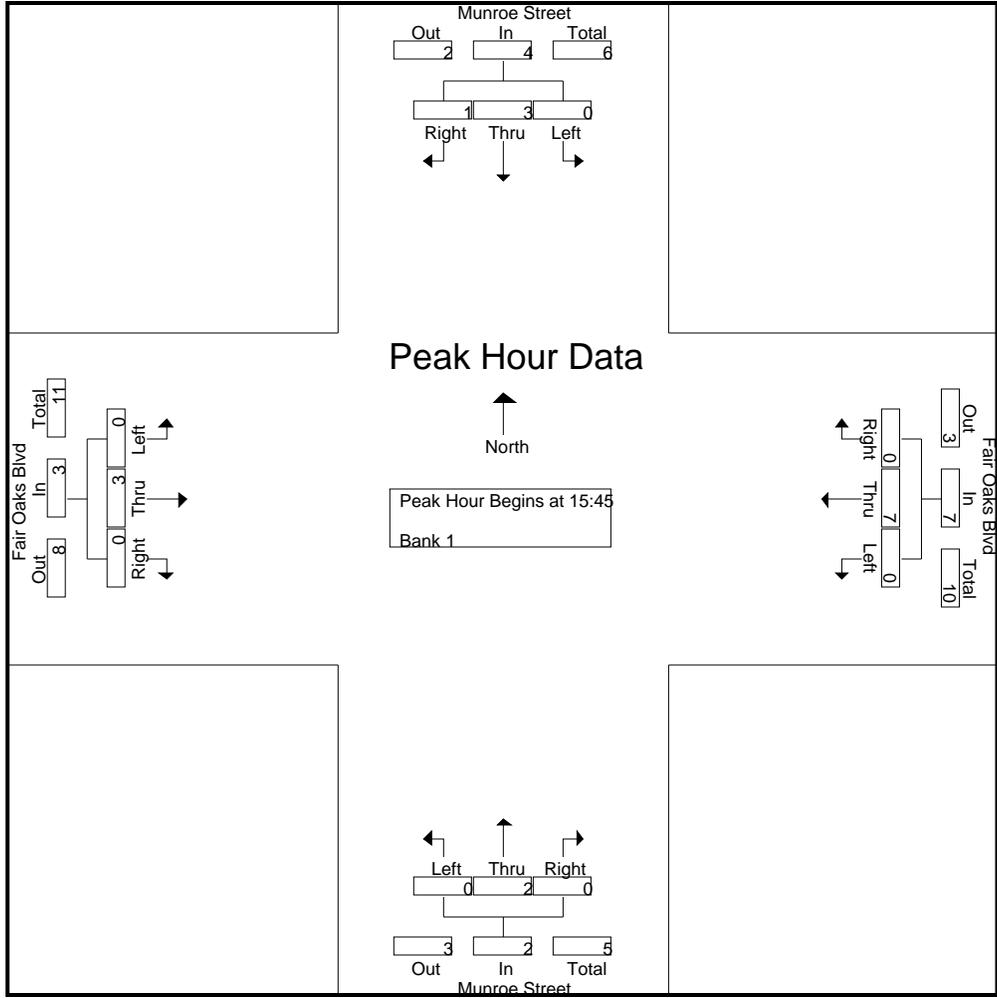
| Start Time | Munroe Street Southbound | | | | Fair Oaks Blvd Westbound | | | | Munroe Street Northbound | | | | Fair Oaks Blvd Eastbound | | | | Int. Total |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:45 | | | | | | | | | | | | | | | | | |
| 15:45 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 16:15 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 16 |
| % App. Total | 0 | 75 | 25 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .750 | .250 | .500 | .000 | .438 | .000 | .438 | .000 | .500 | .000 | .500 | .000 | .750 | .000 | .750 | .667 |

All Traffic Data

(916) 771-8700

City of Sacramento
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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
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Groups Printed- Unshifted

| Start Time | Munroe Street Southbound | | | | | Fair Oaks Blvd Westbound | | | | | Munroe Street Northbound | | | | | Fair Oaks Blvd Eastbound | | | | | Int. Total |
|-------------|--------------------------|------|-------|--------|------------|--------------------------|------|-------|--------|------------|--------------------------|------|-------|--------|------------|--------------------------|------|-------|--------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| 07:00 | 44 | 56 | 15 | 0 | 115 | 20 | 157 | 29 | 0 | 206 | 25 | 45 | 8 | 3 | 81 | 20 | 55 | 10 | 5 | 90 | 492 |
| 07:15 | 86 | 89 | 5 | 1 | 181 | 22 | 234 | 33 | 1 | 290 | 27 | 59 | 16 | 4 | 106 | 22 | 86 | 19 | 3 | 130 | 707 |
| 07:30 | 93 | 103 | 10 | 4 | 210 | 23 | 210 | 21 | 0 | 254 | 49 | 67 | 10 | 5 | 131 | 32 | 107 | 24 | 1 | 164 | 759 |
| 07:45 | 96 | 100 | 16 | 2 | 214 | 47 | 261 | 43 | 0 | 351 | 44 | 94 | 22 | 9 | 169 | 62 | 130 | 35 | 1 | 228 | 962 |
| Total | 319 | 348 | 46 | 7 | 720 | 112 | 862 | 126 | 1 | 1101 | 145 | 265 | 56 | 21 | 487 | 136 | 378 | 88 | 10 | 612 | 2920 |
| 08:00 | 70 | 112 | 12 | 0 | 194 | 32 | 282 | 45 | 0 | 359 | 51 | 77 | 16 | 14 | 158 | 44 | 121 | 37 | 1 | 203 | 914 |
| 08:15 | 67 | 73 | 19 | 0 | 159 | 44 | 257 | 24 | 1 | 326 | 68 | 88 | 15 | 14 | 185 | 40 | 79 | 30 | 2 | 151 | 821 |
| 08:30 | 53 | 95 | 19 | 3 | 170 | 19 | 264 | 35 | 0 | 318 | 33 | 69 | 16 | 4 | 122 | 42 | 100 | 28 | 3 | 173 | 783 |
| 08:45 | 36 | 59 | 15 | 3 | 113 | 34 | 204 | 44 | 0 | 282 | 41 | 89 | 11 | 1 | 142 | 57 | 90 | 13 | 5 | 165 | 702 |
| Total | 226 | 339 | 65 | 6 | 636 | 129 | 1007 | 148 | 1 | 1285 | 193 | 323 | 58 | 33 | 607 | 183 | 390 | 108 | 11 | 692 | 3220 |
| 15:00 | 70 | 102 | 28 | 3 | 203 | 23 | 154 | 39 | 0 | 216 | 52 | 87 | 19 | 5 | 163 | 85 | 198 | 45 | 3 | 331 | 913 |
| 15:15 | 62 | 85 | 24 | 2 | 173 | 32 | 178 | 45 | 1 | 256 | 54 | 96 | 32 | 7 | 189 | 95 | 231 | 45 | 6 | 377 | 995 |
| 15:30 | 83 | 77 | 13 | 0 | 173 | 30 | 186 | 57 | 0 | 273 | 53 | 76 | 24 | 3 | 156 | 82 | 216 | 35 | 4 | 337 | 939 |
| 15:45 | 73 | 80 | 23 | 1 | 177 | 16 | 149 | 34 | 1 | 200 | 44 | 125 | 18 | 2 | 189 | 94 | 217 | 45 | 3 | 359 | 925 |
| Total | 288 | 344 | 88 | 6 | 726 | 101 | 667 | 175 | 2 | 945 | 203 | 384 | 93 | 17 | 697 | 356 | 862 | 170 | 16 | 1404 | 3772 |
| 16:00 | 81 | 71 | 21 | 3 | 176 | 16 | 175 | 36 | 1 | 228 | 34 | 102 | 21 | 2 | 159 | 103 | 265 | 22 | 3 | 393 | 956 |
| 16:15 | 89 | 110 | 13 | 2 | 214 | 16 | 170 | 41 | 1 | 228 | 35 | 112 | 28 | 2 | 177 | 118 | 266 | 41 | 3 | 428 | 1047 |
| 16:30 | 86 | 94 | 17 | 1 | 198 | 18 | 155 | 43 | 2 | 218 | 43 | 125 | 20 | 5 | 193 | 119 | 292 | 39 | 2 | 452 | 1061 |
| 16:45 | 78 | 92 | 18 | 1 | 189 | 14 | 140 | 52 | 2 | 208 | 37 | 131 | 32 | 4 | 204 | 96 | 323 | 58 | 4 | 481 | 1082 |
| Total | 334 | 367 | 69 | 7 | 777 | 64 | 640 | 172 | 6 | 882 | 149 | 470 | 101 | 13 | 733 | 436 | 1146 | 160 | 12 | 1754 | 4146 |
| 17:00 | 101 | 97 | 22 | 3 | 223 | 13 | 148 | 53 | 3 | 217 | 49 | 137 | 27 | 6 | 219 | 99 | 322 | 63 | 3 | 487 | 1146 |
| 17:15 | 89 | 111 | 26 | 3 | 229 | 24 | 151 | 44 | 1 | 220 | 36 | 143 | 28 | 6 | 213 | 115 | 300 | 34 | 1 | 450 | 1112 |
| 17:30 | 82 | 96 | 16 | 2 | 196 | 31 | 163 | 31 | 1 | 226 | 53 | 159 | 23 | 4 | 239 | 102 | 237 | 47 | 6 | 392 | 1053 |
| 17:45 | 76 | 82 | 14 | 0 | 172 | 15 | 152 | 42 | 2 | 211 | 51 | 114 | 21 | 3 | 189 | 118 | 219 | 37 | 3 | 377 | 949 |
| Total | 348 | 386 | 78 | 8 | 820 | 83 | 614 | 170 | 7 | 874 | 189 | 553 | 99 | 19 | 860 | 434 | 1078 | 181 | 13 | 1706 | 4260 |
| Grand Total | 1515 | 1784 | 346 | 34 | 3679 | 489 | 3790 | 791 | 17 | 5087 | 879 | 1995 | 407 | 103 | 3384 | 1545 | 3854 | 707 | 62 | 6168 | 18318 |
| Apprch % | 41.2 | 48.5 | 9.4 | 0.9 | | 9.6 | 74.5 | 15.5 | 0.3 | | 26 | 59 | 12 | 3 | | 25 | 62.5 | 11.5 | 1 | | |
| Total % | 8.3 | 9.7 | 1.9 | 0.2 | 20.1 | 2.7 | 20.7 | 4.3 | 0.1 | 27.8 | 4.8 | 10.9 | 2.2 | 0.6 | 18.5 | 8.4 | 21 | 3.9 | 0.3 | 33.7 | |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
Site Code : 00000000
Start Date : 9/11/2012
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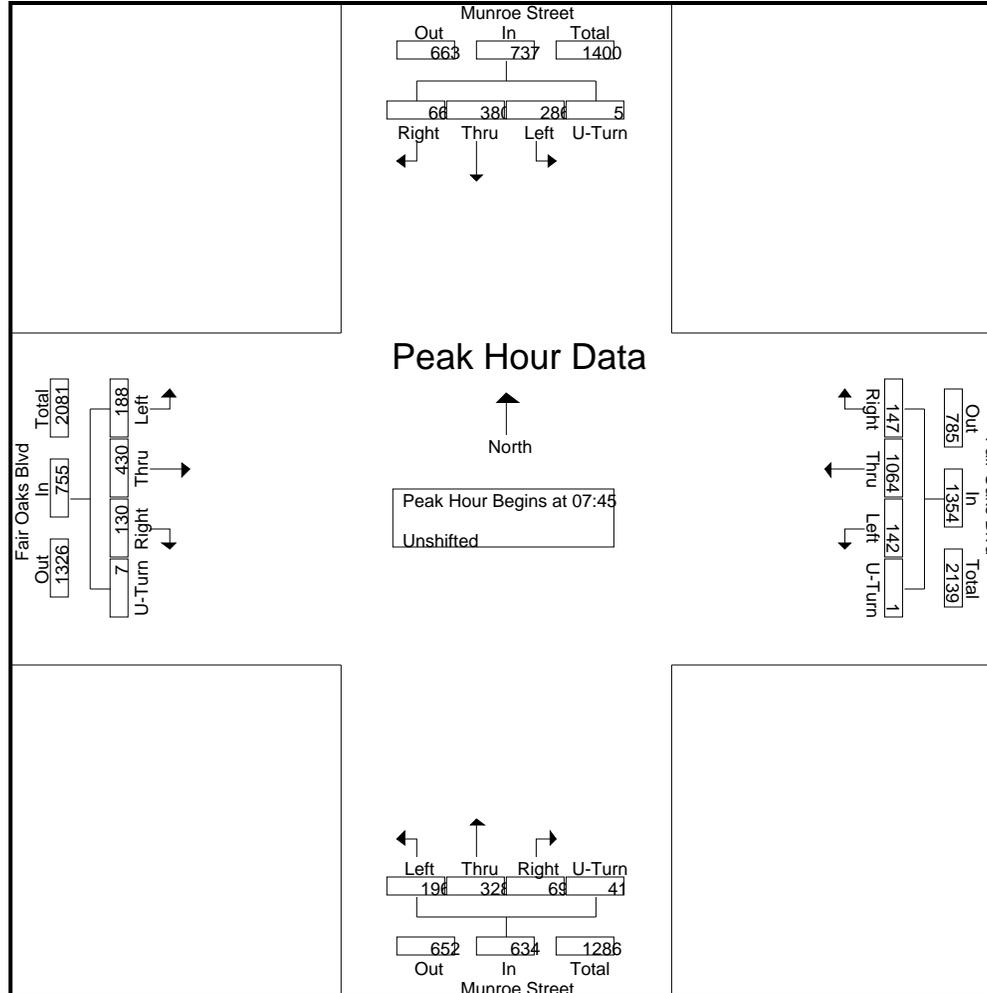
| Start Time | Munroe Street Southbound | | | | | Fair Oaks Blvd Westbound | | | | | Munroe Street Northbound | | | | | Fair Oaks Blvd Eastbound | | | | | Int. Total |
|--|--------------------------|------------|-----------|----------|------------|--------------------------|------------|-----------|----------|------------|--------------------------|-----------|-----------|-----------|------------|--------------------------|------------|-----------|----------|------------|------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 96 | 100 | 16 | 2 | 214 | 47 | 261 | 43 | 0 | 351 | 44 | 94 | 22 | 9 | 169 | 62 | 130 | 35 | 1 | 228 | 962 |
| 08:00 | 70 | 112 | 12 | 0 | 194 | 32 | 282 | 45 | 0 | 359 | 51 | 77 | 16 | 14 | 158 | 44 | 121 | 37 | 1 | 203 | 914 |
| 08:15 | 67 | 73 | 19 | 0 | 159 | 44 | 257 | 24 | 1 | 326 | 68 | 88 | 15 | 14 | 185 | 40 | 79 | 30 | 2 | 151 | 821 |
| 08:30 | 53 | 95 | 19 | 3 | 170 | 19 | 264 | 35 | 0 | 318 | 33 | 69 | 16 | 4 | 122 | 42 | 100 | 28 | 3 | 173 | 783 |
| Total Volume | 286 | 380 | 66 | 5 | 737 | 142 | 1064 | 147 | 1 | 1354 | 196 | 328 | 69 | 41 | 634 | 188 | 430 | 130 | 7 | 755 | 3480 |
| % App. Total | 38.8 | 51.6 | 9 | 0.7 | | 10.5 | 78.6 | 10.9 | 0.1 | | 30.9 | 51.7 | 10.9 | 6.5 | | 24.9 | 57 | 17.2 | 0.9 | | |
| PHF | .745 | .848 | .868 | .417 | .861 | .755 | .943 | .817 | .250 | .943 | .721 | .872 | .784 | .732 | .857 | .758 | .827 | .878 | .583 | .828 | .904 |

All Traffic Data

(916) 771-8700

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Pedestrians and Bicycles on Bank 1

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All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
Site Code : 00000000
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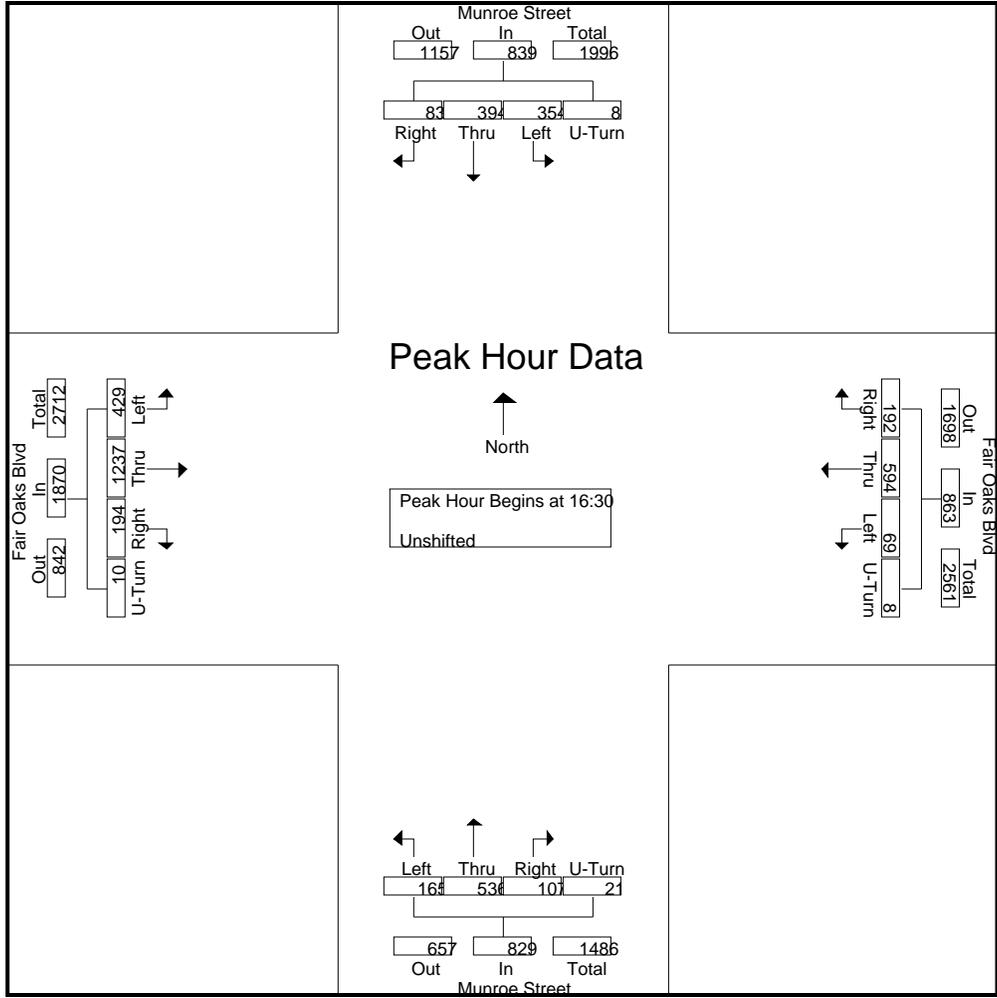
| Start Time | Munroe Street Southbound | | | | | Fair Oaks Blvd Westbound | | | | | Munroe Street Northbound | | | | | Fair Oaks Blvd Eastbound | | | | | Int. Total |
|--|--------------------------|------------|-----------|----------|------------|--------------------------|------------|-----------|----------|------------|--------------------------|------------|-----------|----------|------------|--------------------------|------------|-----------|----------|------------|-------------|
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 86 | 94 | 17 | 1 | 198 | 18 | 155 | | | | 37 | 131 | 32 | 4 | 204 | 119 | 323 | 58 | 4 | 481 | 1082 |
| 16:45 | 78 | 92 | 18 | 1 | 189 | 14 | 140 | 52 | 2 | 208 | 49 | 137 | 27 | 6 | 219 | 96 | 322 | 63 | 3 | 487 | 1146 |
| 17:00 | 101 | 97 | 22 | 3 | 223 | 13 | 148 | 53 | 3 | 217 | 49 | 137 | 27 | 6 | 219 | 99 | 322 | 63 | 3 | 487 | 1146 |
| 17:15 | 89 | 111 | 26 | 3 | 229 | 24 | 151 | 44 | 1 | 220 | 36 | 143 | 28 | 6 | 213 | 115 | 300 | 34 | 1 | 450 | 1112 |
| Total Volume | 354 | 394 | 83 | 8 | 839 | 69 | 594 | 192 | 8 | 863 | 165 | 536 | 107 | 21 | 829 | 429 | 1237 | 194 | 10 | 1870 | 4401 |
| % App. Total | 42.2 | 47 | 9.9 | 1 | | 8 | 68.8 | 22.2 | 0.9 | | 19.9 | 64.7 | 12.9 | 2.5 | | 22.9 | 66.1 | 10.4 | 0.5 | | |
| PHF | .876 | .887 | .798 | .667 | .916 | .719 | .958 | .906 | .667 | .981 | .842 | .937 | .836 | .875 | .946 | .901 | .957 | .770 | .625 | .960 | .960 |

All Traffic Data

(916) 771-8700

City of Sacramento
Pedestrians and Bicycles on Bank 1

File Name : 12-7393-005 Munroe-Fair Oaks
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APPENDIX E:

TRIP GENERATION MEMORANDUM



DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET, ROOM 2000
SACRAMENTO, CA
95814-2816

PH. (916) 808-5307
FAX (916) 808-8404

MEMORANDUM

Date: March 18, 2013
To: Samar Hajeer, Senior Engineer, Traffic Engineering
From: Aelita Milatzo, Assistant Engineer, Traffic Engineering

Subject: CVS Pharmacy (P12-032) Trip Generation

This memorandum compares the project trip generation estimates used in the Transportation Section of the DEIR, which used the ITE Trip Generation, 8th Edition with trip generation estimate using the newly published Trip Generation, 9th Edition. It must be noted that the latest 9th Edition was not published at the time of the study.

According to the Draft Environmental Impact Report, the AM and PM peak hour trip generation of the proposed project was estimated using trip generation data contained in *Trip Generation* (8th Edition, Institute of Transportation Engineers, 2008). Adjustments to the ITE trip generation estimates were made to account for the pass-by trips, which enter the site on route to a different primary destination (Table 5.4 in the DEIR).

The results of the project trip generation per *Trip Generation* (8th Edition, Institute of Transportation Engineers, 2008) are provided in the **Table 1** below. Using the same methodology the project trip generation estimates using ITE Trip Generation, 9th Edition is presented in Table 2 below.

According to Tables 1 and 2, it is clear that using the ITE Trip Generation, 9th edition, overall, the project would generate fewer trips during peak hours than what was used in the traffic analysis provided in the DEIR. Therefore, the analysis is considered valid and all mitigation measures proposed will be sufficient to mitigate the impacts to the level that was analyzed within the DEIR.

**TABLE 1
PROJECT TRIP GENERATION- ITE 8TH EDITION**

| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
|------------------------|-----------|-------------------|------------------------|--------------|--------------|--------------|--------------|-----------|------------|--------------|------------|------------|
| | | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | In | Out | Tot | In | Out | Tot |
| Supermarket | 50.88 ksf | 850 | 102.24 | 3.59 | 11.22 | 5,202 | 112 | 71 | 183 | 291 | 280 | 571 |
| Pharmacy w/ drive-thru | 16.5 ksf | 881 | 88.16 | 2.66 | 10.35 | 1,455 | 25 | 19 | 44 | 85 | 86 | 171 |
| Gross Trips | | | | | | 6,657 | 137 | 90 | 227 | 376 | 366 | 742 |
| Pass-by Trips | | | | | | -1,198 | -25 | -16 | -41 | -135 | -132 | -267 |
| New Trips | | | | | | 5,459 | 112 | 74 | 186 | 241 | 234 | 475 |

Notes:

¹ Trip rates from *Trip Generation* (ITE, 2008). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during PM peak hour based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

ksf = thousand square feet.

**TABLE 2
PROJECT TRIP GENERATION- ITE 9TH EDITION**

| Land Use | Quantity | ITE Land Use Code | Trip Rate ¹ | | | Trips | | | | | | |
|------------------------|-----------|-------------------|------------------------|--------------|--------------|--------------|--------------|-----------|------------|--------------|------------|------------|
| | | | Daily | AM Peak Hour | PM Peak Hour | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | In | Out | Tot | In | Out | Tot |
| Supermarket | 50.88 ksf | 850 | 102.24 | 3.4 | 9.48 | 5,202 | 107 | 66 | 173 | 241 | 231 | 472 |
| Pharmacy w/ drive-thru | 16.5 ksf | 881 | 96.91 | 3.45 | 9.91 | 1,599 | 30 | 27 | 57 | 82 | 82 | 164 |
| Gross Trips | | | | | | 6,801 | 137 | 93 | 230 | 323 | 313 | 636 |
| Pass-by Trips | | | | | | -1,224 | 25 | 16 | -41 | 116 | 113 | -229 |
| New Trips | | | | | | 5,577 | 112 | 77 | 189 | 207 | 200 | 407 |

Notes:

¹ Trip rates from *Trip Generation* (ITE, 9th Edition). Fitted curve equation used to estimate PM peak hour trips for Supermarket. All other trip estimates based on average trip rates (due to lack of fitted curve equations or poor R-squared values).

² Pass-by of 36% for Supermarket and Pharmacy during PM peak hour based on *Trip Generation Handbook, 4th Edition* (ITE, 2004). Pass-by for AM and daily conditions conservatively assumed to be 18%.

ksf = thousand square feet.